



MLK Expressway (Virginia)



I-95 Southbound Rappahannock (Virginia)



I-70 Connector (Illinois)



I-64 Hampton Roads Express Lanes (HREL) Segment 4C

Contract ID No. C00117841DB111

Statement of Qualifications

Electronic Submission

Date
June 29, 2021

Submitted by
Wagman-Fay SE JV
3290 N. Susquehanna Trail
York, PA 17406

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Ft. Eustis Bridge (Virginia)



Route 52 Causeway (New Jersey)



SH 288 Tollway (Texas)

Joint Venture



General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



3.2 Letter of Submittal

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



MLK Expressway (Fay SE)

June 29, 2021

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Suril R. Shah, P.E. DBIA (APD Division)

Dear Suril Shah,

Wagman - Fay SE, a Joint Venture (The JV), is pleased to submit our SOQ for the I-64 Hampton Roads Express Lanes (HREL) Segment 4C Design-Build (DB) project. In accordance with the Letter of Submittal requirements for section 3.2, we offer the following additional information for review:

3.2.1 Legal Name and Address Wagman - Fay SE, a Joint Venture, with an address of 3290 North Susquehanna Trail, York, PA 17406, is defined as the legal entity who will execute the contract.

3.2.2 Authorized Representative/Point of Contact
Glen Mays, DBIA, Design-Build Project Manager
26000 Simpson Road, North Dinwiddie, VA 23803
P. 804.631.0000 | F. 804.733.6281
Email: gkmays@wagman.com

3.2.3 Principal Officer Information
Greg Andricos, P.E., President & COO
3290 North Susquehanna Trail, York, PA 17406
P. 717.767.8292 | F. 717.767.5546
Email: gmandricos@wagman.com

3.2.4 Offeror's Structure Financial Responsibility, Bonding Approach Wagman - Fay SE, a Joint Venture, is a fully integrated Joint Venture Partnership of Wagman Heavy Civil, Inc. and Fay Southeast Inc., who will have joint and several liability for the project with no limitations. The JV will provide a single 100% performance bond and 100% payment bond for the total DB contract value.

3.2.5 Full Legal Name of Lead Contractor is Wagman - Fay SE, a Joint Venture; **Lead Designer** is EXP US Services, Inc.

3.2.6 Affiliated and Subsidiary Companies The full legal name and address of all affiliated and/or subsidiary companies of Wagman Heavy Civil, Inc. and Fay Southeast Inc., are provided on Attachment 3.2.6 in the Appendix.

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

3.2.8 VDOT Prequalification Certifications Wagman Heavy Civil, Inc. (W002) and Fay Southeast Inc. (W140) are active, in good standing, and prequalified to bid on the Project. Evidence of prequalification and approval of the "Joint Venture Bidding Agreement" for Wagman - Fay SE, a Joint Venture, is included in the appendix.

3.2.9 Evidence of Obtaining Bonding Evidence of a letter of surety is found in the Appendix stating Wagman - Fay SE, a Joint Venture, is capable of obtaining a performance and payment bond based on the current estimated DB 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 Six Percent (6%) DBE Participation Goal Wagman - Fay SE, a Joint Venture is committed to achieving a six percent DBE participation goal for the entire value of the contract.

The JV has a successful history serving Virginians on numerous projects. As a single, integrated DB Team, we will design and construct this project and ensure the greatest opportunity for success, including the potential for an expedited delivery. Thank you for the opportunity to submit our Statement of Qualifications.

Respectfully,
Wagman - Fay SE, a Joint Venture



Glen Mays, DBIA, - Design-Build Project Manager

3.3 Offeror's Team Structure

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



Route 52 Causeway (Wagman)

3.3 Offeror's Team Structure

The Wagman - Fay SE, a Joint Venture Design-Build Team (hereinafter referred to as the DBT) understands the criticality of extending the full I-64 roadway section associated with the HRBT expansion by December 19th, 2025. This high-profile project with its compressed schedule, as well as its stakeholders deserve an extraordinary team, one that is experienced in delivering similar projects safely, on time, and within budget while limiting the impacts to the traveling public, businesses, and communities. The DBT of Wagman, Fay SE, and EXP provides that team. We are the team most capable of successfully delivering this project in partnership with VDOT. Wagman, Fay and Fay SE have collaborated in the delivery of heavy civil projects across numerous states for over 50 years, and while each firm has the individual capacity and resources to design and build this project independently, we have decided to pool our regional and local resources to form a fully integrated JV thereby providing overall best value to VDOT. Recently, Wagman and Fay SE worked together in Hampton Roads to construct the 3,850 LF major bridge structure and associated ramps connecting the existing MLK Expressway to Interstate 264. Additionally, our key and value-added staff, specifically proposed for this project, have been working directly with EXP's leaders for over 15 years having successfully delivered over \$500M of express toll lane construction on I-95 in MD. All of these ETL projects were delivered safely, integrated on time, and within the allowable budget.

Wagman Heavy Civil, Inc. (Wagman), founded in 1902, has been a long-time VDOT contractor with two offices in Virginia, and is prequalified (W002) and in good standing. In addition to being recognized as a regional leader in DB project delivery, Wagman is an original licensee (dating to the 1970's) of Dow Chemicals to design, manufacture, and install Latex Modified Concrete. Wagman's recent VDOT DB projects include: Odd Fellows Road over US 29/460, Rte. 7 over DIAHH and DTR, I-95 SB & NB Rappahannock River Crossings (RRC), and Battlefield Blvd over Rte. 7.

Fay Southeast (Fay SE) was founded in 1982 and also offers a legacy of success as an accomplished infrastructure contractor for VDOT. Fay SE is VDOT prequalified (W140) and in good standing. Notable projects constructed by Fay SE in the Hampton Roads region include the 1.7 mile extension of Nimmo Parkway (new highway/bridge construction) between Holland Road and General Booth, the Rt. 35 Bridge over the Nottoway River DB Project and the Pembroke Avenue Bridge over the Hampton River. Fay SE joined the Shikun & Binui USA (S&B USA) family of companies in 2019 for the sole purpose of increasing its ability to serve transportation clients in the southeast. Fay SE and its affiliates, Fay and Shikun & Binui - America (SBA), are under common control through Shikun & Binui USA (S&B USA). S&B USA has total control over the management of shared resources, including personnel, equipment, materials, and support services across all affiliates (Fay SE, Fay, and SBA). This unique relationship allows Fay SE to strategically leverage the resources that will be required to deliver the HREL Segment 4C project from across all its affiliated companies to ensure the appropriate experience, talent, equipment, and materials are available to complete the project ahead of schedule and under budget.

EXP US Services (EXP), is a full-service engineering and consulting services firm with both global recognition and deep local understanding. EXP has over 3,500 professionals, 90+ offices, and over 115 years of Bridge Design services experience in the transportation industry with federal, state, county, and local jurisdictions. EXP is a multidisciplinary firm having completed over \$30B of infrastructure improvements throughout North America in the last ten years. This global experience is balanced by the fact that EXP maintains local regional offices. EXP's Richmond office will lead the design effort and has been carefully staffed with well-recognized and well-respected local experts with several decades of combined regional experience in managing and supervising both design and field personnel for a variety of project types.

Currently Wagman and EXP are successfully collaborating on VDOT's I-66 OTBW project to add ETLs in Northern Virginia. The JV and EXP have carefully selected additional team members to supplement and enhance our DBT. Each of these firms have worked with the DBT on similar projects and bring specific expertise in successfully mitigating the risks associated with this project.

Firm	Role	Experience & Benefits
Subcontractors to the Wagman - Fay SE Joint Venture		
Quinn Consulting Services, Inc.	QAM and QA Inspection	Performed QA Services on VDOT DB Projects including 6 with the DBT
Curtis Contracting, Inc.	Construction - Paving/Utilities/ITS	Local VDOT experience and workforce
Polizos & Company Communications	Public Outreach and Communication	25 Years of local experience with VDOT & Stakeholders in Hamptons District (VA)
Subconsultant to EXP US Services		
Michael Baker International, Inc.	Roadway/SWM/Noise Analysis Utilities/Tolling Coordination	Worked with DBT in the design and construction of the Rte 52 Project
Iteris, Inc.	Tolling Coordination/ITS/ Integration	Global resources/local experience with VDOT and DBT
Hassan Water Resources, PLC (DBE)	H&H/SWM/Drainage/ River Mechanics	Regional expertise in H&H, Watershed Modeling, Scour Analysis and Mitigation
Intertek-PSI	Geotech/Subsurface Investigation	National resources with local experience
O.R.Colan Assoc, LLC	Right-of-Way Services	VDOT prequalified fee/review appraisals
T.Y. Lin International	Bridges / Independent Review	VDOT/Signature Bridge Experience
Navarro & Wright CE, Inc.	Geotechnical / Noise Analysis	Currently working w/ DBT on I-95/896 CM-GC
Mead and Hunt	ITS/Integration/ Traffic	Extensive Regional Experience
Survey & Mapping, LLC	Design & Construction Survey/ Utility Locating	Extensive regional experience including Hampton Roads District

3.3.1 Key Personnel The DBT is excited to commit the following Key Personnel, all of whom have held similar roles and responsibilities on recent VDOT D-B projects, ETL conversions, tolled lanes, and major bridge projects. Furthermore, the DBT acknowledges and is committed to assigning the individuals and entities identified on the organizational chart to remain on the team throughout the pursuit and execution phases if awarded the project. The job duties of Key Personnel will not be delegated to others for the Project's duration, and all proposed personnel are currently employed full time by their respective firms.

Key Personnel	Years Experience	Relevant Projects
DBPM - Glen Mays, DBIA	37 Years	VDOT I-95 SB RRC DB VDOT I-95 NB RRC DB VDOT I-95 over Meherrin River
EIC - Scott Rhine, P.E., DBIA	27 Years	MDOT ICC Contract B DB NJDOT RTE 52 Causeway PennDOT American Parkway DB
QAM - Andy Kondysar, PE	35 Years	VDOT I-64 Segment 1 DB VDOT I-64 Segment 3 DB FHWA I-564 Intermodal DB
DM - Amir Arab, PhD, PE	24 Years	VDOT I66 OTBW P3 DB DDOT NY Ave. Bridge over Amtrak DB VDOT I-395 Seminary Rd/HOV Auxiliary Lane DB
CM - Durant Walters, PE, DBIA	32 Years	VDOT I66 ITBW DB FHWA 9th St Bridge DB MDTA I-95/MD 43 Interchange

DBPM - Glen Mays, DBIA: Glen is VDOT's primary point-of-contact for the Project, and is responsible for project management of overall project design, construction, quality management, and construction administration for the DBT. Glen is also VDOT's primary point-of-contact for the Project after award of the Project and has full responsibility for Contract Administration and coordination, and integration of all disciplines. Glen will lead coordination for public outreach and meetings. He has ultimate authority to answer questions and inquiries relevant to the project and resolving disputes through good faith negotiations with VDOT personnel.

EIC - Scott Rhine, PE, DBIA: Scott is responsible for integration of all engineering work for the project and for the work being in conformance with the Contract Documents. He is also responsible for delivery of a safe, constructible, and functional project, makes engineering decisions, is capable of answering any design inquiries, has the authority to stop work and to compile, seal and sign the cover sheet of Final plans and Construction Plans submitted to VDOT. Scott reports to the DBPM and has open and direct lines of communication with the DM, CM and QAM. His duties are independent of the JV’s required QA/QC obligations. Scott will be assigned to the project full-time for the duration of the project once design activities begin. He also will be on project site full time from commencement of construction through final acceptance of the project.

QAM - Andy Kondysar, PE: Andy is dedicated to the project, reports directly to the DBPM and works completely independent from construction operations and QC inspection and testing. Andy has full responsibility for supervising the QA inspection and testing all materials used and work performed. He is responsible for monitoring the contractor’s QC programs for the project and ensuring that all work, materials, testing and sampling are performed in accordance with contract requirements and the “approved for construction” specifications. Andy will be on the project site full time for the duration of construction operations.

DM - Amir Arab, PhD, PE: Amir has over a decade of experience with VDOT including significant DB projects. Amir reports to the DBPM while maintaining continuous communication with the EIC, CM, Project Lead Scheduler, QAM, and the Project Public Involvement/Relations Manager. He is fully responsible for management of the overall project design, QA/QC programs including review of design, working plans, shop drawings, specifications, and constructability of the project, and is coordinating the individual design disciplines to ensure that the design is in conformance with the Contract Documents.

CM - Durant Walters, PE, DBIA: Durant reports to the DBPM and is responsible for managing the construction process and QC activities ensuring the materials and work performed meet contract requirements, the “approved for construction” plans and specifications. He’s responsible for successfully delivering the project on time or earlier, coordinating with adjacent projects, limiting impacts to all shareholders. Durant will be on the project site for the duration of construction operations.

3.3.2 Organizational Chart Narrative The DBT is enhancing the project team by committing the following additional personnel to further mitigate specific project risks. These experts have held similar roles and responsibilities on recent VDOT DB, urban interstate conversions to ETLs, and major bridge projects.

Value-Added Personnel	Years Exp.	Expertise	Relevant Projects
Dan Williams, PE, PMP (Structures Design Lead)	23	Bridges/ Urban Corridors/ ETL Conversions/ITS	VDOT I-66 OTBW P3 DB MDTA I-95 MD 43 Interchange
Cerasela Cristei, PE, PTOE (Drainage/SWM/ESC Lead)	29	Linear SWM/ESCC Design in/Urban Corridors	VDOT I-66 OTBW P3 DB MWAA Silver Line Phase I DB
Faisal Hameed, PhD, PE (Env./ Permitting Manager)	21	Environment Compliance Permitting/Sustainability	VDOT I-66 OTBW P3 DB VDOT High-Rise Bridge DB
Ed Laczynski, PE (Geotech Construction Expert)	21	SOE/ Foundations/DFI & ADSC Earth Retention	VDOT I-66 OTBW P3 DB, VDOT I-495 HOT Lanes P3 DB
Ian Westbrook, EIT (Env. Compliance Manager)	6	Multi-phased SWM/ESC Compliance	VDOT I-95 SB RRC DB MDOT MD 404 Dualization DB
Les Carpenter (Demolition Expert)	38	Demolition of Urban/Marine Interstate Bridges	EFLHD Ft. Eustis Blvd Bridge ODOT I-90 Cleveland Innerbelt
Mike Dugan (Marine Superintendent)	51	Marine Access/Staging & Erection of Girders	NJDOT Rte 52 Causeway VDOT I-95 SB RRC DB
Juan Doron (Utility/ ITS Coordinator)	12	ETL Conversions/ITS/ Tolling/Urban Corridors	TXDOT SH288 ETL P3 DB Bogata Cundinamarca Toll Road
David Creasey, VDOT Int. WZTC (MOT Manager)	14	VDOT Interstate TMP/MOT (ADT’s > 269K)	VDOT I-95 SB RRC DB VDOT I-95 NB RRC DB
Dave Baker (Latex Superintendent)	40	Interstate Bridge Rehab using hydro demolition/latex	RMTA I-95 Deck Rehabilitation MDTA EB Chesapeake Bay Bridge

The org chart illustrates our chain-of-command and highlights our key and value-added personnel. These team members have been hand-picked based on the requirements/challenges of this project and their experience mitigating risks. These individuals have demonstrated their ability to deliver projects safely, ahead of schedule and within budget. Solid lines on the org chart identify the reporting relationships of our DBT in managing, designing, and constructing the Project. Clear reporting lines exist from the DBPM to the design and construction teams. Dashed lines represent indirect reporting, obligations, and/or communication. The chart shows a clear separation and independent relationship between the construction QC and QA programs.

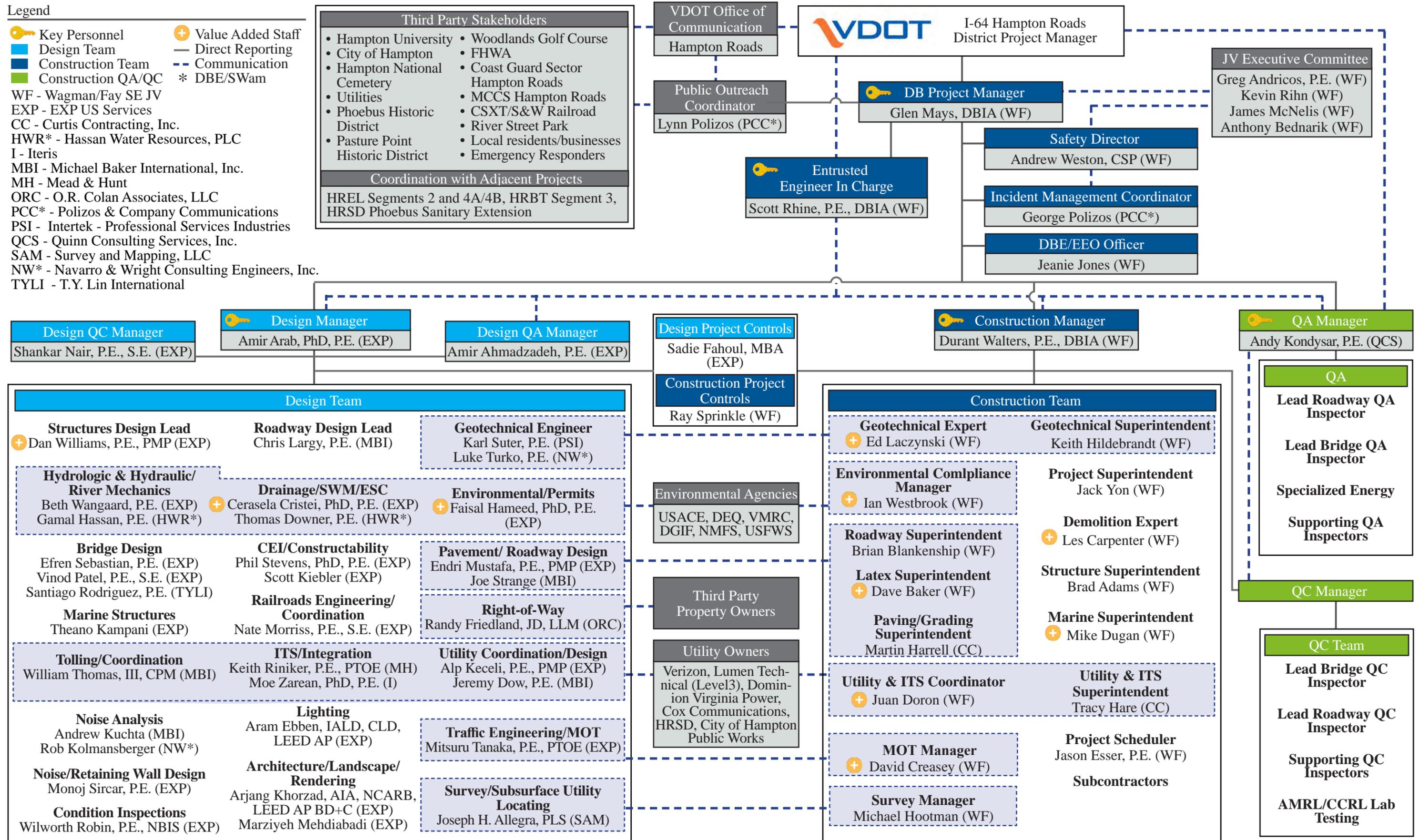
Our DBPM, Glen Mays, as the primary contact, will coordinate with VDOT for all aspects of design and construction. Biweekly design and weekly construction progress meetings will include discussions on contract administration; safety; schedule updates; conflict resolution; stakeholder concerns; and progress updates for design, construction, utility coordination, and ROW acquisition. Glen will ensure open lines of communication between the QAM and VDOT, and assist with monitoring QA oversight. Our Public Outreach Coordinator, Lynn Polizos, reports to Glen for outreach efforts and open house meetings, including the coordination of “pardon our dust” meetings and other outreach efforts in accordance with RFQ requirements to update the public on progress, schedule, and to allow the public to view plans and discuss concerns through the design and construction process. We look forward to VDOT’s oversight and support in our coordination efforts with project stakeholders. Primary positions reporting to the DBPM are; Amir Arab, DM; Durant Walters, CM; Andy Kondysar, QAM; Safety Director Andrew Weston; Incident Management Coordinator George Polizos; DBE/EEO Officer Jeanie Jones, and Lynn Polizos. This structure, combined with our DBPM’s maintenance of an action item log (accessible via PlanGrid) for potential issues and 3-month look-ahead schedule, ensure that the project remains on schedule and in conformance with VDOT commitments. The QAM reports to our DBPM, with independent oversight by VDOT. QA inspectors/labs reports through the QAM. Our QAM also monitors the construction QC program to ensure all work and materials, testing, and sampling are performed in accordance with the contract requirements and the “approved for construction” plans and specs. The QAM will also have the authority to stop work not in conformance with safety standards or contract documents.

The DBT’s proven management plan to be employed in this project integrates construction field staff and designers throughout project design development, construction, and acceptance. The CM serves as liaison between construction and design, providing a vital interface between DBT’s project managers, superintendents, the DM, and EXP’s multi-discipline design team. The design and construction staff collaborates to build constructability and safety into the design; minimize delays or rework; streamline reviews; integrate SWM/Erosion and Sediment Control (ESC); ensure environmental compliance; and eliminate potential field issues. During construction, the CM coordinates with the DM to address field changes and complete engineer’s reviews of construction submittals and shop drawings. The DM and CM provides design and construction progress updates, respectively, and support Lynn Polizos, who coordinates with the VDOT Hampton Roads District Communications Office as well as adjacent projects. The QCM reports directly to the CM and is responsible for administering the quality control process for the duration of the project. The QCM is responsible for maintaining all project material logs and as-built files in accordance with the QC Plan. QA coordinates with, but independently of, the daily QC and construction efforts. The QAM leads all preparatory inspection meetings, maintains required logs/materials book and coordinates with the CM to ensure QA staff is on site.

The DBT’s management structure recognizes that collaborative DB approach is critical to project success. Components of this approach include weekly internal progress meetings. These meetings establish and maintain the collaboration necessary for maximizing the schedule benefits afforded by the DB process. Additionally, this collaboration allows the entire team to clearly define project criteria and address constructability during design. This approach provides a consistent, reliable and compliant design, ensuring; conflicts are anticipated before they happen; VDOT and other stakeholder’s expectations are met, identification and resolution of issues before they become critical to the schedule; environmental compliance, and design/construction quality. Furthermore, it enables the development and approval of early works packages to expedite overall project delivery. These weekly progress meetings include key and value-added construction and design staff. The meetings address project schedule, design status, permit approvals, ROW, utility coordination, construction progress, contract administration, safety, and public outreach. We establish working task groups for; Bridges/Structures, Geotechnical, H&H/SWM/ESC/Environmental, Pavement/Roadway, ROW, Utilities/ITS, TMP/MOT and Survey/Utility Location. As the construction begins, managers, superintendents, Temporary Traffic Control (TTC) and utility coordinators, QC personnel, and the QAM regularly attends the weekly meetings. We hold regular interval (monthly, bi-weekly) project coordination meetings with the DBT, VDOT, the QAM, and stakeholders to enhance partnering, provide over-the-shoulder reviews, and resolve all pertinent issues.

Legend

- Key Personnel
 - Design Team
 - Construction Team
 - Construction QA/QC
 - Value Added Staff
 - Direct Reporting
 - Communication
 - DBE/SWam
- WF - Wagman/Fay SE JV
 EXP - EXP US Services
 CC - Curtis Contracting, Inc.
 HWR* - Hassan Water Resources, PLC
 I - Iteris
 MBI - Michael Baker International, Inc.
 MH - Mead & Hunt
 ORC - O.R. Colan Associates, LLC
 PCC* - Polizos & Company Communications
 PSI - Intertek - Professional Services Industries
 QCS - Quinn Consulting Services, Inc.
 SAM - Survey and Mapping, LLC
 NW* - Navarro & Wright Consulting Engineers, Inc.
 TYLI - T.Y. Lin International



3.4 Experience of Offeror's Team

Joint Venture
WAGMAN
General Construction | Heavy Civil | Geotechnical

FAY SOUTHEAST
S&B USA CONSTRUCTION

Lead Engineer
exp.



VDOT MLK Expressway Extension



MDTA I-95 MD 43 Interchange



EFLHD Ft. Eustis Bridge



MDTA I-95/I-695 Interchange



NJTA Garden State Parkway SB



Baltimore City DOT Triple Bridges



MDTA I-95 Baltimore Viaduct LMC



DDOT Malcolm X Interchange



MD SHA I-270 at Watkins Mill

3.4 Experience of Offeror's Team

The DBT has been assembled for the sole intention of uniting established, well-respected firms with Hampton Roads resources, who are best suited to design and build this project. This team offers tremendous experience in DB, leading to a portfolio that makes this the premier team in the Mid-Atlantic. The relationship between the firms and assigned individuals is one of long-standing cooperation and respect. Our common past experiences provide for seamless integration, best-in-class collaboration and partnering. Our team has relevant experience in successfully mitigating these specific risks associated with this project, with demonstrated ability to deliver. In addition to the experience provided on the resume and work history forms, this team offers the following project examples demonstrating previous experience while working together on complex, high profile projects.

<p>VDOT MLK Expressway \$78.4M Major Elements: Urban expressway for congestion relief, roadway, survey, four ramps and a 3,850 lf bridge connecting the existing MLK Expressway to I-264, VE saved \$200K by modifying the design of two ramp bridges Construction: Les Carpenter, Greg Andricos, Martin Harrell Engineering: Amir Arab</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>X</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	X	2	X	3	X	4	X	5	X	6	X	<p>NJTA GSP SB \$140.3M Major Elements: Marine construction/temporary trestle, with sensitive environmental features, 178 ft.-long concrete girders (120 tons), roadway, geotechnical, TMP, signage and lighting, public involvement Construction: Greg Andricos, Anthony Bednarik, Mike Dugan Engineering: Andrew Kuchta, Joe Strange</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>X</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td></td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	X	2	X	3		4	X	5	X	6	X
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<p>MDTA I-95 MD 43 \$142.5M Major Elements: Interstate conversion into 8 GP lanes and 4 ETL's, roadway and drainage, 6 new bridges, retaining walls, noise barriers, utilities, lighting, overhead signs, ITS, tolling structures, geotechnical, stream diversions. Construction: Greg Andricos, Durant Walters Engineering: Dan Williams, Scott Kiebler, Wilworth Robin</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>X</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	X	2	X	3	X	4	X	5	X	6	X	<p>BCDOT Triple Bridges \$35.3M Major Elements: Multi-phase bridge demolition and replacement over interstate, precast concrete bulb-Ts and arched fascia panels, roadway, geotechnical, utilities, TMP, public involvement/relations. Construction: Greg Andricos, Anthony Bednarik Engineering: Amir Arab, Amir Ahmadzadeh, Santiago Rodriguez</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>O</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	O	2	X	3	X	4	X	5	X	6	X
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<p>EFLHD Ft. Eustis Bridge \$17.8M Major Elements: Marine construction/temporary trestle, with sensitive environmental features, demolition, concrete bulb-T spans on concrete pile bents, staged construction, roadway, utility relocations, survey, ROW, signing and lighting, QA/QC Construction: Durant Walters, James McNelis, Les Carpenter</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>O</td></tr> <tr><td>2</td><td></td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	O	2		3	X	4	X	5	X	6	X	<p>MDTA I-95 Baltimore Viaduct Latex Modified Concrete (LMC) Rehab. \$51M Major Elements: LMC/Hydro Bridge Rehabilitation on active urban interstate, environmental, utilities, TMP, multi-phased MOT, survey, public involvement/relations Construction: Greg Andricos, Anthony Bednarik, Dave Baker Engineering: Dan Williams, Scott Kiebler, Wilworth Robin</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>X</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	X	2	X	3	X	4	X	5	X	6	X
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<p>MDTA I-95/I-695 Interchange Reconstruction \$216M Major Elements: Interstate MOT/TMP to construct 11 bridges (4 curved steel flyovers, 3 mainline, 2 ramps, and 2 overpass structures), roadway, utilities, environmental, ITS/tolling, geotechnical Construction: Greg Andricos, Anthony Bednarik, Mike Dugan Engineering: Dan Williams, Scott Kiebler, Wilworth Robin</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>X</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	X	2	X	3	X	4	X	5	X	6	X	<p>DDOT Malcolm X Interchange \$90.9M Major Elements: Urban interstate interchange, structures & bridges, retaining walls, TMP/MOT, utilities, signage and lighting, roadway, innovative geotechnical solutions Construction: Greg Andricos, Anthony Bednarik, Ed Laczynski, Keith Hildebrandt Engineering: Amir Arab, Faisal Hameed, Amir Ahmadzadeh</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>O</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	O	2	X	3	X	4	X	5	X	6	X
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<p>MD SHA I-270 at Watkins Mill Interchange \$92M Major Elements: New urban interchange, consisting of 14 structures with complex TMP/MOT, roadway, environmental, SWM/ESC, utilities, ITS, signage and lighting, and innovative geotechnical solutions Construction: Greg Andricos, Anthony Bednarik, Ed Laczynski, Keith Hildebrandt, Engineering: Scott Kiebler</p>	<table border="1"> <tr><td rowspan="6">Objectives</td><td>1</td><td>X</td></tr> <tr><td>2</td><td>X</td></tr> <tr><td>3</td><td>X</td></tr> <tr><td>4</td><td>X</td></tr> <tr><td>5</td><td>X</td></tr> <tr><td>6</td><td>X</td></tr> </table>	Objectives	1	X	2	X	3	X	4	X	5	X	6	X	<p>I-64 4C Objectives</p> <ol style="list-style-type: none"> 1. Finishing contracts on time or early 2. Successfully coordinating with adjacent projects 3. Delivering projects in developed urban corridors 4. Use of innovative design and construction solutions 5. Limit impacts to stakeholders / minimize congestion 6. Develop/manage communication strategies with stakeholders <p>X = Achieved maximum early completion incentive O = Ongoing project</p>														
Objectives	1		X																										
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3.5 Project Risks

Joint Venture

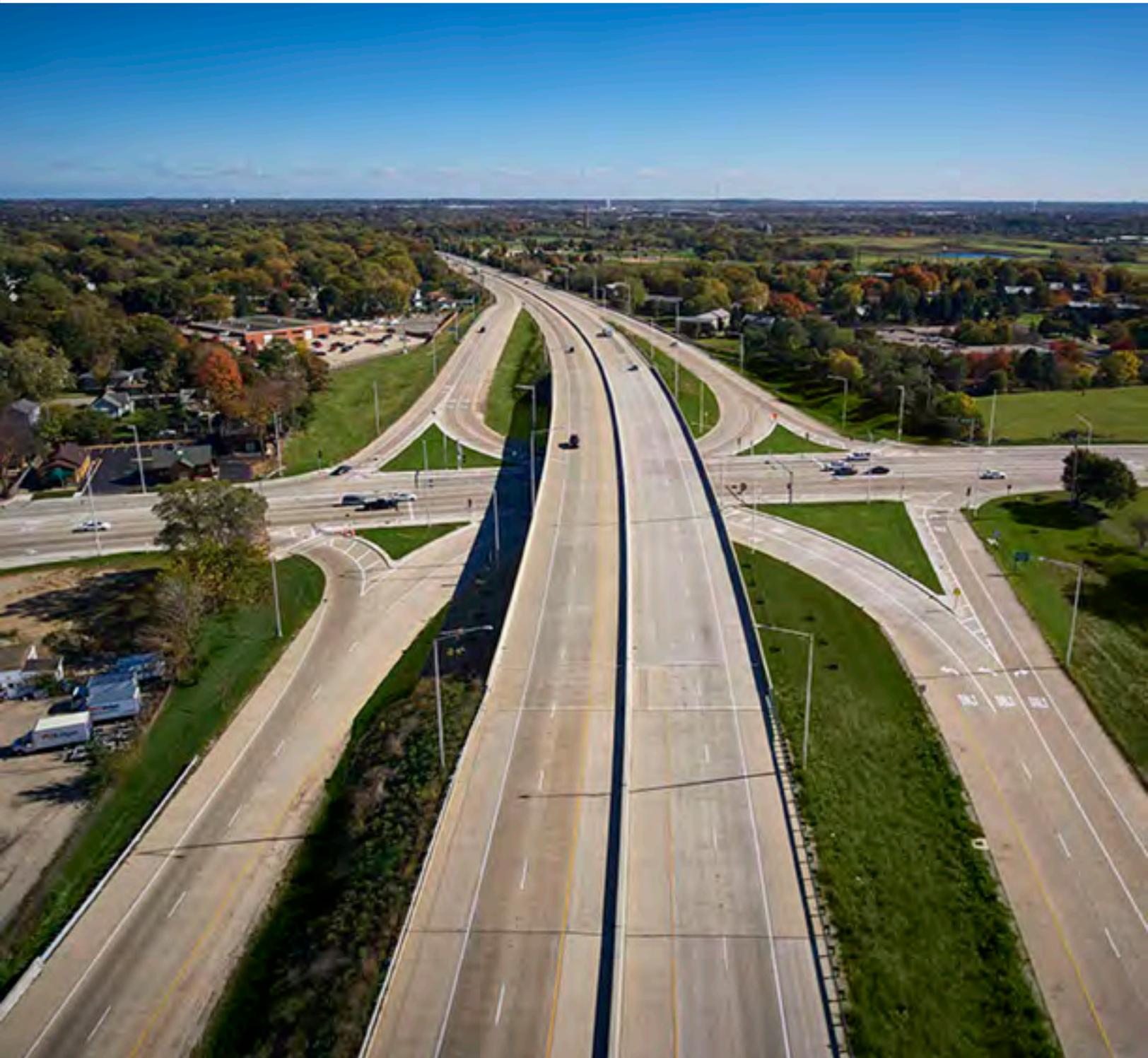
WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



US20 over McLean Boulevard (EXP)

Our DBT conducted Risk Workshops modeled on the system used by VDOT to assess and assign risks. From our risk evaluation process, the following three risks were determined to be the most critical:

Critical Risk 1: Coordination with Adjacent Projects that have Overlapping Workzones

Identification of Risk - The construction of the Hampton Roads Express Lanes (HREL) is a priority for VDOT and HRTAC. In order to expedite completion of the HREL, many segments, including Segment 4C, will be under construction simultaneously. Two of the most prominent are the HRBT project to the east and the Segment 4A/4B to the west. Each of those projects require overlapping workzones and complex phasing to maintain: traffic, ITS connectivity, SWM, environmental compliance, 3rd party utility services, and corridor routes for emergency services. Additionally, there are non-VDOT projects in the area that may impact construction schedules like the HRSD Phoebus Area Sanitary Sewer Extension project. With the relaxation of COVID-19 restrictions, people are traveling to be with family and anticipating several locally planned activities such as Blackbeard Festival, Hampton Holly Days Parade, and Crabtown Seafood Festival that will occur during this project's duration, requiring close coordination. Proper and consistent communication with all projects within the vicinity of the site is critical to the success of this project and the entire corridor. The amount of concurrent construction work required by these is substantial and has already begun to stress the local labor market. It is important that each project consistently maintain a skilled workforce.

Why the risk is critical – This I-64 segment has existing ADT of 103K. Motorists regularly experience EB backups extending beyond peak hours. In 2019, I-64 within York County had 171 injury crashes, and within the past 3 years, 2 fatalities. The lane closures/shifts must be designed and implemented with Vision Zero woven into each phase. Without significant coordination with adjacent projects during design and construction, there will be adverse impacts. These range from confusing and potentially dangerous lane shifts between project phases, to ITS infrastructure discontinuity that could leave VDOT without a contiguous system, and geometric conflicts between projects creating water ponding in travel lanes during a rain event. Coordination between projects is critical to the safe, timely, and quality delivery of all projects within the corridor.

Impact the risk will have on the project – Segment 4C needs to accommodate its construction sequencing with the HRBT approved plans. As the 'missing link' between Segments 3 and 4A/4B, this project will be subjected to conflicting and overlapping activities that may be on all of the project's critical path. Building the required infrastructure at the project interfaces while orchestrating mobility, environmental management, tolling and utility relocations that seamlessly tie into the adjoining projects are the most important elements to maintaining safety, and delivering the project within budget, and schedule. Actively coordinating with adjacent projects is not only critical to the successful completion of Segment 4C and the opening of the corridor by 2025, but also maintaining VDOT's reputation for delivering the needed safety and capacity improvement projects ahead of schedule and under budget. Meaningful collaboration with the surrounding projects is key to Segment 4C's success. We have identified the following project elements as the most susceptible to impacts of this risk: mobility, safe workzone, roadway drainage, construction phasing, schedule, site access, environment compliance, 3rd part utilities, EMS, public outreach, and local availability of skilled work force.

Mitigation of Risk - Our team, led by DBPM Glen Mays, is very experienced in coordinating with other projects and stakeholders with overlapping project limits. Our Key Staff and Value Added Staff bring the required skills to effectively and efficiently manage this critical risk ensuring the completion of the project on time or ahead of schedule and within or under budget. We are fully committed to VDOT in creating an environment where collaboration with the adjacent projects and key stakeholders is a daily exercise. Wagman has partnered with VDOT on previous DB projects by purchasing PlanGrid for a collaborative eConstruction environment. We commit to using Plan Grid for this project because we have seen how its integrated use for design, construction, QA, QC, and VDOT submittals and approvals, can greatly enhance project collaboration, communication and efficiency. Additionally, our DBT will use SharePoint to supplement PlanGrid for internal communication and exchange of large files with 3rd Party Stakeholders and other projects within the corridor.

Our coordination efforts have been incredibly successful on the I-95 SB RRC project. This VDOT Interstate DB project has required significant public engagement with many stakeholders including recreational users of the river. 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. Additionally, the DBT creates simulation videos that show new traffic patterns for all major

traffic shifts through the corridor to be used for driver education. The videos are provided to VDOT Public Outreach for distribution to the public on the VDOT website as well as other means of communication to the public. This DBT will use our collective experiences and those from the SB RRC project, bringing the same level of customer service to Segment 4C.

Provide safe mobility through the corridor: Our TMP and MOT will be designed in conjunction with the adjoining projects and will be integrated into a corridor-wide plan which will provide safe passage through the active construction zones, reduce potential user delays, delays to the construction schedule, and cost impacts. Our strategies will be based on the Virginia Work Area Protection Manual and the Manual on Uniform Traffic Control Devices. Our MOT Manager, David Creasey has significant experience successfully implementing complex workzone setups on urban Interstates (224 K ADT) ensuring safe and effective construction zones. Additionally, we will conduct site specific safety training including fall retrieval and river rescue with local emergency service providers and coordinate with Downtown Hampton and the Phoebus Fire & Rescue. We will hold site orientations, project drive-throughs, and outreach meetings to make sure first responders are up to date on the latest work conditions and travel routes. Our Site Specific Environmental Health and Safety Plan developed and employed on this project will mandate the same level of coordination.

Our DM, Amir Arab, has successfully developed and implemented multi-phased projects on highly urban interstate highways. Value Added staff member, Dan Williams has previous experience leading design efforts that fully integrate safe traffic operations through multiple construction zones. He worked directly with Wagman to successfully deliver the \$216M I-95/I-695 Interchange (330K ADT) providing ETLs north of Baltimore with no fatalities during its three year duration. Our dedicated Traffic Engineer, Mitsuru Tanaka, PE, PTOE is well versed in designing similar projects and will implement best safe practices in his design. We are bringing this highly experienced team to VDOT for the Segment 4C project.

Ensuring a safe construction zone is a top priority for the DBT: Our MOT Manager will continually monitor and audit the MOT in collaboration with Mitsuru Tanaka during construction to determine the effectiveness of our design and make any necessary adjustments that may be required within our construction zone and as it ties into the workzones of the adjacent projects.

Design roadway drainage for stormwater management: Positive drainage to reduce the spread during temporary conditions can be very challenging for the flat geography in Hampton Roads or roadways with inside superelevation. MOT lane shift transitions will extend beyond the project limits. We will review and partner with the adjacent contractors to make sure the runoff of all projects within the corridor does not create unexpected ponding in the travel lanes. Value Added Staff member Faisal Hameed, and roadway designer, Chris Lary, will develop drainage maps based on our survey data and will design a phased drainage system that ties into the existing system. They will coordinate with our Environmental Compliance Manager (ECM), Ian Westbrook to implement best methods to collect and direct stormwater to limit the amount of spread on the roadway. They will regularly participate in joint C-107 inspections with Ian to monitor the conditions during construction and recommend revisions through our EIC to enhance and/or modify our controls as necessary.

Collaborating phasing with adjacent projects: Projects immediately adjacent to this segment will be in various phases of construction. This creates potential conflicting construction activities such as support of excavation for retaining walls, paving to the ultimate cross section, and temporary wedge and level pavement at transitions that extend between project limits. Our constructability team will be led by Phil Stevens. He, Glen Mays, and Geotechnical Expert, Ed Laczynski, will review these abutting items to check for any overlapping phases. We will work in tandem with the adjacent projects for implementing phase shifts in a manner that does not hinder future construction activities or the MOT.

Real time schedule coordination: Each CPM task will be reviewed with the adjacent projects for clash detection in order to coordinate a schedule that allows construction to progress with minimal conflicts and overlaps which could cause delays or infrastructure not being in place for future phases. Our scheduler Jason Esser, will utilize a live and real time Primavera P6 schedule during the monthly DBT progress meeting with VDOT, as well as when meeting with the adjacent project teams, to identify issues and implement appropriate changes quickly and easily. Schedule layouts will be specifically developed to clearly and simply identify MOT phases for coordination with adjacent projects. Jason will also use Synchro 4D to provide a visual representation of physical work to communicate progress at the project limits.

Site access planning: The accel/decel of construction vehicles is lengthy and will need to extend into the adjacent project limits before the vehicles can reach the posted speed limits. Our traffic engineer will work

with our construction MOT Manager to review planned MOT phases and ensure adequate room to safely merge construction vehicles into traffic on I-64. During constructability review, Mike Dugan will work with our engineers to evaluate temporary access routes for staging/erection while considering access restrictions due to new, planned, and temporary works of the adjacent contractor. We will intentionally plan the access routes to allow for construction to efficiently progress in Segment 4C and neighboring zones.

Focus on environmental compliance: Proper implementation of E&S and SWM best practices will be integrated into the design from the very beginning. The E&S phasing will follow this projects' MOT phasing and weave into the E&S measures of adjacent projects and MOT plans to avoid ponding in the roadway and adjacent areas during construction. E&S measures will be implemented on the footprint of future permanent SWM facilities and will be retrofitted with minimum effort to avoid clogging those facilities during construction. Faisal Hameed is fully aware of all the environmental compliance measures needed for each I-64 project in Hampton Roads, including Segment 4C, and how each phase is impacted by adjacent segments. He will incorporate his extensive experience managing environmental controls on complex projects, while collaborating with our ECM, Ian Westbrook, to ensure that all environmental best management practices are implemented. They will develop, communicate, and follow a detailed sequence of all steps required to meet the environmental compliance requirements in coordination with the adjoining projects.

Early involvement of 3rd party utilities: Utility coordination between the segments is vital to the successful opening of the corridor by December 2025. Although relocating utilities can be very expensive and time consuming, our DBT has the experience and local knowledge to get them moved ahead of time. We have recent experience working with utility owners including but not limited to: Verizon, Dominion Virginia Power, and Cox Communications. Juan Doron and Alp Keceli will coordinate with the adjacent projects to create an environment where participants from all adjacent projects collaborate with utility owners to ensure when utilities are moved and only moved once. We will develop a plan from the onset of the project that moves utilities prior to construction activities in that area. In addition to working with utility companies, Alp, Juan and Tracy Hare will review the plans for each project's power and fiber conduit needed for lighting and toll equipment. They will ensure the infrastructure will be in the designated design locations to allow adjacent contractors to tie in during their phases.

Fully engage impacted EMS prior to new phases: Our team will engage EMS and on-call towing companies responsible for this area early in the design phase to discuss impacts and opportunities to improve design so that it accommodates impacts in adjacent segments.. We will prepare an incident management plan alongside EMS and the adjacent projects to provide for a site that makes it very easy for first responders to reach those in need and to reduce the amount of time it takes to arrive at an incident. Our design will provide easy access at the interchanges and we will communicate comprehensive lane closures/shifts early and often.

Continuous and timely public outreach: Our public involvement and outreach communications team, led by Lynn Polizos, will develop a synchronized and comprehensive communications plan to raise awareness, mitigate impacts, and emphasize the project's benefits to key stakeholders. Our strategic approach will be comprised of integrated communication tools including a robust media relations program and a wide range of print, broadcast and interactive communications that will provide the reach and frequency necessary to positively engage and influence all stakeholders at all levels throughout all phases of the project. Similar to Lynn's successful implementation of a public relations plan for VDOT's I-64 and I-264 Pavement Rehabilitation project in the Norfolk area, and Gilmerton Bridge Replacement project, she will keep VDOT's Office of Communication abreast of all planned phase changes to provide travelers necessary information for them to fully understand the upcoming events. To simplify communication and sharing of large design files with all contractors, designers, and 3rd party stakeholders throughout the busy corridor, we will utilize and PlanGrid supplemented by SharePoint. This integrated use of PlanGrid for design, construction, QA/ QC, and VDOT submittals greatly enhances project collaboration, communication, and efficiency. As shown in the mitigation plan, our project portfolios and staff resumes, the DBT has successfully delivered VDOT projects with very similar challenges and we will use that valuable experience to 'hit the ground running.'

Local Availability of Skilled Workforce: Both Wagman and Fay SE have the individual bonding capacity and resources to construct this project independently. However, we decided to form an integrated JV and supplement the JV with Curtis Contracting to combine our local labor (over 400 construction professionals), equipment fleets (valued at over \$50M) and construction materials including formwork, shoring, and engineered trestle to ensure we have enough resources to deliver this project despite regional manpower/ resource shortages.

Role of VDOT and Other Agencies - We anticipate that VDOT will provide contact information for the adjacent projects and participate in initial project coordination meetings; however, once established, the DBT can manage these meetings and keep minutes with action items and commitments on the behalf of all parties. While the DBT will coordinate all design and traffic plans with the adjacent projects, VDOT will be informed of all lane closures through LCAMS, including preemptive signal coordination. We also anticipate that VDOT will remain closely involved in the public information and outreach process during design and construction, updating the project website and issuing press releases with information provided by the DBT.

Critical Risk 2: Working within a Constrained Project Site

Identification of Risk - The project is constrained in all directions by adjacent homeowners, businesses, parks, 3rd party utilities, environmentally sensitive features, active traffic, and a golf course. Construction simply cannot impact any of these, and it must sustain traffic operations, or it could lead to additional costs, schedule delays, or negative public opinion of the project. Numerous utilities are strewn about the entire segment creating a challenging network of utility owners to coordinate with within the limited project area. The widening and rehabilitating off our bridges will be impacted by the constrained workspace. In addition, the replacement of the I-64 EB bridge over the Hampton River is constrained by the existing WB bridge and power transmission lines that will further complicate design and construction efforts. The DB Team is fully aware of the challenges of working in the constrained area for the construction of the I-64 Segment 4C and the potential impact to the project's schedule and budget. We will explore innovative solutions for construction to mitigate environmental, safety, and schedule concerns.

Why the risk is critical – Reconstructing I-64 within the existing Limited Access ROW (while minimizing ROW acquisition) creates a constrained workspace while maintaining traffic. Gaining access to, and working within the Hampton River will also be very challenging. All work must be planned and performed in a sequenced manner to address temporary storm water drainage during all activities including constructing temporary linear access, safe ingress & egress from work zones, rehabilitating bridges and constructing abutments, piers and approaches, transporting/staging/erecting girders, and pouring a concrete deck over the river, mixing/placing/curing Latex Modified Concrete (LMC), removing temporary access, widening the roadway, and converting to permanent drainage and SWM facilities within the ROW while meeting the corridor opening date of December 2025. Without a comprehensive understanding of the project's physical constraints, there could be detrimental impacts to the traveling public, construction crews, and the environment.

Impact the risk will have on the project – A constrained work area can have overarching impacts on the Segment 4C project. These impacts may include:

- Complicated construction phasing that impacts construction costs and the overall project schedule.
- Interaction between construction and the travelling public that impact safety, public opinion, mobility and the project schedule.
- Maintenance of Traffic will drive the construction phasing and the project schedule. MOT within a heavily travelled corridor will impact project costs and may impact schedule.
- Construction access for the EB Hampton River Bridge is constrained and will increase project cost and the linear nature of the construction (potentially required temporary access trestles) can impact the environment and be a large driver for the project schedule.
- The ability to keep both directions of I-64 fully operational throughout design and construction because I-64 is a designated evacuation route.
- Maintaining access to work areas for material deliveries, worker access, laydown and storage yards, and proper equipment allocation.
- Extended impacts to parks/recreational water access may generate negative public opinion.
- River access and TOY restrictions can cause delays and increased costs.

Designing a plan that stays within the limited space and allows construction to seamlessly proceed is paramount to the success of the Segment 4C Project. Not properly designing a workable solution and adhering to required site access constraints can lead to property damage outside of permanent and temporary VDOT ROW, additional environmental impacts, unnecessary utility repairs, schedule delays and cost overruns.

Mitigation of Risk - With the DBTs extensive experience with similar large projects and ample local resources, puts us in a unique position to employ proven strategies that mitigate the risks associated with a constrained site access, including the following:

1. Our experienced team will develop logical and efficient construction phasing to allow construction to proceed seamlessly, reducing project costs and mitigating schedule impacts.
2. We will design safe Maintenance of Traffic (MOT) phasing to ensure safe mobility for the travelling public through the work zone. The comprehensive MOT plan will be coordinated with adjacent projects to mitigate traffic incidents and maintain positive public perception of the project.
3. We will use of existing and temporary ITS facilities to keep the public informed of traffic shifts, lane closures and other construction events.
4. We will create a comprehensive access plan that allows the flow of equipment, material, and personnel throughout the work zones. Our Team will create a plan illustrating access to and from the various work zones and we will develop an access plan for the Hampton River bridge illustrating temporary access, new piers, existing piers, crane locations, cofferdams, material storage and environmental resources protection measures.
5. We will collaborate with VDOT in the development of a comprehensive Public Outreach plan that will keep the traveling public involved, will mitigate incidents, and increase mobility through the work zone during normal traffic conditions, and, specifically in the event of an evacuation event.
6. We will implement innovative solutions such as Accelerated Bridge Construction (ABC) techniques or Top-Down Construction to improve construction and mitigate schedule impacts.
7. We will Prefabricate and stage materials (such as rebar cages) outside of immediate work areas for transport to the physical work area just in time for placement mitigating crowded work area. Wagman used this technique successfully on limited access projects such as the Route 61 over New River Bridge Replacement, Susquehanna River Bridge, Chesterfield Power Plant Bridge over Proctors Creek, and is currently using this technique on the I-95 NB & SB – RRC projects.
8. We will precast select bridge elements in advance for rapid installation to minimize traffic impacts. Fay Southeast utilized precast pier caps on our Ft. Eustis Bridge Replacement project for this purpose.
9. We will develop a detailed schedule for all environmental commitments to avoid TOY restrictions and provide some schedule flexibility for lack of river access due to marine traffic or rough waters.

One of our innovative mitigation strategies will include potentially diverting all traffic onto the existing EB lanes, enabling us to replace the WB bridges in one phase instead of three (refer to Figure 1). Once the WB bridges are reconstructed we would divert all traffic to WB and perform the EB bridge reconstruction in one phase (matching stages IV and V of the RFQ proposed sequence). Under this concept we would always maintain 2 lanes of thru traffic in each direction (similar to stages IV and V of the RFQ proposed sequence) as well as maintaining all ramp movements. This allows for the completion of widening the existing Westbound bridge on a compressed schedule while maintaining the safety and mobility of traffic during construction. It will create a distinct separation between the construction activities and travelling public. In addition, this eliminates the need for the temporary work bridge pertinent to Stage II of the conceptual plans, also reducing the environmental impacts and permitting requirements (Risk #3).

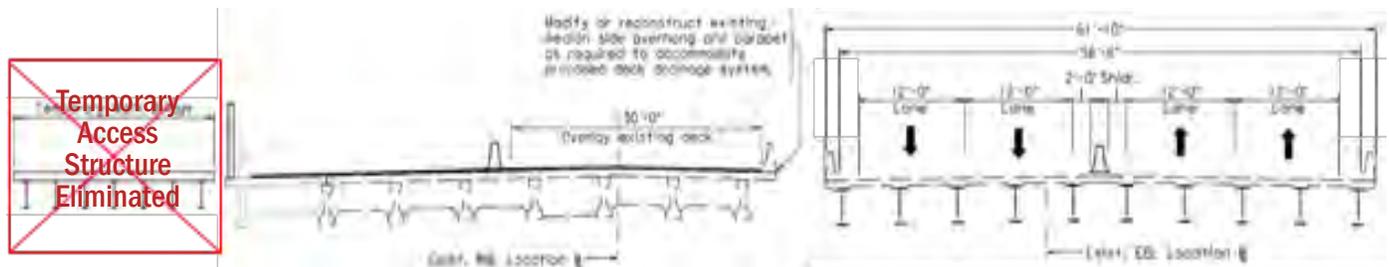


Figure 1. Stage I (Modified section) Replacing Stages I-III (Conceptual Plans): Shifting traffic to existing EB and widening existing WB.

We performed preliminary analysis and determined that there is enough roadway length to transition shifted traffic back to proposed alignment at the interfaces to I-64 Segment 4A&B and HRBT projects. The crossover will be announced to the public with adequate advance notifications and ample warning signage and changeable portable sign message panels in a similar manner to that used by the DBT when diverting mainline I-95 SB and NB traffic on VDOT's RRC DB Projects in Fredericksburg. Refer to schematic MOT plan as it ties into HRBT (Figure 2). A similar schematic was also developed showing successful tie into segments 4A & B.

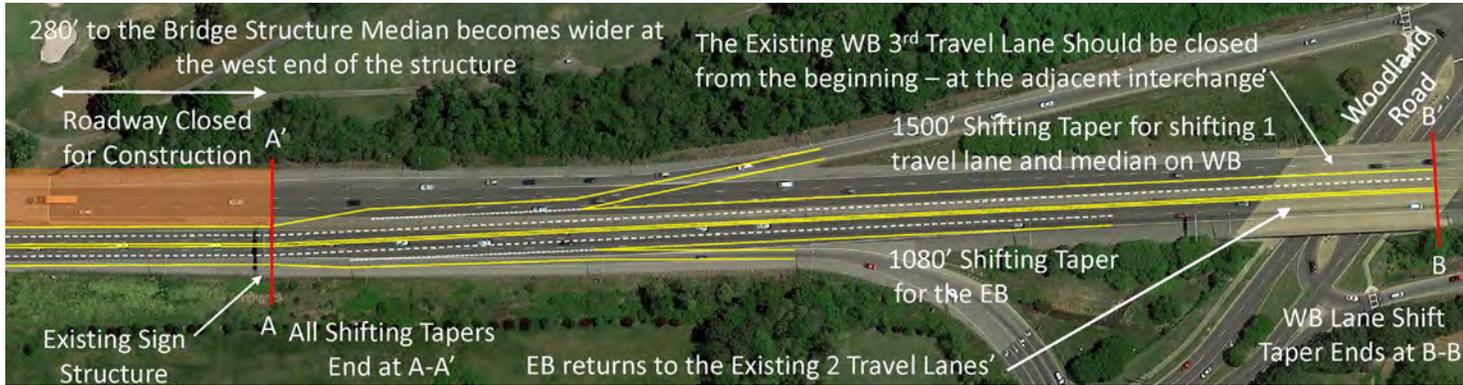


Figure 2. Stage 1 (Modified plan view) Transition to I-64 HRBT

During the modified Stage II, the traffic will be shifted to the widened Westbound bridge similar to Stage IV of the conceptual plans. This allows for the Eastbound construction to be completed in two stages and eliminates the need for the temporary work bridge because segments of the existing bridge will be utilized for construction staging as shown in Figure 3. The modified Stage II construction will result in additional schedule compression and reduce environmental impacts/permitting due to the elimination of the temporary work bridge. In addition, the sequence of construction will be more logical for the traveling public because there will be less lane shifts and MOT setup.



Figure 3. Stage II (Modified) Replacing Stages IV-V (Conceptual Plans): Shifting traffic to widened WB and reconstructing EB.

Role of VDOT and Other Agencies - The DBT is committed to assuming full responsibility for this risk. While our integrated approach to DB includes an experienced Design QA Manager, Mr. Amri Ahmadzadeh, active collaboration between the design and construction professionals, and an experienced ROW Manager, Mr. Randy Friedland, we expect VDOT to review our ROW and construction plan submittals to ensure the project is designed within the proposed ROW and easements as appropriate.



Figure 4. EB Bridge reconstruction utilizing staged top down construction eliminating the temporary work bridge between the WB & EB.

Critical Risk 3: Compliance Within an Environmentally Sensitive Area

Identification of Risk - Environmental compliance especially as it relates to stormwater management and drainage will be a challenge on this project due to limited ROW and access resulting in narrow work spaces to provide the necessary controls to contain excessive run off from storm water and sediment. The project is located in a sensitive environmental area that includes: Hampton River and Brights Creek, various wetlands, the Pasture Point Historic District, and is close to Hampton University and the Historic Emancipation Oak. Significant construction operations must be performed in close proximity to these and other sensitive environmental resources due to while being further restricted by linear construction and MOT phasing. Wetland impacts due to construction are anticipated to be 0.50 acres. The project will require two water quality permits - a Nationwide Permit (NWP-23), and a Virginia General Permit (VGP-1) as well as Air and Noise studies all of which must occur timely. The potential presence of various threatened and endangered species will require additional studies and may result in Time of Year restrictions.

Why is the Risk Critical – During the design phase the studies, delineations, and permit approvals must occur in a timely manner. Additionally, proper controls to prevent runoff on this project must be designed while considering: the TMPMOT/Phasing of this and adjacent projects, TOYR working in the Hampton River, commitments made by VDOT, required permitting, safety of the traveling public and confined workspace. All of these are critical elements to the design and implementation as well as cost and schedule of an effective and efficient Environmental Management Plan.

Impact the risk will have on the project – Any issues with environmental compliance will result in major impacts to the extensive environmental resources adjacent to the project and have detrimental impacts to the project schedule and budget. Specifically, if proper E&S controls are not properly designed, constructed and maintained on the project, noncompliances can occur requiring the project to be shutdown and jeopardizing the reputation of VDOT and the DBT as proper stewards of the environment.

The condition and capacity of the existing drainage and stormwater facilities is unconfirmed and may require improvements or replacement during construction activities. The DBT will design these facilities to ensure they can handle the increase in flow due to the added impervious surface for post construction conditions. The phasing of design for the new and interim drainage facilities will have to be aligned with the overall project construction phasing as well as the adjoining projects to maintain adequate drainage. In addition, any issues with the capacity or maintenance of these facilities can result in discharges of sediment, silt laden stormwater, and construction debris into the surrounding bodies of water and wetlands. Furthermore, if storm water is not properly controlled it can jeopardize the safety of the traveling public.

Mitigation of Risk - Our team understands and has the proven record to resolve the complex environmental issues involved with this Project. Our team thoroughly understands the regulatory agencies expectations and requirements for this project. Our Environmental/Permitting Manager Faisal Hameed, PhD, PE has over 19 years of experience in working with Federal and State environmental resource agencies for numerous projects including large DB projects in VDOT's Hampton Roads District, where he led the successful execution of Individual Sec 404 permit (including Sec 408 review) and the US Coast Guard Bridge permit. He will be supported by our Stormwater and Drainage team led by Cerasela Cristei. Cerasela brings over 28 years of experience in E&S, drainage and SWM design with special expertise in transition between construction phases and interim E&S and drainage design, and final design. She is also a Stormwater Management Plan Reviewer, VA, # SWPR0290. She will work in collaboration with our ESCM, Ian Westbrook to monitor day-to-day activities regarding environmental issues.

The DBT's environmental compliance manager Ian Westbrook will approach compliance in an organized manner with the utmost attention to detail. Our team will focus on developing methods that can and will avoid or minimize the impacts to environmental resources. Our team will review and work with VDOT and adjacent Project Managers to implement lessons learned from the recent projects constructed in the area regarding environmental compliance. Existing drainage facilities will be inspected, and their capacities will be recalculated. Upon project initiation, the environmental team will review all permits and environmental requirements and ensure these are incorporated in the design and construction plans. The design of early work packages will focus on E&S Plans in coordination with the sequence of construction, work packages and MOT phasing while taking into consideration the MOT and E&S measures installations in a limited workspace.

The SWM design will be developed and optimized by our team to reduce the number of facilities needed to meet the water quality/quantity requirements. Existing SWM facilities will be identified and considered to be retrofitted or re-designed as deemed appropriate by VDOT.

We will work closely with VDOT to analyze if utilizing the nutrient credit program is feasible or needed. Our team will prepare the Stormwater Prevention Pollution Plan (SWPPP) with extreme care to ensure that design modifications do not violate the stormwater and the permit requirements.

The Environmental Manager and the Stormwater/Drainage Manager will be part of the core design and construction team and be part of all project coordination meetings and interdisciplinary reviews to ensure that environmental issues, especially stormwater and drainage, are incorporated at every phase of design and construction. Our team will use erosion and sediment control measures and best management practices following the Virginia Erosion and Sediment Control Handbook including silt fence installation, culvert inlet and outlet protection, diversion ditches, temporary sediment traps and dewatering basins, vegetative and structural streambank stabilization, temporary and permanent seeding to prevent sedimentation and divert runoff away from receiving streams, fencing or protection needed for sensitive environmental resources such as the Emancipation Oak. Additional measures to minimize impacts will include ensuring groundwater recharge through the location of outfalls and infiltration trenches and locating stormwater management facilities outside of the Waters of the United States (WOUS), including streams and wetlands.

Our team will develop and implement robust interim storm drainage system coordinated with the MOT and E&S phasing to ensure that stormwater ponding does not occur within the project limits during construction. Our team will monitor and inspect these measures diligently on a regular basis and as required by VDOT/DEQ standards. Our team will minimize the impacts to aquatic species by using construction best management practices while complying with any time-of-year restrictions. These practices will also pay special attention to using control measures to reduce turbidity and sediment disturbance.

Our team will rigorously monitor and manage environmental issues by using an environmental management system that clearly identifies the environmental requirements which will be communicated to the project team while providing trainings. A regular monitoring, inspection and maintenance program for all stormwater and drainage facilities will be developed and implemented for the duration of the project. The CEI and his/ her team will develop daily logs of inspections, pre-storm activities, storm events, post storm inspections, corrective actions, and addressing any issues that may arise. The CEI will submit these reports to the Environmental Manager. The CEI and his/her team will be authorized to take corrective actions and stop work if they see any violations or issues with compliance. Prior to start of any construction, there will be a site specific safety and environmental orientation for anyone who performs any construction activities on the project. Additionally, prior to any dewatering activities, a pump permit will be completed and approved by the ESCM. Corrective and Improvement actions will be developed based on these reports and requirements will be updated as needed on a regular basis.

Role of VDOT and Other Agencies - The DBT is committed to resolving any issues that arise for this risk throughout design and construction. Our team will work with VDOT and other agencies and communicate and collaborate in a partnering effort to reach a common goal of monitoring, reducing and/or eliminating environmental impacts. This communication and collaboration between all stakeholders will result in a successful project.

Appendix

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



Woodrow Wilson Bridge MD Approaches / Rosalie Island Park (Wagman)

Appendix

3.1.2

SOQ Checklist

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



MLK Expressway Extension (Fay SE)

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				
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: 0064-114-xxx, Contract ID: C00117841DB111

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2 - 5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Entrusted Engineer In Charge	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	6
Organizational chart narrative	NA	Section 3.3.2	yes	4

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Appendix

2.10

Form C-78-RFQ Acknowledgement of Receipt of RFQ/Addenda

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



MDTA Chesapeake Bay Bridge Westbound Resurfacing (Wagman)

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00117841DB111
PROJECT NO.: 0064-114-xxx

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 – April 30, 2021
(Date)
- 2. Cover letter of Addendum 1 - June 2, 2021
(Date)
- 3. Cover letter of Addendum 2 - June 11, 2021
(Date)



6/24/21

SIGNATURE

DATE

Glen Mays

DBPM

PRINTED NAME

TITLE

Appendix

3.2.6

List of Affiliated and Subsidiary Companies

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



VDOT I-95 SB RRC Over Route 17 DB (Wagman)

ATTACHMENT 3.2.6

State Project No. 0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

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

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

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

ATTACHMENT 3.2.6

State Project No. 0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed. **The Offeror does not have any affiliated or subsidiary companies.**

Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Shikun & Binui America, Inc.	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 15212
Affiliate	Infrastructure and Industrial Constructors USA Holdings, Inc. ("Consolidating Parent") d/b/a S&B USA Construction	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 15212
Affiliate	Infrastructure and Industrial Constructors USA, LLC d/b/a S&B USA Construction	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 1521
Affiliate	Fay Acquisition, Inc.	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 15212
Affiliate	Joseph B. Fay Co.	Nova Tower 1, Suite 301, One Allegheny Square, Pittsburgh PA 15212
Affiliate	Infrastructure Constructors, Inc.	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 15212
Affiliate	Infrastructure and Industrial Energy, LLC	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 15212
Affiliate	Darmale, LLC	606 Liberty Avenue, 3rd Floor, Pittsburgh, PA 15222
Affiliate	S&B USA Concessions	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 15212
Affiliate	S&B USA Energy	Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh PA 15212
Subsidiary	Advance Hauling, Inc.	5700 Thurston Avenue, Suite 211, Virginia Beach, VA 23455
Affiliate	Almeda-Genoa Constructors (ACG/288) – Construction JV of Shikun and Binui America, Dragados USA and Pulice Construction	3010 Bellfort St., Houston, TX 77501-1145

ATTACHMENT 3.2.6

State Project No. 0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

Affiliate	Blue Ridge Transportation Group, LLC (BTG) – the Developer and Operators Consortium of Shikun & Bunui Concessions, InfraRed Capital Partners, ACS Infrastructure Development Inc., Star America Infrastructure partners, Northleaf Capital Partners, and Clal Group	6538 South Fwy., Houston, TX 77021
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Appendix

3.2.7

(a) Certification Regarding Debarment Form(s) Primary Covered Transactions

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



RMTA Deck Rehabilitation of I-95 Ramps (Wagman)

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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.



6/24/21

Attorney-in-Fact

Signature

Date

Title

Wagman - Fay SE, a Joint Venture

Name of Firm

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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.



6/24/21

President / COO

Signature

Date

Title

Wagman Heavy Civil, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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

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

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

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

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

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

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

 June 15, 2021 Secretary
Signature Date Title

FAY Southeast, Inc.
Name of Firm

Appendix

3.2.7

(b) Certification Regarding Debarment Form(s) Lower Tier Covered Transactions

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



VDOT Route 7 Over Dulles Toll Road / Access Highway DB (Wagman)

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

June 21, 2021

Date

Vice President, Mid-Atlantic Sector Lead

Title

EXP U.S. Services, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

6/18/21

Date

SR. VICE PRESIDENT

Title

T.Y. LIN INTERNATIONAL

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

John C. Dietrick, PE, SE

Date

Title

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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.

DocuSigned by:

Cookie F Munson

06-07-2021

Vice President, General Counsel & Secretary

Signature

D830117A89C54AD...

Date

Title

Surveying And Mapping, LLC.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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.

Emad Hassan 6/17/2021 President
Signature Date Title

Hassan water Resources, PLC
Name of Firm

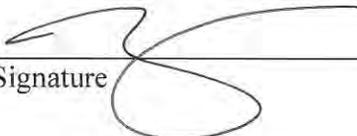
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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	<u>6.18.21</u> _____ Date	<u>VICE PRESIDENT</u> _____ Title
<u>Curtis Contracting, Inc.</u> _____ Name of Firm		

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

6/29/2021
Date

President
Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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.

<i>Paul J. Navarro, PE</i>	<i>6-18-21</i>	<i>Corporate Secretary</i>
Signature	Date	Title

Navarro & Wright Consulting Engineers, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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	<u>06/17/2021</u> Date	<u>President</u> Title
---	---------------------------	---------------------------

Polizos & Company
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

June 21, 2021

Date

Vice President

Title

Mead & Hunt, Inc.

Name of Firm

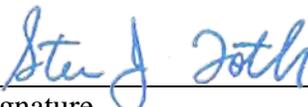
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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	June 17, 2021 Date	President Title
--	-----------------------	--------------------

O. R. Colan Associates, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

June 17, 2021

Date

Chief Engineer

Title

Professional Service Industries, Inc. (PSI), an Intertek company

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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

6/21/2021
Date

Vice President, Regional Manager
Title

Iteris, Inc.
Name of Firm

Appendix

3.2.7

Offeror's pre-qualification
posted on VDOT's website

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



MDOT SHA Watkins Mill Interchange at I-270 (Wagman)

Greg M. Andricos

From: amanda.nicholas@vdot.virginia.gov on behalf of VDOT-Prequalification, rr
<prequalification@vdot.virginia.gov>
Sent: Thursday, June 17, 2021 3:17 PM
To: Greg M. Andricos; krihn@shikunusa.com
Subject: Your assigned Joint Venture # is JV101 - WAGMAN - FAY SE A JOINT VENTURE

WAGMAN HEAVY CIVIL, INC.
FAY SOUTHEAST, INC.

Thank you for submitting the Joint Venture Agreement for **WAGMAN - FAY SE A JOINT VENTURE** to the Prequalification Office.

We have processed the paperwork to assign a JV number.
This Joint Venture is assigned the # **JV101**

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

Thank you,
Mandy Nicholas
Prequalification Supervisor

Prequalification Office

Construction Division
Virginia Department of Transportation
1401 E. Broad Street, 12th Floor
Richmond, VA 23219

Kris Pyers, Coordinator: (804) 786-2938
Mandy Nicholas, Supervisor: (804) 371-2009

[Email us!](#)

Webpage: <http://www.virginiadot.org/business/const/prequal.asp>

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**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/23/2021**

- 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



Virginia Department of Transportation

Date Printed: 06/16/2021

**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/16/2021**

12:00 AM

Page 148

- F -

Vendor ID: W140
Vendor Name: FAY SOUTHEAST, INC.
Prequal Level: Prequalified
Prequal Exp: 05/31/2022

-- PREQ Address --

5700 THURSTON AVE. SUITE 211
VIRGINIA BEACH, VA 23455
Phone: (757)468-1500
Fax: (757)468-2100

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES

Bus. Contact: GREENE, JOHN WILLIAM
Email: JGREENE@SHIKINUSA.COM

-- DBE Information --

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

Appendix

3.2.9

Surety Letter

Joint Venture
WAGMAN
General Construction | Heavy Civil | Geotechnical

 **FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer
 **exp.**



MDTA I-95 Baltimore Viaduct Latex Rehabilitation (Wagman)

Continental Casualty Company Liberty Mutual Insurance Company
Zurich American Insurance Company

Commonwealth of Virginia
Virginia Department of Transportation (VDOT)
1401 East Broad Street
Richmond, Virginia 23219
Attn: Suril R. Shah, P.E. DBIA(APD Division)

WAGMAN-FAY S E, A JOINT VENTURE
REQUEST FOR QUALIFICATION
A DESIGN-BUILD PROJECT
Non-Binding Surety Letter Request-6/29/2021 Submittal
I-64 Hampton Roads Express Lanes (HREL) Segment 4C,
State Project No.:0064-114-xxx, Federal, Project No.: NHPP-034-3(522)
Contract ID Number: C00117841DB111
Estimated Contract Value: \$318,500,000

To Whom it May Concern:

This letter will confirm that Wagman-Fay S E, a Joint Ventura is a highly regarded and valued client of the sureties, Continental Casualty Company (A.M. Best Financial Strength rate of A/Excellent and Financial Size Category XV), Liberty Mutual Insurance Company (A.M. Best Financial Strength Rate of A/Excellent and Financial Size Category XV) and Zurich American Insurance Company (A.M Best Financial Strength Rating of A+/Excellent and Financial Size Category XV), the 'co-sureties'. Each surety company is licensed to conduct surety business in the Commonwealth of Virginia, and each surety holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2020.

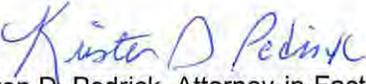
As the co-sureties of Wagman-Fay S E, a Joint Venture, we advise that Wagman-Fay S E, a Joint Venture is capable of obtaining a 100% Performance Bond and a 100% Labor and Material Payment Bond in the amount of the estimated contract value, to cover the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event such firm be the successful bidder and enter into the contract for this project.

As customary within the surety industry, the issuance of any bonds is contingent upon a favorable review of the final project specifics including, but not limited to, the contract terms, conditions, documents, bond forms and confirmation of complete project financing, by both Wagman-Fay S E, a Joint Venture and its co-sureties at the time the request for bonds is made. We assume no liability to third parties or to you by the issuance of this letter, should bid or final bonds not be issued.

Should you need additional assurance regarding the technical ability or bonding capacity of Wagman-Fay S E, a Joint Venture, please do not hesitate to contact this office.

Sincerely,

Continental Casualty Company
Liberty Mutual Insurance Company
Zurich North American Insurance Company

By: 
Kristen D. Pedrick, Attorney-in-Fact



This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8202916 - 019007

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Kristen D. Pedrick, Anthony S. Phillips, Robert N. Striewig, Jr.

all of the city of Mechanicsburg state of PA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 15th day of January, 2020.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: David M. Carey

David M. Carey, Assistant Secretary

State of PENNSYLVANIA
County of MONTGOMERY ss

On this 15th day of January, 2020 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 29th day of June, 2021



By: Renee C. Llewellyn

Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 29th day of June, 2021



Brian M. Hodges

By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Robert N. STRIEWIG, JR. and Kristen D. PEDRICK, both of Mechanicsburg, Pennsylvania, EACH**, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 15th day of January, A.D. 2020.



**ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**

By: *Robert D. Murray*
Vice President

By: *Dawn E. Brown*
Secretary

**State of Maryland
County of Baltimore**

On this 15th day of January, A.D. 2020, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.



Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals 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, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

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

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 1st day of July, 2020.



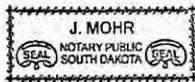
Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Handwritten signature of Paul T. Bruflat

Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 1st day of July, 2020, 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 a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires June 23, 2021

Handwritten signature of J. Mohr

J. Mohr Notary Public

CERTIFICATE

I, D. Johnson, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies 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 insurance companies this 29th day of June 2021



Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Handwritten signature of D. Johnson

D. Johnson Assistant Secretary

Form F6853-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. “

ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National Fire Insurance Company of Hartford.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. “

ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company. “

Appendix

3.2.10

SCC and DPOR Information Tables

Joint Venture

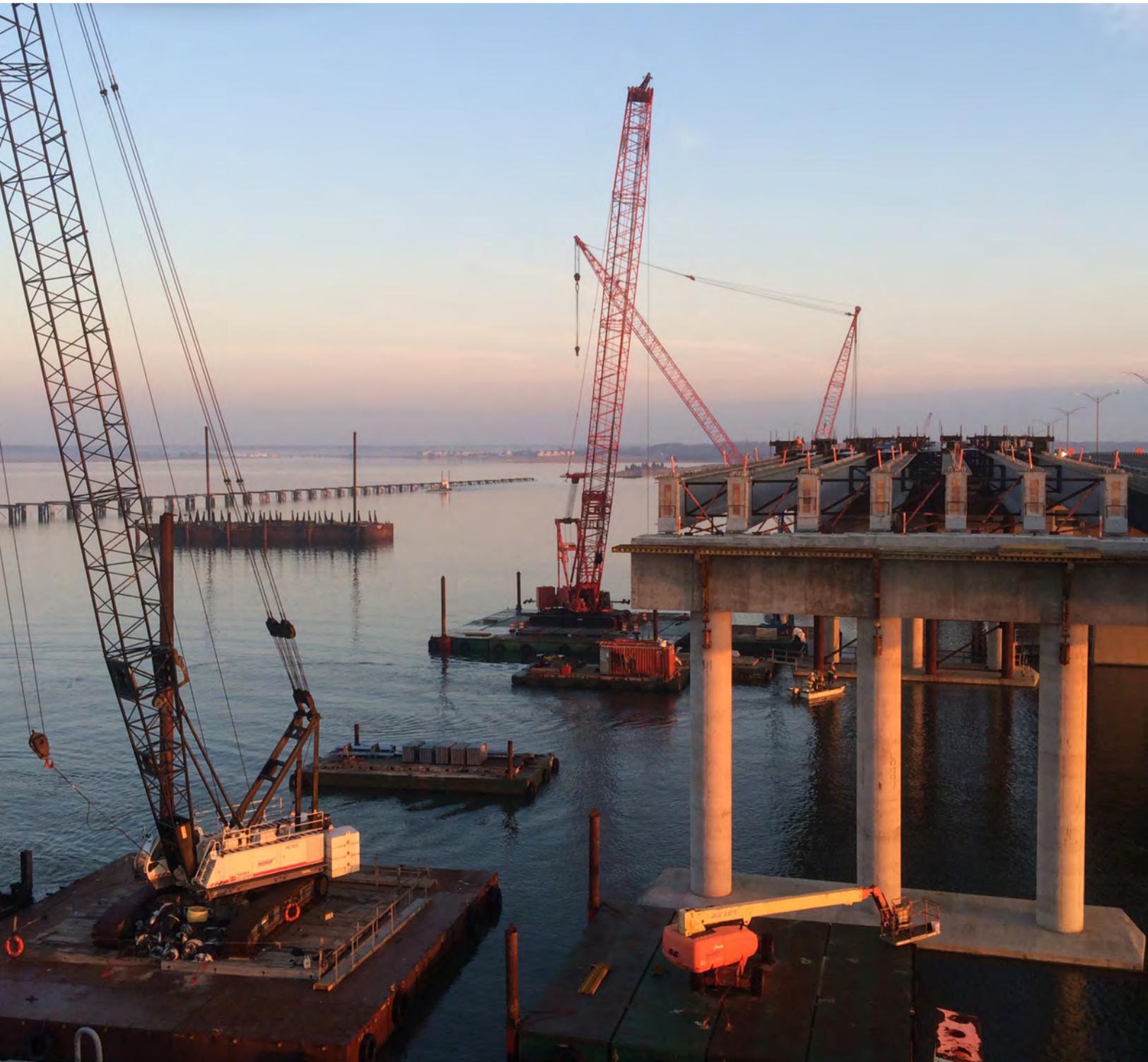
WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



NJTA Garden State Parkway Southbound Over Egg Harbor (Wagman)

ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Wagman Heavy Civil Inc	F0198988	Stock Corporation	Active	3290 North Susquehanna Trail, York, PA 17406	Class A Contractor Classifications H/H	2701015887	01-31-2023
FAY Southeast Inc.	02352243	Stock Corporation	Active	5700 Thurston Ave, Ste 211, Virginia Beach, VA 23455	Class A Contractor Classifications H/H	27010222985	03-31-2022
EXP U.S. Services Inc.	F1859646	Stock Corporation	Active	1140 3 rd St NE, Washington DC 20002	Corporation	0411001455	02-28-2022
				3901 Westerre Pkwy, Ste 210, Richmond, VA 23233	Business Entity Registration	0407006036	12-31-2021
				56 Queen St. East, Ste 301, Brampton, Ontario, L6V 4M8 Canada	Business Entity Branch Office Registration	0411001455	02-28-2022
T.Y. Lin International	F0388274	Stock Corporation	Active	5285 Shawnee Rd, Suite 210, Alexandria, VA 22312	Professional Corporate Registration	405000362	12/31/2021

ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

SCC and DPOR Information

Michael Baker International, Inc.	F0260747	Stock Corporation	Active	3601 Eisenhower Ave, Alexandria, VA 22304	Business Entity Branch Office Registration	0411001248	2-28-2022
				9400 Innovation Dr, Ste 110, Manassas, VA 20110	Business Entity Branch Office Registration	0411001247	2-28-2022
				3200 Rockbridge, Ste 104, Richmond, VA 23230	Business Entity Branch Office Registration	0411001246	2-28-2022
				272 Bendix Road, Ste 400, Virginia Beach, VA 23452	Business Entity Branch Office Registration	0411001245	2-28-2022
				500 Grant St. Suite 5400, Pittsburgh, PA 15219	Business Entity Branch Office Registration	407002885	12/31/2021
Surveying and Mapping, LLC (SAM)	T0564965	LLC	Active	7679 Limestone Dr. Building B, Ste 155 Gainesville, VA 20155	Business Entity Registration	0407006626	12/31/2021
Hassan Water Resources, PLC	S2293282	LLC	Active	2255 Parkers Hill Drive, Maidens, VA 23102	Professional Limited Liability Company	413000299	12/31/2021
Curtis Contracting, Inc.	02733335	Stock Corporation	Active	7481 Theron Road, West Point, VA 23181	Contractor Class A Classifications ASB CBC H/H LSC RBC	2701031525	03-31-2022
Quinn Consulting Services Inc.	04925517	Stock Corporation	Active	1801 Pleasure House Rd, Ste 101, 102, Virginia Beach, VA 23455	Business Entity Branch Office Registration	0411001133	02-28-2022
Navarro & Wright Consulting Engineers, Inc.	F1865718	Stock Corporation	Active	151 Reno Avenue New Cumberland, PA 17070	Business Entity Registration	0407006681	12/31/2021
Mead & Hunt, Inc.	F1285008	Stock Corporation	Active	8150 Leesburg Pike Ste 630, Vienna, VA 22182	Business Entity Branch Office Registration	0411001541	02/28/2022

ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

SCC and DPOR Information

Professional Service Industries, Inc.	F0449829	Stock Corporation	Active	545 E. Algonquin Rd, Arlington Heights, IL 60005	Business Entity Registration	0407003189	12/31/2021
Iteris, Inc.	F1619544	Stock Corporation	Active	11781 Lee Jackson Memorial Hwy Ste 625, Fairfax, VA 22033	Business Entity Registration	0407005884	12/31/2021

ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Wagman Heavy Civil Inc	Scott Neal Rhin	York, PA	1149 Treasure Lake, Dubois, PA 15802	Professional Engineer	0402047641	07-31-2022
FAY Southeast Inc	Durant Garrett Walters	Virginia Beach, VA	1871 Poplar Ridge Rd, Pasadena, MD 21122	Professional Engineer	0402049300	12-31-2021
EXP U.S. Services Inc.	Amir Ahmad Arab	Glen Allen, VA	26654 Vanderview Pl, Chantilly, VA 20152	Professional Engineer	0402042390	05-31-2022
T.Y. Lin International	Santiago Rodriguez	Alexandria, VA	Alexandria, VA 22312	Professional Engineer	0402034240	10/31/2021
Wagman Heavy Civil Inc	Gregory Michael Andricos	York, PA	York, PA 17403	Professional Engineer	0402032211	07-31-2022
Michael Baker International	Christopher James Largy	Virginia Beach, VA	5924 Woodstock Ct, Virginia Beach, VA	Professional Engineer	0402063160	02/28/2023
Michael Baker International	Jeremy Michael Dow	Virginia Beach, VA	1801 Black Angus Court, Virginia Beach, VA 23453	Professional Engineer	0402047192	01/31/2023
Surveying And Mapping, LLC (SAM)	Joseph Harper Allegra	Gainesville, VA	420 King Street, Scottsdale, PA 15683	Land Surveyor	0403002262	01/31/2022
Hassan Water Resources, PLC	John Thomas Downer Jr	Maidens, VA	111 Dogwood Drive, Manakin-Sabot, VA 23103	Professional Engineer	042032730	01-31-2023
Hassan Water Resources, PLC	Gamal Hassan	Maidens, VA	2255 Parkers Hill Dr, Maidens, VA 23102	Professional Engineer	0402033382	06/30/2021
Quinn Consulting Services Inc.	Anthony J Kondysar	Virginia Beach, VA	3905 St Mary's Circle, Williamsburg, VA 23185	Professional Engineer	0402021246	07-31-2022
Navarro & Wright Consulting Engineers, Inc.	Lucas Timothy Turko	New Cumberland, PA	Oakdale, PA 15071	Professional Engineer	0402061341	10/31/2021
Mead & Hunt, Inc.	Keith Andrew Riniker	Vienna, VA	Annapolis, MD 21401	Professional Engineer	0402048187	10/31/2022
Professional Service Industries, Inc.	Karl Edwin Suter	Fairfax, VA 22031	705 Pleasant Way, Chesapeake, VA 23322	Professional Engineer	0402026554	11/30/2021

Appendix

3.2.10.1

SCC Registration

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



VDOT Southgate Drive Dual Bridges (Wagman)

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: Active
Formation Date: N/A	Reason for Status: Active and In Good Standing
VA Qualification Date: 09/20/1967	Status Date: 10/08/2010
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: PA	Annual Report Due Date: N/A
Registration Fee Due Date: Not Required	Charter Fee: \$2500.00

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

Principal Information

Title	Director	Name	Address	Last Updated
P/COO	No	GREGORY M. ANDRICOS	1117 WYNDHAM DR, YORK, PA, 17403 - 0000, USA	09/24/2019
SR. VP	No	TODD E. BECKER	2845 BARK HILL RD, YORK, PA, 17404 - 0000, USA	09/24/2019
SR VP/CFO/TRES	No	JOHN R. COPPAGE IV	1204 LANCASTER AVE, YORK, PA, 17403 - 0000, USA	09/24/2019
VP/GC/S	No	KEVIN J. MCKEON	2646 MAYFAIR LANE, YORK, PA, 17408 - 0000, USA	09/24/2019
VP-AR	No	STEPHANIE A. KENNEDY	725 OAKWOOD DR, RED LION, PA, 17356 - 0000, USA	09/24/2019
Chief Executive Officer	Yes	Michael B Glezer	2784 Farnham Lane, York, PA, 17408, USA	07/16/2020
Vice President	No	Glen K. Mays	13616 Coby Way #302, Midlothian, VA, 23112, USA	07/16/2020
Secretary	No	Jeanie P. Jones	1542 Henrico Road, Buffalo Junction, VA, 24529, USA	07/16/2020
Vice President	No	Anthony W. Bednarik	6 Ashlea Drive, Glenmoore, PA, 19343, USA	07/16/2020
Vice President	No	Edward R. Laczynski	1011 Country Club Road, Camp Hill, PA, 17011, USA	07/16/2020
Vice President, Secretary	No	Lisa W. Glezer	2784 Farnham Lane, York, PA, 17408, USA	07/16/2020
	Yes	Richard E Wagman	1190 Overbrook Circle, York, PA, 17403, USA	07/16/2020
Vice President	Yes	Joseph G. Wagman	975 Summit Circle North, York, PA, 17403, USA	07/16/2020

Current Shares

Total Shares: 4000000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

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

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

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 25, 2021

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: FAY Southeast Inc. Entity ID: 02352243
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: 11/03/1982 Reason for Status: Active and In Good Standing
VA Qualification Date: 11/03/1982 Status Date: 01/20/2021
Industry Code: 0 - General Period of Duration: Perpetual
Jurisdiction: VA Annual Report Due Date: N/A
Registration Fee Due Date: Not Required Charter Fee: \$20.00

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: 5700 Thurston Ave Ste 211, Virginia Beach, VA,
23455 - 3302, USA

Principal Information

Title	Director	Name	Address	Last Updated
Vice President	No	JOHN W GREENE	5700 Thurston Ave Ste 211, Virginia Beach, VA, 23455 - 3302, USA	09/24/2020
President	No	Durant Walters	5700 Thurston Ave Ste 211, Virginia Beach, VA, 23455 - 3302, USA	05/20/2021
Secretary	No	Vincent Acri	1 ALLEGHENY SQUARE, NOVA TOWER 1,, SUITE 300, Pittsburgh, PA, 15212, USA	05/20/2021

Current Shares

Total Shares: 15000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That *FAY Southeast Inc.* is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on November 3, 1982;

That the corporation's period of duration is perpetual; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

May 26, 2021

A handwritten signature in black ink, appearing to read "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: EXP U.S. Services Inc. Entity ID: F1859646
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: 05/02/2011 Reason for Status: Active and In Good Standing
VA Qualification Date: 05/02/2011 Status Date: 05/02/2011
Industry Code: 0 - General Period of Duration: Perpetual
Jurisdiction: DE Annual Report Due Date: N/A
Registration Fee Due Date: Not Required Charter Fee: \$50.00

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: 56 QUEEN STREET EAST, SUITE 301,
BRAMPTON, Ontario, L6V 4M8, CAN

Principal Information

Title	Director	Name	Address	Last Updated
President, COO	Yes	MARK DVORAK	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Executive Vice President	Yes	TIMOTHY D NEUMANN	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/13/2021
Treasurer, Chief Financial Officer	No	DEBORAH WALTERS	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Secretary	No	HAE-JIN (PRISCILLA) AHN	56 QUEEN STREET EAST, SUITE 301, BRAMPTON, L6V 4M8, CAN	05/27/2020
Vice President	No	Byron Danley	205 North Michigan Avenue, Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Chief Executive Officer	Yes	Ivan Dvorak	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020
Vice President	No	William McGuire	2601 Westhall Lane, Maitland, FL, 32751, USA	05/27/2020
Vice President	No	R Shankar Nair	442 E. North Water St., Chicago, IL, 60611, USA	05/27/2020
Vice President	No	Kathy Weise	205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA	05/27/2020

Current Shares

Total Shares: 23000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That EXP U.S. Services Inc., a corporation incorporated under the laws of DELAWARE, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on May 2, 2011; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

April 21, 2020

A handwritten signature in black ink that reads "Joel H. Peck".

Joel H. Peck, Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: T.Y. Lin International, Incorporated	Entity ID: F0388274
Entity Type: Stock Corporation	Entity Status: Active
Formation Date: N/A	Reason for Status: Active and In Good Standing
VA Qualification Date: 06/29/1981	Status Date: 05/09/1996
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: CA	Annual Report Due Date: N/A
Registration Fee Due Date: Not Required	Charter Fee: \$940.00

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: 345 California St Ste 2300, San Francisco, CA, 94104, USA

Principal Information

Title	Director	Name	Address	Last Updated
	Yes	W. Mark Ashley	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
President, Chief Executive Officer	Yes	Matthew Cummings	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
Vice President, Secretary, Treasurer	No	William K. Harnagel	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
	Yes	Marwan Nader	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
	Yes	Alvaro J. Piedrahita	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
	Yes	Robert J. Radley	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
	Yes	Bashar Rihani	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
	Yes	Talal Shair	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/06/2020
	Yes	Matthew Cummings	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/11/2021
	Yes	W. Mark Ashley	345 California St Ste 2300, San Francisco, CA, 94104, USA	06/11/2021

Current Shares

Total Shares: 500000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That T.Y. Lin International, Incorporated, a corporation incorporated under the laws of CALIFORNIA, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on June 29, 1981; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

July 15, 2020

A handwritten signature in cursive script, appearing to read "Bernard J. Logan".

Bernard J. Logan, Interim Clerk of the

Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: Michael Baker International, Inc. Entity ID: F0260747
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: N/A Reason for Status: Active and In Good Standing
VA Qualification Date: 10/13/1992 Status Date: 11/09/2020
Industry Code: 0 - General Period of Duration: Perpetual
Jurisdiction: PA Annual Report Due Date: N/A
Registration Fee Due Date: Not Required Charter Fee: \$30.00

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: 500 Grant St Ste 5400, Pittsburgh, PA, 15219 -
2523, USA

Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer	Yes	Brian A. Lutes	500 Grant St Ste 5400, Pittsburgh, PA, 15219 - 2523, USA	11/09/2020
Chief Legal Officer	No	John M. Tedder	500 Grant St Ste 5400, Pittsburgh, PA, 15219 - 2523, USA	11/09/2020
Chief Financial Officer	No	Amy Davis	500 Grant St Ste 5400, Pittsburgh, PA, 15219 - 2523, USA	11/09/2020

Current Shares

Total Shares: 100

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, January 4, 1973

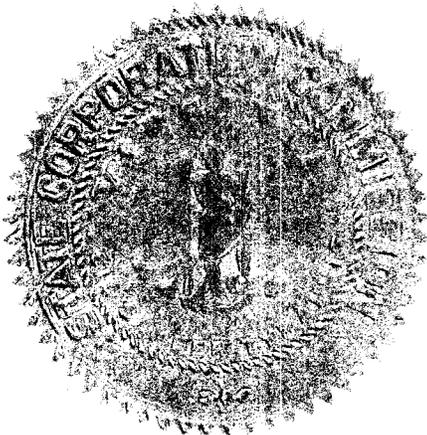
This is to Certify, that Michael Baker, Jr., Inc.

a corporation organized under the laws of Pennsylvania
having complied with all the requirements of law, is
hereby authorized to transact business in the State of
Virginia in so far as not in conflict with and subject to
the laws of the State.

State Corporation Commission

Attest:

William C. Young
Clerk of the Commission



State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: Surveying And Mapping, LLC	Entity ID: T0564965
Entity Type: Limited Liability Company	Entity Status: Active
Formation Date: N/A	Reason for Status: Active
VA Qualification Date: 03/21/2014	Status Date: 03/21/2014
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: TX	Annual Report Due Date: N/A
Registration Fee Due Date: Not Required	Charter Fee: N/A

Registered Agent Information

RA Type: Entity	Locality: HANOVER COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: INCORP SERVICES, INC.	Registered Office Address: 7288 HANOVER GREEN DR, MECHANICSVILLE, VA, 23111 - 0000, USA

Principal Office Address

Address: 4801 SOUTHWEST PKWY BLDG 2 STE 100,
AUSTIN, TX, 78735 - 0000, USA

Principal Information

Management Structure: N/A

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, March 21, 2014

This certificate of registration to transact business in Virginia is this day issued for

Surveying And Mapping, LLC

a limited liability company organized under the laws of TEXAS and the said company is authorized to transact business in Virginia, subject to all Virginia laws applicable to the company and its business.



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

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:	Active
Formation Date:	07/16/2007	Reason for Status:	Active
VA Qualification Date:	07/16/2007	Status Date:	08/01/2014
Industry Code:	70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Period of Duration:	Perpetual
Jurisdiction:	VA	Annual Report Due Date:	N/A
Registration Fee Due Date:	Not Required	Charter Fee:	N/A

Registered Agent Information

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

Principal Office Address

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

Principal Information

Management Structure: N/A

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, July 16, 2007

This is to certify that the certificate of organization of

Hassan Water Resources, PLC

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



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: CURTIS CONTRACTING, INC. Entity ID: 02733335
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: 07/15/1985 Reason for Status: Active and In Good Standing
VA Qualification Date: 07/15/1985 Status Date: 07/15/1985
Industry Code: 0 - General Period of Duration: Perpetual
Jurisdiction: VA Annual Report Due Date: 07/31/2021
Registration Fee Due Date: 07/31/2021 Charter Fee: \$0.00

Registered Agent Information

RA Type: Entity Locality: NORFOLK CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED
TO TRANSACT BUSINESS IN VIRGINIA
Name: VB Business Services, LLC Registered Office Address: 500 WORLD TRADE CTR, 101 W MAIN ST, NORFOLK, VA,
23510 - 0000, USA

Principal Office Address

Address: 7481 THERON RD, PO BOX 769, WEST
POINT, VA, 23181 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	ANDREW R CURTIS JR	3053 NORTH RIVER ROAD, CARDINAL, VA, 23025 - 0000, USA	07/07/2016
S/VP	No	RAYMOND E. JARVIS JR.	684 FAIRFAX WAY, WILLIAMSBURG, VA, 23185 - 0000, USA	07/07/2016
CHAIRMAN	Yes	ANDREW R CURTIS	563 FED LANE, MANAKIN SABOT, VA, 23103 - 0000, USA	07/07/2016
	Yes	DEBRA L CURTIS	563 FED LANE, MANAKIN-SABOT, VA, 23103 - 0000, USA	07/07/2016
Vice President	No	STEPHEN L. ORDUNG	2808 FORGE ROAD, TOANO, VA, 23168 - 0000, USA	07/07/2016

Current Shares

Total Shares: 1000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That CURTIS CONTRACTING, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on July 15, 1985;

That the corporation's period of duration is perpetual; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

February 8, 2021

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

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: **Active**
Formation Date: 10/24/1997
Reason for Status: Active and In Good Standing
VA Qualification Date: 10/24/1997
Status Date: 12/01/2008
Industry Code: 0 - General
Period of Duration: Perpetual
Jurisdiction: VA
Annual Report Due Date: N/A
Registration Fee Due Date: Not Required
Charter Fee: \$50.00

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

Principal Information

Title	Director	Name	Address	Last Updated
COB/P/T	Yes	ELIZABETH QUINN VICINSKI	14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA	09/15/2017
Secretary	No	FRANCISCA I OTERO	888 17TH STREET NW, SUITE 640, WASHINGTON, DC, 20006 - 0000, USA	09/15/2017

Current Shares

Total Shares: 5000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on October 24, 1997;

That the corporation's period of duration is perpetual; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

August 21, 2020

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Interim Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: Navarro & Wright Consulting Engineers, Inc. Entity ID: **F1865718**
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: N/A Reason for Status: Active and In Good Standing
VA Qualification Date: 06/29/2011 Status Date: 06/29/2011
Industry Code: 0 - General Period of Duration: Perpetual
Jurisdiction: PA Annual Report Due Date: N/A
Registration Fee Due Date: Not Required Charter Fee: \$50.00

Registered Agent Information

RA Type: Entity Locality: HANOVER COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED
TO TRANSACT BUSINESS IN VIRGINIA
Name: URS Agents, LLC Registered Office Address: 7288 Hanover Green Dr Ste A, Mechanicsville, VA, 23111 - 1709,
USA

Principal Office Address

Address: 151 Reno Ave, New Cumberland, PA, 17070 -
2029, USA

Principal Information

Title	Director	Name	Address	Last Updated
VP/SEC	Yes	DEBORAH D. FOUST	151 RENO AVE, NEW CUMBERLAND, PA, 17070 - 0000, USA	05/17/2019
CFO	Yes	Robert Blitz	151 RENO AVE, NEW CUMBERLAND, PA, 17070 - 0000, USA	04/26/2021
PRES/CEO/TREAS	Yes	PAUL J NAVARRO	151 RENO AVE, NEW CUMBERLAND, PA, 17070 - 0000, USA	05/17/2019
COO	Yes	JOHN K O'CONNELL	151 RENO AVE, NEW CUMBERLAND, PA, 17070 - 0000, USA	05/17/2019

Current Shares

Total Shares: 10000

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Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, June 29, 2011

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

Navarro & Wright Consulting Engineers, Inc.

a corporation organized under the laws of PENNSYLVANIA and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: Polizos & Company
Entity ID: 06909725
Entity Type: Stock Corporation
Entity Status: **Active**
Formation Date: 02/29/2008
Reason for Status: Active and In Good Standing
VA Qualification Date: 02/29/2008
Status Date: 02/29/2008
Industry Code: 0 - General
Period of Duration: Perpetual
Jurisdiction: VA
Annual Report Due Date: N/A
Registration Fee Due Date: Not Required
Charter Fee: \$50.00

Registered Agent Information

RA Type: Individual
Locality: VIRGINIA BEACH CITY
RA Qualification: Officer of the Corporation
Name: LYNN POLIZOS
Registered Office Address: 1224 YORK LANE, VIRGINIA BEACH, VA, 23451 - 0000, USA

Principal Office Address

Address: 1224 YORK LANE, VIRGINIA BEACH, VA,
23451 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
PRES/SEC/TREAS	Yes	LYNN POLIZOS	1224 YORK LN, VIRGINIA BEACH, VA, 23451 - 0000, USA	01/11/2019

Current Shares

Total Shares: 25000

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Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Polizos & Company is duly incorporated under the law of the Commonwealth of Virginia;

That the corporation was incorporated on February 29, 2008;

That the corporation's period of duration is perpetual; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 18, 2021

A handwritten signature in black ink, appearing to read "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: MEAD AND HUNT, INC. Entity ID: F1285008
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: N/A Reason for Status: Active and In Good Standing
VA Qualification Date: 02/27/1997 Status Date: 05/05/2021
Industry Code: 0 - General Period of Duration: Perpetual
Jurisdiction: WI Annual Report Due Date: N/A
Registration Fee Due Date: Not Required Charter Fee: \$250.00

Registered Agent Information

RA Type: Entity Locality: VIRGINIA BEACH CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED
TO TRANSACT BUSINESS IN VIRGINIA
Name: Registered Agents Inc. Registered Office Address: 4445 Corporation Ln Ste 264, Virginia Beach, VA, 23462 - 3262,
USA

Principal Office Address

Address: 2440 DEMING WAY, MIDDLETON, WI, 53562
- 1562, USA

Principal Information

Title	Director	Name	Address	Last Updated
CEO/PRESIDENT	Yes	ANDREW J. PLATZ	2440 DEMING WAY, MIDDLETON, WI, 53562 - 1562, USA	03/07/2019
Secretary	Yes	J Berry Still	2440 DEMING WAY, MIDDLETOWN, WI, 53562 - 1562, USA	05/05/2021
Treasurer	Yes	Jeffrey M Mason	2440 DEMING WAY, MIDDLETON, WI, 53562 - 1562, USA	05/05/2021

Current Shares

Total Shares: 10000

[Filing History](#)[RA History](#)[Name History](#)[Previous Registrations](#)[Garnishment Designees](#)[Image Request](#)[Back](#)[Return to Search](#)[Return to Results](#)[Back to Login](#)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, February 27, 1997

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

MEAD AND HUNT, INC.

a corporation organized under the laws of WISCONSIN and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: O.R. COLAN ASSOCIATES, LLC	Entity ID: T0653610
Entity Type: Limited Liability Company	Entity Status: Active
Formation Date: N/A	Reason for Status: Active
VA Qualification Date: 05/09/2016	Status Date: 06/09/2020
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: FL	Annual Report Due Date: N/A
Registration Fee Due Date: Not Required	Charter Fee: N/A

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: 7005 SHANNON WILLOW RD STE 100,
CHARLOTTE, NC, 28226 - 0000, USA

Principal Information

Management Structure: N/A

[Filing History](#)[RA History](#)[Name History](#)[Previous Registrations](#)[Garnishment Designees](#)[Image Request](#)[Back](#)[Return to Search](#)[Return to Results](#)[Back to Login](#)

ATTACHMENT B

STATE CORPORATION COMMISSION FORM

Virginia State Corporation Commission (SCC) registration information - The bidder: O. R. Colan Associates, LLC

is a corporation or other business entity with the following SCC identification number: T0653610

-OR-

is not a corporation, limited liability company, limited partnership, registered limited liability partnership, or business trust

-OR-

is an out-of-state business entity that does not regularly and continuously maintain as part of its ordinary and customary business any employees, agents, offices, facilities, or inventories in Virginia (not counting any employees or agents in Virginia who merely solicit orders that require acceptance outside Virginia before they become contracts, and not counting any incidental presence of the bidder in Virginia that is needed in order to assemble, maintain, and repair goods in accordance with the contracts by which such goods were sold and shipped into Virginia from bidder's out-of-state location)

-OR-

is an out-of-state business entity that is including with this bid an opinion of legal counsel which accurately and completely discloses the undersigned bidder's current contacts with Virginia and describes why those contacts do not constitute the transaction of business in Virginia within the meaning of § 13.1-757 or other similar provisions in Titles 13.1 or 50 of the *Code of Virginia*.

****NOTE**** >> Check the following box if you have not completed any of the foregoing options but currently have pending before the SCC an application for authority to transact business in the Commonwealth of Virginia and wish to be considered for a waiver to allow you to submit the SCC identification number after the due date for bids (the Commonwealth reserves the right to determine in its sole discretion whether to allow such waiver):

State Corporation Commission Clerk's Information System

Entity Information

Entity Information

Entity Name: PROFESSIONAL SERVICE INDUSTRIES, INC.
Entity ID: F0449829
Entity Type: Stock Corporation
Entity Status: **Active**
Formation Date: N/A
Reason for Status: Active and In Good Standing
VA Qualification Date: 02/23/1984
Status Date: 03/09/2017
Industry Code: 0 - General
Period of Duration: Perpetual
Jurisdiction: DE
Annual Report Due Date: N/A
Registration Fee Due Date: Not Required
Charter Fee: \$0.00

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: 545 E Algonquin Rd, Arlington Heights, IL, 60005 - 4376, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	CHRIS CARSTEN	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
CEO	Yes	GAVIN CAMPBELL	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
Secretary	No	TODD ANDREWS	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
	Yes	GREGG TIEMANN	545 E ALGONQUIN RD STE H, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/20/2021
Chief Financial Officer	No	WHITNEY BERGFELD	545 E. ALGONQUIN RD, ARLINGTON HEIGHTS, IL, 60005 - 0000, USA	01/30/2020
Vice President, Asst. Secretary	No	DARRIN HARKNESS	200 WESTLAKE PARK BLVD, WESTLAKE BLDG 4, STE 400, Houston, TX, 77079, USA	01/30/2020
Asst. Treasurer	No	TIM COUROSSI	200 WESTLAKE PARK BLVD, WESTLAKE BLDG 4, STE 400, Houston, TX, 77079, USA	01/30/2020

Current Shares

Total Shares: 100

[Filing History](#)[RA History](#)[Name History](#)[Previous Registrations](#)[Garnishment Designees](#)[Image Request](#)[Back](#)[Return to Search](#)[Return to Results](#)[Back to Login](#)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That PROFESSIONAL SERVICE INDUSTRIES, INC., a corporation incorporated under the laws of DELAWARE, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on February 23, 1984; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 22, 2021

A handwritten signature in black ink, appearing to read "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

State Corporation Commission

Clerk's Information System

Entity Information

Entity Information

Entity Name: Iteris, Inc. Entity ID: F1610544
Entity Type: Stock Corporation Entity Status: **Active**
Formation Date: N/A Reason for Status: Active and In Good Standing
VA Qualification Date: 12/13/2004 Status Date: 01/22/2020
Industry Code: 0 - General Period of Duration: Perpetual
Jurisdiction: DE Annual Report Due Date: N/A
Registration Fee Due Date: Not Required Charter Fee: \$2500.00

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: 1700 Carnegie Ave Ste 100, Santa Ana, CA,
92705 - 5551, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	No	J JOSEPH BERGERA	1700 CARNEGIE AVENUE, STE 100, SANTA ANA, CA, 92705 - 5551, USA	11/25/2020
Treasurer	No	DOUGLAS L. GROVES	1700 CARNEGIE AVE, SUITE 100, SANTA ANA, CA, 92705 - 0000, USA	11/25/2020
Secretary	No	KHRISTINE ARAKAKI	1700 Carnegie Ave Ste 100, Santa Ana, CA, 92705 - 5551, USA	01/22/2020
	Yes	Thomas L. Thomas	1700 Carnegie Ave Ste 100, Santa Ana, CA, 92705 - 5551, USA	11/25/2020

Current Shares

Total Shares: 72000000

[Filing History](#)[RA History](#)[Name History](#)[Previous Registrations](#)[Garnishment Designees](#)[Image Request](#)[Back](#)[Return to Search](#)[Return to Results](#)[Back to Login](#)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Iteris, Inc., a corporation incorporated under the laws of DELAWARE, is authorized to transact business in the Commonwealth of Virginia;

That the corporation obtained a certificate of authority to transact business in Virginia from the Commission on December 13, 2004; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 22, 2021

A handwritten signature in cursive script, reading "Bernard J. Logan".

Bernard J. Logan, Clerk of the Commission

Appendix

3.2.10.2

DPOR License for each Office

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



VDOT Southgate Drive Dual Bridges (Wagman)

DPOR License Lookup License Number 2701015887

License Details

Name	WAGMAN HEAVY CIVIL INC
License Number	2701015887
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	3290 NORTH SUSQUEHANNA TRAIL, YORK, PA 17406
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1976-10-29
Expiration Date	2023-01-31

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

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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)

DPOR License Lookup License Number 2701022985

License Details

Name	FAY SOUTHEAST INC
License Number	2701022985
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	5700 THURSTON AVE STE 211, VIRGINIA BEACH, VA 23455
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1982-11-23
Expiration Date	2022-03-31

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

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

03-31-2022

NUMBER

2701022985

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H



FAY SOUTHEAST INC
5700 THURSTON AVE STE 211
VIRGINIA BEACH, VA 23455



Mary Broz-Vedghan
Mary Broz-Vedghan, Director

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

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H

NUMBER: 2701022985 EXPIRES: 03-31-2022

FAY SOUTHEAST INC
5700 THURSTON AVE STE 211
VIRGINIA BEACH, VA 23455



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0411001455

License Details

Name	EXP U.S. SERVICES, INC
License Number	0411001455
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	1140 3RD ST NE, WASHINGTON, DC 20002
Initial Certification Date	2018-08-27
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402047862	AHMADZADEH, AMIRAHMAD	Professional Engineer License	Engineering	2023-01-31

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DPOR License Lookup License Number 0407006036

License Details

Name	EXP U.S. SERVICES, INC
License Number	0407006036
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	3901 WESTERRE PKWY STE 210, RICHMOND, VA 23233
Initial Certification Date	2012-02-16
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401013329	NEUMANN, TIMOTHY D	Architect License	Architecture	2023-02-28
0402034830	LOHNER, THOMAS J	Professional Engineer License	Engineering	2022-03-31

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2022

NUMBER

0411001455

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

PROFESSIONS: ENG



EXP U.S. SERVICES, INC
56 QUEEN ST EAST
STE 301
BRAMPTON, ONTARIO, L6V 4M8 CANADA



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APPLSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001455 EXPIRES: 02-28-2022
PROFESSIONS: ENG
EXP U.S. SERVICES, INC
56 QUEEN ST EAST
STE 301
BRAMPTON, ONTARIO, L6V 4M8 CANADA



(FOLD)

DPOR License Lookup License Number 0405000362

License Details

Name	T Y LIN INTERNATIONAL
License Number	0405000362
License Description	Professional Corporation Registration
Rank	Professional Corporation
Address	5285 SHAWNEE RD SUITE 210, ALEXANDRIA, VA 22312
Initial Certification Date	1982-02-17
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402034240	RODRIGUEZ, SANTIAGO	Professional Engineer License	Engineering	2021-10-31

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

EXPIRES ON 12-31-2021		NUMBER 0405000362
---------------------------------	--	-----------------------------

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

PROFESSIONS: ENG



T Y LIN INTERNATIONAL
345 CALIFORNIA ST STE 2300
SAN FRANCISCO, CA 94104



Mary Broz-Vaughan, Director

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

DPOR-LIC (02/2017)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405000362 EXPIRES: 12-31-2021
PROFESSIONS: ENG
T Y LIN INTERNATIONAL
345 CALIFORNIA ST STE 2300
SAN FRANCISCO, CA 94104



(FOLD)

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

DPOR-PC (02/2017)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR License Lookup License Number 0411001248

License Details

Name	MICHAEL BAKER INTERNATIONAL, INC
License Number	0411001248
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	3601 EISENHOWER AVE, ALEXANDRIA, VA 22304
Initial Certification Date	2016-02-25
Expiration Date	2022-02-28

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DPOR License Lookup build 1,472 (built 2021-02-15 10:16:48).

DPOR License Lookup License Number 0411001247

License Details

Name	MICHAEL BAKER INTERNATIONAL, INC
License Number	0411001247
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	9400 INNOVATION DR STE 110, MANASSAS, VA 20110
Initial Certification Date	2016-02-25
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402032701	SHAMMET, ASHRAF MOHAMMED	Professional Engineer License	Engineering	2023-02-28

Showing 1 to 1 of 1 entries

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DPOR License Lookup build 1,472 (built 2021-02-15 10:16:48).

DPOR License Lookup License Number 0411001246

License Details

Name	MICHAEL BAKER INTERNATIONAL, INC
License Number	0411001246
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	3200 ROCKBRIDGE STE STE 104, RICHMOND, VA 23230
Initial Certification Date	2016-02-25
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026073	PRIDEAUX, PAUL MITCHELL	Professional Engineer License	Engineering	2023-06-30
0402017892	EDDY, CRAIG SCOTT	Professional Engineer License	Engineering	2021-07-31

Showing 1 to 2 of 2 entries

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DPOR License Lookup build 1,472 (built 2021-02-15 10:16:48).

DPOR License Lookup License Number 0411001245

License Details

Name	MICHAEL BAKER INTERNATIONAL, INC
License Number	0411001245
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	272 BENDIX ROAD STE 400, VIRGINIA BEACH, VA 23452
Initial Certification Date	2016-02-25
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402017669	MUNCY, FREDRICK MCDONALD	Professional Engineer License	Engineering	2021-07-31
0402021386	DRYLIE, BETH ANN	Professional Engineer License	Engineering	2022-07-31

Showing 1 to 2 of 2 entries

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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

0407002885

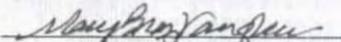
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ARC, ENG, LA



MICHAEL BAKER INTERNATIONAL, INC
ATTN: PATTIE SMITH
500 GRANT ST STE 5400
PITTSBURGH, PA 15219




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

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BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407002885 EXPIRES: 12-31-2021
PROFESSIONS: ARC, ENG, LA
MICHAEL BAKER INTERNATIONAL, INC
ATTN: PATTIE SMITH
500 GRANT ST STE 5400
PITTSBURGH, PA 15219



(FOLD)

DPOR License Lookup License Number 0407006626

License Details

Name	SURVEYING AND MAPPING LLC
License Number	0407006626
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	7679 LIMESTONE DR BLDG B STE 155, GAINESVILLE, VA 20155
Initial Certification Date	2014-10-15
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403001764	SHACKELFORD, MICHAEL GARY	Land Surveyor License	Land Surveying	2022-06-30
0403001937	SPENCER, MELVIN E	Land Surveyor License	Land Surveying	2023-01-31
0402022310	SKAHN, CARY ALAN	Professional Engineer License	Engineering	2023-06-30

Showing 1 to 3 of 3 entries

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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

0407006626

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

PROFESSIONS: ENG, LS



SURVEYING AND MAPPING LLC
7679 LIMESTONE DR
BUILDING B, STE 155
GAINESVILLE, VA 20155



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


Mary Broz-Vaughan, Director

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Department of Professional and Occupational Regulation

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BOARD FOR APPLSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407006626 EXPIRES: 12-31-2021
PROFESSIONS: ENG, LS
SURVEYING AND MAPPING LLC
7679 LIMESTONE DR
BUILDING B, STE 155
GAINESVILLE, VA 20155



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DPOR-PC (02/2017)

DPOR License Lookup License Number 0413000299

License Details

Name	HASSAN WATER RESOURCES PLC
DBA Name	HWR
License Number	0413000299
License Description	Professional Limited Liability Company
Rank	Professional Limited Liability Company
Address	2255 PARKERS HILL DRIVE, MAIDENS, VA 23102-2244
Initial Certification Date	2009-07-06
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402033382	HASSAN, GAMAL ELDIN	Professional Engineer License	Engineering	2021-06-30

Showing 1 to 1 of 1 entries

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

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 Eroz-Vaughan
Mary Eroz-Vaughan, Director

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

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DPOR-LIC (02/2017)

DPOR License Lookup License Number 2701031525

License Details

Name	CURTIS CONTRACTING INC
License Number	2701031525
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	7481 THERON ROAD, WEST POINT, VA 23181
Specialties²	Asbestos (ASB) Commercial Building (CBC) Highway / Heavy (H/H) Landscape Service (LSC) Residential Building (RBC)
Initial Certification Date	1988-03-22
Expiration Date	2022-03-31

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

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Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

EXPIRES ON
03-31-2022

NUMBER
2701031525

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS ASB CBC H/H LSC RBC



CURTIS CONTRACTING INC
PO BOX 769
WEST POINT, VA 23181



John P. ...
Secretary

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DPO-IC 002-0417

DPOR License Lookup License Number 0411001133

License Details

Name	QUINN CONSULTING SERVICES INCORPORATED
License Number	0411001133
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	1801 PLEASURE HOUSE RD STE 101,102, VIRGINIA BEACH, VA 23455
Initial Certification Date	2014-06-25
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402040981	CLARKE, RICHARD LAYNE	Professional Engineer License	Engineering	2023-05-31

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9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON
02-28-2022

NUMBER
0411001133

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

PROFESSIONS: ENG



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



Mary Brock-Vaughan
Mary Brock-Vaughan, Director

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Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001133 EXPIRES: 02-28-2022
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INCORPORATED
1801 PLEASURE HOUSE RD STE 101,102
VIRGINIA BEACH, VA 23455



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DPOR-PC (02/2017)

DPOR License Lookup License Number 0407006681

License Details

Name	NAVARRO & WRIGHT CONSULTING ENGINEERS INC
License Number	0407006681
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	151 RENO AVE, NEW CUMBERLAND, PA 17070
Initial Certification Date	2015-02-12
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402048358	NAVARRO, PAUL J	Professional Engineer License	Engineering	2023-02-28

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Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

EXPIRES ON
12-31-2021

NUMBER
0407006681

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

PROFESSIONS: ENG



NAVARRO & WRIGHT CONSULTING ENGINEERS INC
151 RENO AVE
NEW CUMBERLAND, PA 17070



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407006681 EXPIRES: 12-31-2021
PROFESSIONS: ENG
NAVARRO & WRIGHT CONSULTING ENGINEERS INC
151 RENO AVE
NEW CUMBERLAND, PA 17070



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DPOR-PC (02/2017)

DPOR License Lookup License Number 0411001541

License Details

Name	MEAD AND HUNT, INC
License Number	0411001541
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	8150 LEESBURG PIKE STE 630, VIENNA, VA 22182
Initial Certification Date	2019-10-10
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402049803	PALADUGU, JYOTHIRMAI	Professional Engineer License	Engineering	2022-04-30

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-28-2022

NUMBER

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

PROFESSIONS: ENG



MEAD AND HUNT, INC
2440 DEMING WAY
MIDDLETON, WI 53562



Mary Beth Vaughan
Mary Beth Vaughan, Director

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001541 EXPIRES: 02-28-2022
PROFESSIONS: ENG
MEAD AND HUNT, INC
2440 DEMING WAY
MIDDLETON, WI 53562



(FOLD)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR License Lookup License Number 0407003189

License Details

Name	PROFESSIONAL SERVICE INDUSTRIES INC
DBA Name	ATTN: LINDA ELLIS
License Number	0407003189
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	545 E ALGONQUIN RD, ARLINGTON HEIGHTS, IL 60005
Initial Certification Date	1993-08-02
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026554	SUTER, KARL EDWIN	Professional Engineer License	Engineering	2021-11-30

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2021

NUMBER

0407003189

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

PROFESSIONS: ENG



PROFESSIONAL SERVICE INDUSTRIES INC

ATTN: LINDA ELLIS

545 E ALGONQUIN RD

ARLINGTON HEIGHTS, IL 60005



Mary Broz-Vaughan
Mary Broz-Vaughan Director

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APPLSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003189 EXPIRES: 12-31-2021
PROFESSIONS: ENG
PROFESSIONAL SERVICE INDUSTRIES INC
ATTN: LINDA ELLIS
545 E ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60005



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DPOR License Lookup License Number 0407005884

License Details

Name	ITERIS, INC
License Number	0407005884
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	11781 LEE JACKSON MEMORIAL HWY STE 625, FAIRFAX, VA 22033
Initial Certification Date	2011-05-20
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402014155	HETRICK, STEPHEN DANIEL	Professional Engineer License	Engineering	2021-08-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup build 1,472 (built 2021-02-15 10:16:48).

Appendix

3.2.10.3

DPOR License for each Key Personnel

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



VDOT I-95 Bridges over Meherrin River (Wagman)

DPOR License Lookup License Number 0402047641

License Details

Name	RHINE, SCOTT NEAL
License Number	0402047641
License Description	Professional Engineer License
Rank	Professional Engineer
Address	DUBOIS, PA 15801
Initial Certification Date	2010-07-19
Expiration Date	2022-07-31

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2022

NUMBER

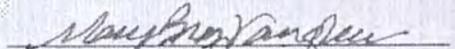
0402047641

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



SCOTT NEAL RHINE
1149 TREASURE LAKE
DUBOIS, PA 15801




Mary Broz-Vaughan, Director

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

DPOR License Lookup License Number 0402049300

License Details

Name	WALTERS, DURANT GARRETT
License Number	0402049300
License Description	Professional Engineer License
Rank	Professional Engineer
Address	PASADENA, MD 21122
Initial Certification Date	2011-12-21
Expiration Date	2021-12-31

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Telephone: (804) 367-8500

EXPIRES ON

12-31-2021

NUMBER

0402049300

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



DURANT GARRETT WALTERS
1871 POPLAR RIDGE RD
PASADENA, MD 21122



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
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402049300 EXPIRES: 12-31-2021

DURANT GARRETT WALTERS
1871 POPLAR RIDGE RD
PASADENA, MD 21122



(FOLD)

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

DPOR-PC (02/2017)

DPOR License Lookup License Number 0402042390

License Details

Name	ARAB, AMIR AHMAD
License Number	0402042390
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHANTILLY, VA 20152
Initial Certification Date	2006-05-31
Expiration Date	2022-05-31

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

EXPIRES ON

05-31-2022

NUMBER

0402042390

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



AMIR AHMAD ARAB
26654 VANDERVIEW PL
CHANTILLY, VA 20152



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

Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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DPOR-LIC (02/2017)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402042390 EXPIRES: 05-31-2022

AMIR AHMAD ARAB
26654 VANDERVIEW PL
CHANTILLY, VA 20152



(FOLD)

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

DPOR-PC (02/2017)

(DETACH HERE)

DPOR License Lookup License Number 0402021246

License Details

Name	KONDYSAR, ANTHONY J
License Number	0402021246
License Description	Professional Engineer License
Rank	Professional Engineer
Address	WILLIAMSBURG, VA 23185
Initial Certification Date	1990-07-16
Expiration Date	2022-07-31

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

07-31-2022

NUMBER

0402021246

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



ANTHONY J KONDYSAR
3905 ST MARY'S CIRCLE
WILLIAMSBURG, VA 23185



Mary Broz-Vaughan
Mary Broz-Vaughan, Director

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

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DPOR-LIC (02/2017)

(DETACH HERE)



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Department of Professional and Occupational Regulation

BOARD FOR AP/ELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402021246 EXPIRES: 07-31-2022

ANTHONY J KONDYSAR
3905 ST MARY'S CIRCLE
WILLIAMSBURG, VA 23185



(FOLD)

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

DPOR-PC (02/2017)

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Appendix

3.2.10.4

DPOR License for those services not regulated by the Board for Architects, Professional Engineers, Land Surveyors, Certified Interior Designers, and Landscape Architects (i.e. real estate appraisal)

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



VDOT Route 340 Over South Fork of Shenandoah River (Wagman)

ATTACHMENT 3.2.10

State Project No. 0064-114-xxx

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Polizos & Company	06909725	Stock Corporation	Active	N/A	N/A	N/A	N/A
O.R. Colan Associates, LLC	T0653610	LLC	Active	N/A	N/A	N/A	N/A

Appendix

3.3.1

Offeror's Team Structure Resumes

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



VDOT Odd Fellows Road Over Rte 460 DB (Wagman)

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name and Title: Glen Mays, DBIA, Vice President / General Manager
b. Project Assignment: Design-Build Project 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 8 Years With Other Firms 29 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Wagman Heavy Civil, Inc. Start Date: December 2014 End Date: Present Position: DBPM Responsibilities: Company officer with principal responsibility for civil operations in Virginia including safety, quality control, estimating, engineering, and construction for Design-Build and conventional projects. Glen reports directly to the President/ COO of Wagman Heavy Civil and leads a team of over 100 construction professionals including: managers, engineers, estimators, surveyors, administrators, and field personnel. Glen has over 35 years of experience in the management of heavy civil projects ranging from \$5M to over \$200M. These projects include VDOT, Design-Build, and major interstate projects. Granite Construction Company Start Date: December 2010 End Date: 2014 Position: Design Build Project Manager Responsibilities: Primary Point of Contact (POC) with principal responsibility for supervising all design and construction efforts from proposal through final acceptance, including Quality Control for \$45M FDOT Design Build Project on I-75. Also responsible for the supervision of design, construction, quality management, contract administration and procuring contract resources. Hubbard Construction Start Date: 2009 End Date: 2010 Position: Tampa Division Manager Responsibilities: Division Manager responsible for all aspects of civil work on a \$110M urban highway Design-Bid-Build financed project for FDOT in Tampa. Led public outreach efforts, and was responsible for resolving all contract conflicts, and led partnering for the avoidance of disputes. Skanska USA Civil Start Date: 2008 End Date: 2009 Position: Senior Project Manager Responsibilities: Senior Project Manager responsible for the civil work on the \$214M Tampa Interchange project being performed via a Joint Venture with Flatiron. Cherry Hill Construction, Inc. Start Date: 1994 End Date: 2008 Position: Design Build Project Manager, Projects Director, Division Manager Responsibilities: Glen had 13 years of experience in estimating, managing, and administering numerous projects inclusive of conventional bid-build and Design-Build for various private and public clients including VDOT and Maryland State Highway Administration. Also responsible for the supervision of design, construction, quality management, contract administration and procuring contract resources. Glen also managed partnering and public outreach. Summary of Relevant Experience DBPM with JMT as Engineer Delivered \$100M of Design-Build VDOT Compliant QA/QC 37 Years of Construction Management OSHA 10/30 Develop/Manage complex TMP Public Outreach/Coordination Integrated Utility/ ROW Management Interstate Widening/Interchanges Bridge Construction Coordination with Adjacent Projects Environmental Best Practices e. Education: Name and Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, Virginia / BS / 1983 / Civil Engineering

f. Active Registration: Year First Registered/Discipline/VA Registration #:
2019 / Design-Build Institute of America (DBIA) / D-2872
2018 / Virginia DEQ Responsible Land Disturber / RLD10897

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.)

I-95 Northbound Rappahannock River Crossing DB (VDOT), Stafford County, VA (\$107.5M)

Name of Firm: Wagman Heavy Civil, Inc. (Current Firm) | **Project Role:** DBPM | **Project Dates:** 5/2020 - Present
Specific Responsibilities: As Design-Build Project Manager (DBPM), Glen is responsible for the overall design and construction of this \$107.5M project that includes construction of approximately five miles of new interstate roadway, a major I-95 bridge structure over the Rappahannock River, as well as one additional I-95 bridge structure over US Route 17. Involved with the project since the pursuit phase, Glen is leading an integrated Design-Build team to successfully achieve project goals. He is responsible for ensuring that the team meets or exceeds Quality Assurance/Quality Control project requirements. Glen is the primary point of contact for VDOT and all third-party stakeholders. He coordinates with adjacent projects including the I-95 Express Lanes Fredericksburg Extension project whose limits encroach into Wagman's project requiring significant coordination for ITS and Tolling infrastructure. Glen also leads the team's public outreach efforts to effectively communicate with the numerous stakeholders. **Similarities with the I-64 Project:** DB, interstate roadway conversion of GP to CD lanes, coordination with adjacent projects, major bridge structure, hydraulics, permitting/environmental, SWM/ESC, geotechnical, Support of Excavation (SOE) including cofferdams, utility coordination and relocation, coordinated TMP/MOT/traffic control devices, survey, construction engineering and inspection, engineered access causeway with temporary bridges, cofferdams, in-water work, stakeholder coordination, signage & lighting, ROW, noisewall.

I-95 Southbound CD Lanes Rappahannock River Crossing DB, Stafford County, VA (\$114.7M)

Name of Firm: Wagman Heavy Civil, Inc. (Current) | **Project Role:** DBPM | **Project Dates:** 11/2018 - Present
Specific Responsibilities: As DBPM, Glen is responsible for the overall project management and all design and construction of this \$101M project that includes construction of approximately five miles of new interstate roadway, a major I-95 bridge structure over the Rappahannock River, as well as three additional I-95 bridge structures over US Route 17. Involved with the project since the pursuit phase, Glen leads an integrated DB team to successfully achieve project goals. He is responsible for ensuring that the team meets or exceeds Quality Assurance/Quality Control project requirements. Glen is the primary point of contact for VDOT and all third-party stakeholders, overseeing public involvement and relations. He coordinates with adjacent projects including the I-95 Express Lanes Fredericksburg Extension project whose limits encroach into Wagman's project requiring significant coordination for ITS infrastructure. Glen also leads the team's public outreach efforts to effectively communicate with the numerous stakeholders.

Similarities with the I-64 Project: DB, interstate roadway conversion of GP to CD lanes, coordination with adjacent projects, major bridge structure, hydraulics, permitting/environmental, SWM/ESC, geotechnical, SOE including cofferdams, utility coordination and relocation, coordinated TMP/MOT/traffic control devices, survey, construction engineering and inspection, engineered access causeway with temporary bridges, cofferdams, in-water work, stakeholder coordination, signage & lighting, ROW, noisewall.

I-75 Reconstruction and Widening DB (FDOT), Pasco County, FL (\$45M)

Name of Firm: Granite Construction Company (Former) | **Project Role:** DBPM | **Project Dates:** 2013 - 2015
Specific Responsibilities: Primary point of contact (POC) to FDOT, supervising a staff consisting of engineers, public relation professionals, ROW specialists, utility coordinators, and field personnel. Also responsible for managing the project from the proposal through all phases of permitting, design, utility relocations, and phased construction. This project involved the widening and reconstruction of over 7.5 miles of both Northbound and Southbound Interstate 75. This required multiphase MOT with engineered construction entrances to facilitate the safe ingress and egress of construction traffic with regards to the high-speed Interstate traffic. Physical construction activities included; erosion & sediment control, dewatering, clearing and grubbing, excavation and embankment, over 9 miles of storm drain piping, a dozen SWM ponds using bio-retention best practices, soil stabilization, aggregate base, asphalt paving, pavement markings, guardrail, and lighting, ITS and overhead Truss/Cantilever Sign Structures. **Similarities with the I-64 Project:** Design-Build, Interstate Roadway, Coordination with Adjacent Projects, SOE, ITS, Overhead Signage, Permitting/Environmental, Phased Construction, ROW, Utility Coordination, Coordinated TMP, Stakeholder Coordination, Earthwork/Embankments, Drainage and ESC.

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. **N/A**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name and Title: Scott Rhine, P.E., DBIA - Entrusted Engineer In Charge
b. Project Assignment: Entrusted Engineer In Charge
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 <u> 1 </u> Years With Other Firms <u> 26 </u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): With over 25 years of experience in the design and construction industry, Scott brings a unique background to this project as both a contractor and a designer on DB projects throughout the US & Canada including project management and leadership for over \$3B in project pursuits. He has been a driving force and industry leader in the development of the procedures, processes, and successful delivery of these Transportation alternative delivery projects (Roadways, Interchanges, Bridges, Transit and Airports). Wagman Heavy Civil, Inc. - Start Date: December 2020 End Date: Present Position: DBPM/EIC Responsibilities: As DBPM/EIC, Scott is responsible for the integration and compliance of design and coordination with the construction team during design development through completion of construction. Serves as the POC responsible for overseeing DB projects from award through design, construction and final acceptance, including direct supervision and control of multiple design consultants, QAQC programs and procedures, schedule, budget and all construction engineering. Kiewit – Start Date: 2016 End Date: 2020 Position: DBPM/EIC, DB Sponsor, Risk Manager and Sr. Design Engineer Manager Responsibilities: Responsible manager overseeing all design engineering and the integration of these designs into DB projects throughout the United States and Canada. Scott managed a group of approximately 250 inhouse professional engineers across all disciplines including: geotechnical, hydrologic & hydraulic, structural, drainage, roadway, environmental, ITS, and tolling. He had full authority over complex, multi-discipline engineering decisions and regularly exercised his control in making and approving such decisions during design and construction to ensure projects were constructed safely and efficiently while complying with his designs and appropriate regulations. Gannett Fleming, Inc. - Start Date: 1997 End Date: 2016 Position: VP/ National DBPM / EIC, DM Responsibilities: In addition to serving as the Lead Structural Engineer, Scott served as the overall Design Manager for numerous DB heavy civil projects supervising a multi-disciplinary team of design engineers by reviewing, compiling, and signing/sealing their aggregate work product. He also served as the design QAM on a major DOT project that reconstructed and realigned an existing toll road (including 3 general purpose and 2 express lanes in each direction) involving highway, ITS, tolling, and 8 bridge structures. The Hardaway Company - Start Date: 1994 End Date: 1997 Position: – Construction Engineer Responsibilities: Responsible for construction engineering, inspection, and survey required to build roadways, structures, and major bridges. Worked on airport, marine, and interstate projects in urban environments.
e. Education: Name and Location of Institution(s)/Degree(s)/Year/Specialization: B.S., Civil Engineering, University of Pittsburgh 1966
f. Active Registration: Year First Registered/Discipline/VA Registration #: Professional Engineer – Virginia / 2010 / Civil / 040204764 additionally a Professional Engineer in 15 other states: PA, MD, NJ, NY, OH, NC, SC, AZ, CO, ID, MT, TX, UT, WA, GA.
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) ICC-B DB (Maryland State Highway Administration), Montgomery County, MD (\$570M) Name of Firm: Gannett Fleming (Past) Project Role: DB Segment Manager, EIC Project Dates: 11/2007 - 11/2011 Specific Responsibilities: DB Segment Manager responsible for the integration and compliance of design and coordination with the construction team during design development through completion of construction for the West Segment of the ICC Contract B DB Project. Scott ensured compliance with all RFC plans and compiled the aggregate RFC plans for as built

submission to the Owner. Scott made engineering decisions as needed to take immediate action to resolve matters involving potential hazards. Overall the ICC Contract B included 7 miles of controlled access for six lanes of traffic, five dual multi-span mainline bridges, four 2 span overhead bridges, one overhead single-point urban interchange structure, and roadway interchanges at MD 182 and MD 650. Contract B also contained the most environmentally sensitive areas on the entire ICC corridor; all the mainline bridges, with a minimum length of 575 ft and longest span at 1,300 ft, cross over many of the streams and wetlands in these sensitive areas. Based on environmental commitments, the contract provided noise walls throughout the corridor for the community as well as a culvert for animal passage under the ICC. As DBPM of the project's largest segment, he was responsible for the design and coordination with the construction team for 3.5 miles of roadway including one interchange, drainage, lighting, environmental, utility relocations, landscaping, ITS, geotechnical, and multiple structures. Scott made sure that all engineering decisions were made by licensed engineers with the required expertise. During construction, Scott served as responsible in-charge engineer and worked with the construction team to address RFI's & Design Changes. **Similarities with the I-64 Project:** Relevant scope of work includes being a DB Highway project, fast tracked schedule for reviews and approvals for concurrent design and construction activities with multiple stakeholders including utility companies for relocations and environmental agencies for permitting. The project was one of the most environmentally sensitive DB projects to date in Maryland and had considerable challenges for gaining construction access while maintaining buffers from environmental elements and within the established ROW easements. Project included multiple long structures over environmentally sensitive waterways: structural steel & prestressed girders. Access was limited and Scott worked with the construction crews to develop construction access plans integrated with the design plans.

WMATA Blue, Yellow and Orange Station DB Projects, Northern Virginia (\$513M)

Name of Firm: Kiewit Construction (Past) | **Project Role:** DBPM | **Project Dates:** 04/2019 - 04/2020

Specific Responsibilities: DBPM responsible for managing the design and construction teams for the pursuit and execution phases for the extremely fast-tracked shutdown and rehabilitation construction of four stations on the Orange line. Rehabilitated elements included civil site, roadway and drainage improvements as well as concrete platform repair and expansion. Coordination with third party stakeholders, WMATA, local municipalities, utilities and environmental agencies. This project was part of the overall WMATA reconstruction and upgrade so design and construction had to be coordinated with adjacent contracts to minimize impacts to the travelling public. **Similarities with the I-64 Project:** Relevant scope of work includes being a multi-discipline DB project, extremely fast tracked project schedule with concurrent design and construction operations requiring reviews and approvals with extensive owner coordination and acceptance as well as multiple stakeholders including familiarity with WMATA in the VA/DC area. Scott was responsible for design and construction including field changes.

PennDOT American Parkway DB, Lehigh County, PA (\$41M)

Name of Firm: Gannett Fleming (Past) | **Project Role:** DM/EIC | **Project Dates:** 03/2012 - 12/2014

Specific Responsibilities: DM/EIC for the design. In this role, Scott collaborated with the construction team beginning at the pursuit phase through design development, physical construction, and project acceptance. Scott compiled, reviewed and approved all integrated RFC plans before release to the contractor. Any changes or questions generated from the RFC plans were reviewed by Scott, and answered in coordination with his appropriate design lead. As the DM/EIC, Scott had the authority to stop work if the design was not followed by the field personnel. The project included a brand new, four-lane facility including park and riverfront improvements for pedestrian, boaters, and bicyclists that connects the public to SR 22. The new parkway also includes a new 800-ft-long signature bridge over Norfolk Southern Railroad and the Lehigh River as well as a new three-span bridge over an access road and private railroad. Roadway work included signals for five intersections, ESC, traffic control, roadway lighting, landscaping, signing and pavement markings, and utility relocations. Responsibilities included staff management, schedules, and monitoring design and construction teams for roadway, drainage, traffic, lighting, signals, utility coordination, environmental, landscaping, geotechnical, hydrology and hydraulics, and structures. During construction, Scott served as responsible in-charge engineer and worked closely with the construction team to address changes and field conditions. **Similarities with the I-64 Project:** Relevant scope of work includes being a DB urban roadway project with major structures, fast tracked schedule for reviews and approvals for concurrent design and construction activities with multiple stakeholders including Railroads, environmental agencies and utility companies for relocations as well as dealing with multiple phases to accommodate the multi-modal traveling public within the project vicinity for river front activities such as hiking, bicycling and boating. Major Pre-stress Girder structure over the Lehigh River with limited construction access.

* 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 working on pursuits such as this project, based out of the corporate office and shall be assigned to the Project full-time for the duration of the Project once design activities begin. Scott will be on site (project site) full time from commencement of construction through Final Acceptance of the Project.**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name and Title: Andy Kondysar, P.E. - Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ: Quinn Consulting Services, Inc.
d. Employment History: With this Firm <u> 5 </u> Years With Other Firms <u> 30 </u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Mr. Kondysar provides professional services on both Design-Build and Design-Bid-Build transportation and transit projects. He has held the positions of Quality Assurance Manager (QAM), Design Engineer, Construction Manager, and Project Manager. Quinn Consulting Services, Quality Assurance Manager (2015 – Present): Andy’s responsibilities as QAM include providing construction quality oversight, on work with varying degrees of complexity and scope. He is responsible for QA testing and inspection, and the supervision of QA inspection staff to ensure all work performed on the project is in accordance with specifications. He also monitors construction quality control programs and ensures sampling and testing is performed in accordance with the contract requirements and AFC plans and specifications. Virginia Port Authority (2007-2015): Andy served as Project Manager with Virginia Port Authority for multiple building, waterfront, rail, pavement and utility construction projects on Port Authority operated shipping facilities in Norfolk, Portsmouth and Newport News, VA. His key responsibilities included oversight and consultation on Civil Design, Waterfront Structural, Hydrographic Surveying, Architecture, Environmental, fender repair, pavement maintenance, and security fencing term contracts. Andy represented port interests on multiple major local infrastructure improvement projects and as design-build construction manager for the VDOT/VPA I-164 Median Rail Portsmouth/Chesapeake/Suffolk VA. Alpha Corporation (2004-2007): Andy served as QAM/Project Manager with Alpha Corporation for various projects with Virginia Port Authority. His responsibilities included initiation and review of reports, correspondence and other communications required to maintain project schedule and budget, identification of potential conflicts, and recommendation of cost effective and timely solutions. Andy was the liaison between owner, contractor, and design team to optimize quality. Andy also monitored the contractor’s QC program. He ensured that work and materials, testing and sampling, were performed within the specifications and AFC plans. Andy was responsible for QA inspection and testing of materials used in work performed on the project. He also reviewed change orders, claims and schedule modifications in accordance with contract terms and negotiated cost for changes in scope.
e. Education: Name and Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute, Blacksburg / BS / 1985 / Civil Engineering
f. Active Registration: Year First Registered/Discipline/VA Registration #: Professional Engineer – Virginia / 1990 / 0402021246
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

I-64 Capacity Improvements - Section 3 (VDOT), York County, VA (\$244M)

Name of Firm: Quinn Consulting (Current) | **Project Role:** QAM | **Project Dates:** 7/2018 - Present

Specific Responsibilities: Andy's responsibilities include assuring the project is in compliance with contract documents, including the VDOT Minimum QA/QC requirements on DB projects. He manages all aspects of the QA program, and directs inspections by QA inspectors and independent QA testing technicians. Specifically, he monitors the implementation and functioning of the project-specific QA/QC Plan; chairs all preparatory meetings; initiates, distributes, and closes all project non-compliance reports (NCRs); oversees entries in the project Materials Book; approves project monthly payments; and maintains the project punch list. By chairing preparatory meetings, Andy actively partnered with VDOT and contractors to ensure all parties were aware of upcoming work and the requirements. Andy proactively reviewed project documentation, such as source of materials and daily inspection reports, to ensure that all work conformed with contract documents and that non-conforming work was removed or repaired early in the process to prevent impacts on the project quality or schedule. This project widens I-64 from approximately 1.15 miles west of Route 199 (Exit 234), to 1.05 miles west of Route 199, (Exit 242), extending the three-lane section of I-64 segment II west for approximately 8 miles. Project stakeholders include VDOT, the US Army Corps of Engineers, the National Park Service, York County, and the City of Williamsburg. QA provided consultation and information related to project quality and oversight to ensure open communication throughout the project. The project included rehabilitation and widening of bridges on the Colonial Parkway and extensive noise wall construction to conform to local historic architectural requirements. **Similarities with the I-64 Project:** VDOT DB, permit/environmental, structures and bridges, stakeholder coordination, noisewall, geotechnical, drainage and ESC.

I-564 Intermodal Connector DB (FHWA-EFLHD), Norfolk, VA (\$92.5M)

Name of Firm: Quinn Consulting (Current) | **Project Role:** QAM | **Project Dates:** 1/2018 - 6/2021

Specific Responsibilities: Andy assisted the DB contractor and the Eastern Federal Lands Division of the FHWA in preparing and implementing a project-specific QA/QC Plan that follows both the requirements set forth in VDOT's Minimum Standards for QA/QC on DB and PPTA Projects, as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the FHWA. Andy partnered with FHWA, the EOR, and the CM to track all field design changes, RFIs, deficiencies, and non-conforming work, and to ensure that all project changes were resolved in a way agreed to by all parties. Andy also coordinated all QA staff to ensure that QA inspectors and technicians were onsite to monitor and inspect all construction activities, including QC activities. Improvements included construction of an interchange, bridges and local connectors, and SWM facilities. Project stakeholders included the US Navy, the Virginia Port Authority, the City of Norfolk and Norfolk Southern Railway. Coordination of construction activities and built improvements on behalf of the Navy base were required to comply with Navy security requirements and maintaining rail and roadway access to the Port Authority throughout construction. **Similarities with the I-64 Project:** Urban interstate interchange reconstruction, environmental/permitting, SWM/ESC, MOT, traffic control devices, survey, bridges/structures, roadway, hydraulics, geotechnical, railroad, signage and lighting, construction engineering and inspection, overall project management.

I-64 Capacity Improvements - Section 1 (VDOT), Newport News, VA (\$101.5M)

Name of Firm: Quinn Consulting (Current) | **Project Role:** QAM | **Project Dates:** 7/2018 - Present

Specific Responsibilities: Andy 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. Andy 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, Andy maintained the project materials notebook and attended preparatory and progress meetings to ensure open lines of communication with all project stakeholders. This project involved an operationally independent segment of the widening of I-64. The purpose of widening was to provide immediate congestion relief to the corridor. The improvements included addition of one 12-ft-wide travel lane and one 12-ft-wide shoulder in each direction, thereby widening a four-lane section to six lanes, using the existing interstate median to limit the amount of right-of-way required to construct the project. **Similarities with the I-64 Project:** Both projects are VDOT DB projects. Project similarities include roadway, survey, environmental, geotechnical, hydraulics, traffic control devices, overhead sign structures, TMP, ROW, utilities, public involvement/relations and stakeholder coordination, QA/QC, Landscaping, lighting, construction engineering/inspection and project management.

* 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. **Andy is currently assigned to I-64 Segment 3 as QAM which will conclude at the end of the 2021. As these assignments wrap up, Andy will be available during the design and preconstruction phases for I-64 4-C to conduct preparatory meetings and transition to be onsite full time when construction operations commence in the 1st quarter of 2023. After which time he will remain onsite full time until the project is completed in December 2025.**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name and Title: Amir A. Arab, PhD., P.E. - Vice President Mid-Atlantic
b. Project Assignment: Design Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ: EXP U.S. Services, Inc.
d. Employment History: With this Firm <u> 3 </u> Years With Other Firms <u> 21 </u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): EXP U.S. Services, Inc– Start Date: 2018 End Date: Present Position: Vice President, Mid-Atlantic Sector Lead Responsibilities: Amir has been the Sector Lead since the inception, three years ago, and has an overall responsibility for sector finance; resource management and growth; enforcement and oversight for quality assurance and quality control policies and audits; risk management and mitigation and is the technical lead for the transportation services. In addition, Amir serves as the Region Chief Engineer and Alternative Delivery Design Manager. Parsons Transportation Group, Inc. - State Date: 2014 End Date: 2018 Position: Principal Project Manager Responsibilities: As Principal Project Manager for four years, Amir was responsible for managing the bridge and tunnel division in DC and VA, including: performance of projects based on financial results, establishment and oversight of quality of deliverables, designs, adherence to schedules, and overall client satisfaction; staffing and resource allocation; proposals and pursuits management, and managing complex projects. TY Lin International - Start Date: 2009 End Date: 2014 Position: Associate Vice President Responsibilities: As Mid-Atlantic Associate Vice President for five years, Amir was responsible for managing the bridge and tunnel division in DC and VA, including: performance of projects based on financial results, quality of deliverables, adherence to schedules, and overall client satisfaction; enforcement of quality assurance and quality control policies and audits; staffing and resource allocation; proposals and pursuits management, and managing complex project designs. HDR, Inc. - Start Date: 2006 End Date: 2009 Position: Sr. Structural Engineer Responsibilities: Amir held this position for four years. During this time Amir’s responsibilities included technical management and execution of structural tasks; seismic design and rehabilitation of bridges, and design/rating/rehabilitation of Class-1 railroads.
e. Education: Name and Location of Institution(s)/Degree(s)/Year/Specialization: The George Washington University, Washington, DC Doctor of Philosophy (PhD) 2012 Structural Engineering, Engineering Mechanics and Applied Sciences Southern Illinois University, Edwardsville, Illinois Master of Science (MS) 2001 Civil Engineering, Southern Illinois University, Edwardsville, Illinois Bachelor of Science (BS) 1995 Civil Engineering
f. Active Registration: Year First Registered/Discipline/VA Registration #: 2006 Civil Engineering VA PE # 0402042390
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.) Transform 66 Outside-the-Beltway (VDOT), Prince William County, VA (\$150M) Name of Firm: EXP (Current) Project Role: DM Project Dates: 2018 - Present Specific Responsibilities: As DM, Amir managed the design of the three (3) bridges carrying I-66 WB, EB and EBCD over Route 645 (Stringfellow Road), 8400 linear ft of various retaining walls and ground-mounted sound walls, and the pavement design for the entire 22.5 miles of the project. The bridges over Stringfellow Rd required complex construction phasing in conformance with the MOT plans and included prestressed concrete bulb-tee girder bridges with spans in excess of 150 ft. Additionally, Amir was responsible for utility and Right-of-Way impact analysis as part of the constructability reviews. Amir’s responsibilities also included developing and monitoring a resource-loaded schedule, resource allocation and forecasts, weekly technical project meetings and monthly contract management meetings with FAM, LLC. He also developed project-specific QA/QC guidelines for continuous enforcement and audits. He oversaw the milestone project deliveries including

execution of QA/QC audit forms and scheduled over-the-shoulder reviews with VDOT to prevent any “surprises” and minimizing the comments and resolution efforts at the milestone submittals. Amir also led the development of a risk management plan specific to the contracted tasks that included mitigation of the following top risks: Risk 1 – Coordination with adjacent projects | Mitigation included pro-active and early-on coordination with FAM, LLC, VDOT and WMATA (impacted stations: Dunn Loring and Fairfax/GMU); Risk 2 – Site Access and Constraints | Mitigation included optimization of the construction phasing for bridges, retaining walls (Example: Segment 1B, Package 7A, post-tensioned anchored walls near Sudley Road and Bull Run), and pavement construction, and Risk 3 – Environmental Impacts | ROW impacts on the adjacent property owners were significantly minimized through constructability reviews and design efficiencies. Bridge-mounted noise walls were optimized during the final design. Context Sensitive Solutions were considered, including the application of the form-liners to the concrete safety barriers along the shared-use path. **Similarities with the I-64 Project:** VDOT Design-Build, project management, cross-disciplinary coordination, coordination with the adjacent projects, complex construction phasing and MOT, ETL conversion, pavement design, utility relocation and support on the bridges, new bridge design and load rating, phased demolition of the existing bridges, sign structure, ITS infrastructure, drainage, temporary lanes/pavement over the shoulders, coordination with Railroads, retaining walls, ground-mounted and bridge mounted sound barrier walls, roadway lighting, QA/QC, and construction optimization.

I-64 Southside Widening and High-Rise Bridge (VDOT), Chesapeake, VA (\$400M)

Name of Firm: Parsons (Former) | **Project Role:** Structural Engineer/Design Coordinator | **Project Dates:** 2017 - 2018

Specific Responsibilities: As Lead Structural Engineer, Amir led the design for the HOV Ramp structure and the T-connection to the existing Seminary Road Bridge over I-395, the replacement of the existing bridge superstructure, the rehabilitation of the existing bridge substructure, widening and load rating of the existing I-395 Bridge over Sanger Avenue, and the design and engineering support for the design the new pedestrian bridge crossing over I-395 and its approaches. Amir worked directly with the D-B Project Manager, Construction Manager and VDOT (Northern Virginia District and Central Office). Amir also led the engineering analysis for shipping, handling and erection of the 155-ft long precast prestressed concrete girders and assisted with the submittal and final approval for (i) Design Exception for the non-standard shoulder widths due to the existing site constraints, and (ii) Design Waiver for the modification of the VDOT Standard details for the PTFE bearings to increase the functionality through reduction of the friction forces transferred to the existing bridge piers/foundations. Amir had an integral role in mitigating the project top risks: Risk 1 – Coordination with adjacent projects | Coordination with the D-B Team and VDOT to ensure constructability reviews as related to the adjacent I-395 ground-mounted sound walls performed by others; Risk 2 – Site Access and Constraints | Coordination with the other design disciplines including MOT (HOV Ramp structure and pedestrian bridge), ITS (gate structure and the supporting infrastructure), utilities (relocation/support), and constructability reviews with the D-B Construction Team as related to on-site storage of the precast beams and erection over I-395, and Risk 3 – Environmental Impacts | Mitigation of the bridge drainage and integration of the context sensitive solutions such as lighting (pedestrian bridge), and landscape architecture (context sensitivity/security at the pedestrian bridge approaches/touchdowns).

Similarities with the I-64 Project: VDOT Design-Build, task management, cross-disciplinary coordination, complex construction phasing and maintenance of traffic, roadway, right-of-way, utility relocation, rehabilitation and reconfiguration of the bridge super- and substructure, load rating, phased demolition, ITS/sign structure, drainage, VDOT Design Exception/Waiver, QA/QC, and constructability reviews.

Rehabilitation of New York Avenue Bridge (DDOT), Washington, DC (\$45M)

Name of Firm: TY Lin (Former) | **Project Role:** Design Manager | **Project Dates:** 2010 - 2013

Specific Responsibilities: Amir served as DM for this complex project (the largest ARRA project in the district of Columbia) which serves as one of the major routes between the Nation’s Capital and Maryland. The rehabilitation of the existing bridge included the addition of new steel plate girders to address non-redundancy; innovative ABC techniques utilizing orthogonally post-tensioned precast deck panels; strengthening of the existing bridge piers and abutments; elimination of the deck joints; overall improvements to the roadway approaches, and lighting features. Amir was responsible for project controls (schedule, cost and resources) and had an integral role in the project formal partnering. This project was delivered under the schedule and on budget, and received multiple awards including PCI 2014 Special Solution Bridge, AASHTO 2014 Best Use of Innovation Category, International Partnering Institute (IPI) 2014 Partnered Project of the Year, and ACEC MW 2014 Honor Award. Amir had an integral role in mitigating the project top risks: Risk 1 – Coordination with adjacent projects | Coordination with the adjacent development to minimize schedule impacts; Risk 2 – Site Access and Constraints | Amir’s team developed innovative design and accelerated construction solutions, enabled the completion of the project with minimal disruption to the congested vehicular traffic as well as the commuter/ freight train service, and Risk 3 – Environmental Impacts | Mitigation of the bridge drainage and the integration of a two-piece gateway structure. **Similarities with the I-64 Project:** DB management, complex construction phasing and maintenance of traffic, pavement design, roadway, utility relocation and support, bridge design and load rating, phased demolition, drainage, coordination with Norfolk Southern Railroad, retaining walls, roadway lighting, QA/QC, and Acceleration Bridge Construction.

* 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. **N/A**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name and Title: Durant Walters, P.E., DBIA - Operations Manager
b. Project Assignment: Construction Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ: Fay Southeast
d. Employment History: With this Firm <u> 1 </u> Years With Other Firms <u> 31 </u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Fay SE, Operations Manager (January 2021 – Current) Responsible for overseeing all Fay SE construction operations and ensures that all projects under his leadership have the needed resources, material, equipment, labor and services to complete the work safely, with quality, on time and within budget. Durant is also responsible for all construction, QC, and schedule compliance. Lane Construction Corp, Project Director; District Manager, (August 2017 – October 2020) Responsibilities included overall project management, administrative direction of Project Managers, managing QC activities, establishing project objectives, policies, procedures, and performance standards. Served as DBPM for VDOT’s \$85M I-66 East Bound Widening project. Kiewit Infrastructure South Co., DBPM (January 2017 – August 2017) Responsibilities included: Project team evaluation and formation; development of SOQ and Technical Proposals, project construction approach, and estimate coordination, managing the construction process including QC activities, and administration and management of design teams to meet project financial, schedule, and construction objectives. Lane Construction Corp., Senior Project Manager (October 2016 – January 2017) Responsibilities included overall project management, administrative direction of Project Managers, established project objectives, policies, procedures, and performance standards. Facchina Construction Company, Inc., Region Manager; Project Executive (June 2014 – October 2016) Responsibilities included overall project management, administrative direction of Project Managers, established project objectives, policies, procedures, and performance standards. Also served as DBPM for MD SHA’s \$25M MD 4 project. Cherry Hill Construction, Inc., DBPM, CM, Project Engineer (1999 – 2014) Responsibilities included overall management direction for field projects, established project objectives, policies, procedures and performance standards, initiated and maintained liaison with prime client and A/E contacts. Served as CM and DBPM on multiple projects with this firm.
e. Education: Name and Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland, College Park, MD; Bachelor of Science, Civil Engineering (1999) Hudson Valley Community College, Albany, NY; Associate of Applied Science, Civil Engineering Tech (1989)
f. Active Registration: Year First Registered/Discipline/VA Registration #: 2011 / Licensed Professional Engineer / #49300 2015 / DBIA Professional / #171749 2017 / VA Responsible Land Disturber /#RLD12530 2021 / VA ESCC /#2-00714 (May 21, 2026)
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.)

I-66 Eastbound Widening DB (VDOT), Dulles, VA (\$85M)**Name of Firm:** Lane Construction (Past firm) | **Project Role:** DBPM | **Project Dates:** 12/2019 - Present

Specific Responsibilities: This project was for the Design-Build delivery of an additional travel lane for 4 miles on I-66 from the Dulles Connector to Fairfax Drive, a new access ramp from VA 7 to the West Falls Church Metro Station, and a 700 LF overpass at Lee Highway for the W&OD Trail. Project required the widening of 6 bridges and interstate roadway through a heavily developed residential and commercial corridor (Risk 3 - Site access and constraints). As DBPM, Durant was responsible for the overall project management of design development, construction and QA/QC which included environmental controls, hydraulics and drainage, storm water management, geotechnical evaluation of pavements and deep foundations, park improvements, electrical services, ITS infrastructure, traffic control devices, construction engineering and inspection, and survey. Under Durant's leadership, this project completed 45-days ahead of the early completion milestone for opening the additional lane and is scheduled to complete 3 months early. The project is nearing completion without a single environmental infraction (Risk 2 - Environmental impacts). Durant was key to the coordination of the project lighting, overhead and roadway signage, and transportation management plan which needed regular coordination with WMATA railroad, which occupies the gore area of I-66, and was constructing station upgrades (Risk 1 - Coordination with adjacent projects). Durant also presented at the public outreach and noise barrier presentations. The project included acquisitions of easements and right-of-way by the DBT. A portion of the new trail bridge was under Dominion Energy Transmission Lines. To construct the bridge, Durant coordinated an outage with Dominion to allow drilling and concreting of the foundation piles. **Similarities with the I-64 Project:** 4-miles of interstate widening, multiple bridge widening and rehabilitation over streets and waterways, bridge construction, congested urban environment, limited access, ITS and tolling infrastructure construction, utility relocations, drainage and storm water management, noisewall analysis and construction, roadway design and construction, adjacent project coordination, ROW acquisitions, strict environmental compliance, stakeholder meetings with businesses and residents, public outreach meetings and regular coordination. Support of VDOT's communication outreach.

I-95 Express Toll Lanes MD 43 Interchange (MDTA), Whitmarsh, MD (\$142.5M)**Name of Firm:** Cherry Hill Construction (Past firm) | **Project Role:** CM | **Project Dates:** 11/2012 - 5/2014

Specific Responsibilities: This project involved the urban reconfiguration of 1.6 miles of I-95's eight lane divided highway into eight General Purpose Lanes and four Express Toll Lanes. The project entailed approximately 1M CY of earthwork, roadway and drainage construction, six new bridges, removal of three bridges over I-95, 10 retaining walls, noise barriers, lighting, OH Signs, ITS, tolling structures, extensions to a triple-cell box culvert, and stream diversions. Utility relocations of a 48" sewer interceptor under I-95 by micro-tunneling, gas transmission line and Level 3 Fiber-Optic. MD 43 was widened from four to six lanes for 1.1 miles. Durant provided overall Project management; implemented construction techniques and environmental education to workforce to minimize environmental impacts (Risk 2 - Environmental impacts) coordinated Owner's QA/QC, coordinated MOT and transportation management plan with an adjoining widening project to the north of the project (Risk 1 - Coordination with adjacent projects), maintained interstate signage and eliminated planned detours to adjacent mega-mall, commercial areas, and residential subdivisions (Risk 3 - Site access and constraints), participation in public outreach, and regular stakeholder and utility coordination meetings. Project was completed on time. **Similarities with the I-64 Project:** 1.6-miles of Interstate widening, express toll lanes, 6 bridges, noisewall, retaining walls, limited access, traffic control, ITS and tolling infrastructure, utility relocation, drainage and storm water management, strict environmental compliance, public outreach and stakeholder meetings, coordination with adjacent projects, limited impacts to motorists, businesses and residents.

9th Street Bridge DB Bridge Replacement, FWHA-EFLHD, Washington, DC (\$58M)**Name of Firm:** Cherry Hill Construction (Past firm) | **Project Role:** CM | **Project Dates:** 9/06 - 6/11

Specific Responsibilities: This project included the DB replacement of a 645' multi-span, four-lane structure over US 50 (New York Ave.), AMTRAK yard and railroad, and CSXT railroad in N.E. DC consisting of new SWM facilities, roadway drainage, retaining walls, widening of US 50, street lighting and signalized intersections. The project was located in a highly congested urban area with access constraints from the underlying railroads (Risk 3 - Site access and constraints). Durant was responsible for overall project management, TMP and MOT phasing for heavy commuter traffic, coordination with local businesses and underlying railroads, erosion and sediment control (Risk 2 - Environmental impacts), and project schedule management resulting in the on time completion of the project. **Similarities with the I-64 Project:** Highly congested urban area, limited access to work area, multi-span structure construction and demolition, 6-lane roadway widening and reconstruction, railroad coordination, multi-phase MOT, utility relocation, drainage and storm water management construction, strict environmental compliance, public outreach and stakeholder meetings with businesses and residents, limited impacts to motorists, businesses and residents. * 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. **Durant is currently overseeing various Norfolk Shipyard projects and the EFLHD Ft. Eustis Bridge Reconstruction. Durant will be available during the design and preconstruction phases for I-64 4-C transition to be onsite full time when construction operations commence in the 1st quarter of 2023. After which time he will remain onsite full time until the project is completed in December 2025.**

Appendix

3.4.1

(a) Experience of Offeror's Team Work History Forms

Joint Venture

WAGMAN

General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST
S&B USA CONSTRUCTION**

Lead Engineer



MDTA I-695/I-95 Interchange Reconstruction (Wagman)

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: SH288 Express Toll Lane Expansion Location: Houston, TX	Name: Stantec	Name of Client/ Owner: TxDOT Phone: 512-463-8588 Project Manager: Greg Snider, PE Phone: 346-231-0427 Email: gregory.snider@txdot.gov	7/22/2019 extended to 9/30/2020	11/09/2020 service commencement. TxDOT extended time for +90% (the rest in negotiations)	\$815,427 Construction	\$840,850 Construction, due to owner requested C.O.: Pedestrian Bridges, Ramp Reversals, Other New Scope	\$840,850 Integrated JV

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

Project Description	Experience with similar goals as the I-64 project
 <p>Relevance to the I-64 Project:</p> <ul style="list-style-type: none"> ✓ Design-Build P3 (DBFOM) ✓ Urban Congested Corridor (ADT of 160,000) ✓ Rehabilitation and Conversion of Interstate Lanes into Managed and GP Lanes ✓ Minimized Impacts to Traveling Public ✓ Complex MOT involving Adjacent Projects ✓ Innovative Bridge Design Solutions and Construction Techniques ✓ Demolition and Construction of Urban Bridges over Interstate ✓ Utility Relocation/Coordination ✓ Environmental Mitigation ✓ Coordination with Local Businesses/Emergency Responders/Communities <p>Proposed Staff:</p> <p>Juan Doron Jason Esser Les Carpenter</p> <p>The DBE performance goal of 12% was met. Project team included a full time Community Coordination Manager, which helped the project to meet its DBE goals.</p>	<p>On Time Delivery: TxDOT extended the original completion date multiple times, most recently to 9/30/2020. While service commencement was achieved 40 days later (11/09/2020), TxDOT excused all other 436 days (which are more than 90% of the deviation). Our team worked through challenging weather conditions, including Hurricane Harvey covering some sections of highway with as much as 10 ft of water and several tropical storms and flood events, causing significant Geotechnical and Hydraulic Construction Challenges. Our solution was to accelerate the schedule to mitigate the impacts.</p> <p>Coordinating with adjacent projects: Our team successfully coordinated MOT and construction schedule and activities with several other projects at the two major interchanges along the 10.3 mile project including at the Beltway 8 Interchange, the I-610 Interchange, in the SH288 extension in Brazoria County with an ADT of 160,000.</p> <p>Delivering projects in developed urban corridors: Taking place on the third most-congested roadway in Houston and one of the busiest metropolitan areas in the nation, complex urban traffic management through innovative design, construction sequencing, and traffic maintenance solutions accelerated construction time and avoid lane closures.</p> <p>Innovation: An ATC eliminated the fifth-level flyover above the I-610 interchange and reconfiguring the interchange to bring the general purpose lanes at-grade and create direct connectivity between the I-610 and the SH288 toll lanes. This major design change improved connectivity and revenue generation and resulted in significant construction and maintenance cost savings of \$~200 Million while providing new and better connected interstate interchange</p> <p>Limiting impacts to traveling public, businesses and communities: The project was phased to minimize lane closures, maximize mobility during construction and promote safety. During the Holly Hall and Southmore Bridges demolition/reconstruction, phasing kept the existing bridges open to through traffic. A key feature of the traffic management plan was spreading awareness about the project and information about upcoming lane closures or traffic alerts through social media.</p> <p>Effective communication strategies: A combined effort of the concession and construction team managed a multi-channel communication strategy, including via the drive288.com website. Communication plan and stakeholder engagement was managed by a full-time dedicated manager. Those methods proved to be vital for the success of the project.</p> <p align="center">Similar risk Mitigations as the I-64 Project</p> <p>Risk 1 - Coordination with Adjacent Projects that have Overlapping Workzones: Our team coordinated MOT and construction schedule and activities with five other major projects at the two major interchanges along the 10.3 mile project - the Beltway 8 Interchange and the I-610 Interchange and at the southbound of the project, where it connects to the newly built Brazoria County 288 managed lanes.</p> <p>Risk 2 - Working within a Constrained Project Site: The demolition and re-build on the I-610, 4-story, 8 ramps interchange required a high level of job stage sequencing (very tight night and/or weekend windows) as there were very strict limitations to shut down traffic. Site access was limited as the managed lanes were built in the median of the very congested SH288, which presented a challenge for heavy equipment entrance and exit from the paving work areas. Another constraint was ROW acquisition, as the DBJV was responsible for the acquisition of 5 land parcels in the corridor, fully coordinated with TxDOT.</p> <p>Risk 3 - Compliance within an Environmentally Sensitive Area: Details included permit compliance, applicable NEPA commitments, minimizing construction noise through controls and muffler systems, minimizing the effect on air and water quality through dust and storm water management activities, inspection and proper removal of suspected asbestos-containing materials. Storm water pollution was reduced by not allowing concrete pours and chemical curing to proceed before the start of a forecasted rain event without mitigation. Recycled type D pavement material was maximized, delivering a more environmentally friendly project at a reduced cost.</p>

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: I-95 Southbound CD Lanes Rappahannock River Crossing DB Location: Stafford, VA	Name: Johnson, Mirmiran & Thompson	Name of Client/ Owner: VDOT Phone: 540-372-3549 PM: Robert Ridgell, PE Phone: 540-372-3549 Email: robert.ridgell@vdot.virginia.gov	5/2022	5/2022 (Estimated, substantial completion expected 03/24/2022, 2 months early)	\$101,600	\$114,736 (Estimated, due to owner initiated/approved change orders adding project enhancements: increased shoulder width on 2 bridges & span length on 3 bridges, full depth GP shoulder section, and increased station limits of contract work at both termini.)	\$114,736

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

	<p align="center">Project Description</p>	<p align="center">Experience with similar goals as the I-64 project</p>
<p>Relevance to the I-64 Project:</p> <ul style="list-style-type: none"> ✓ VDOT D-B ✓ Interstate/Urban Corridor (ADT of 224,000) ✓ Minimized Impacts to Traveling Public ✓ Complex TMP/MOT involving Adjacent Projects to maintain Safety and Mobility ✓ QA/QC ✓ ITS/Signage and Lighting ✓ Innovative Bridge Design Solutions and Construction/ Access Techniques ✓ Demolition and Construction of Interstate Bridges ✓ Utility Relocation/Coordination ✓ Environmental Compliance ✓ Public Outreach/Coordination with Local Stakeholders 	<p>Wagman Heavy Civil, as Design-Builder, is responsible for this \$114M VDOT Design-Build (D-B) 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. These included virtual POD meetings to address concerns stemming from COVID-19. Stakeholders include homeowners concerned about the noise walls, environmental groups such as Friends of the Rappahannock, river and trail user groups and utility companies. Wagman coordinated with local first responders to: maintain their access to interstate crossovers within the project limits, improve access to existing training facilities, plan for access points to work areas in case of emergency, and provide site specific training for first responders and Wagman personnel. Other activities include monthly newsletters, project website, and social media notifications. An effective QA/QC program was essential to the success and helped avoid delays due to rework. Daily communication between the QA/QC team was maintained throughout construction to ensure that work met or exceeded quality requirements. The DBT partnered with VDOT on this project to implement the use of PlanGrid software to ensure timely comprehensive collaboration among the project team. This allowed up to the minute collaboration in addition to our weekly QA/QC meetings held to discuss and resolve any issues. Wagman's four-week look-ahead schedules were used to monitor and adjust QA/QC resources as needed based on workloads and work shifts. The project has required significant public engagement with many stakeholders including recreational users of the river. The project team has turned what was considered a risk to the project during procurement to a project benefit through building strong stakeholder relationships. Due to our QA/QC efforts the project currently holds the highest CQIP score in the state at 97.2%.</p>	<p>On Time Delivery: VDOT issued NTP on 2/21/18. Wagman began physical construction operations six months later through the development and approval of an early work plan set for drainage, erosion and sediment control, clearing and earthwork. By employing a rolling D-B process for the remaining design, Wagman expects to complete the project by 3/24/22, based on the current schedule (update #35), ahead of the contractual completion date of 5/26/22. Additionally, the current schedule shows that the interim milestone date of 10/15/21 will be achieved. Coordinating with adjacent projects: The Team has effectively collaborated and communicated with adjacent projects including the Rte. 3 Safety Improvement Project (SIP) to the south and the FedEx D-B Project to the north, both of whose limits physically overlap with Wagman's project. Weekly coordination meetings kept everyone in the loop of the project's needs, which included lane closures and actual physical work. These meetings allowed for construction between all projects to transition smoothly without causing delays. Delivering projects in developed urban corridors: The Wagman D-B Team (DBT) developed MOT plans through the busiest corridor in the Fredericksburg District to permit traffic to move safely and efficiently without causing major delays and back-ups along I-95. Our plan also allowed local traffic to safely enter and exit I-95 at the Rte. 3 and Rte. 17 Interchanges. Innovation: Our MOT plan also safely and efficiently allow construction vehicles and material deliveries to enter and exit the work zones in the median between I-95 SB and I-95 NB at the posted speed limit without causing traffic back-ups and congestion. Wagman, with its in-house professional engineers in collaboration with structural and environmental engineers designed a causeway and temporary bridges across the River to allow for efficient and safe movement of heavy cranes used to erect the structural steel Limiting impacts to traveling public, businesses and communities: To reduce construction vehicles on NB and SB I-95 during peak congestion times, the DBT has performed most of the critical earthwork moving at night. Effective communication strategies: Wagman collaborated with VDOT public outreach personnel to develop a clear and concise public relations plan to effectively inform the public of all changes in traffic along with lane closures that would occur daily. The DBT developed virtual models of all major traffic switches that were placed on VDOT's website ahead of time to allow the public to view.</p>
<p>Proposed Staff:</p> <p>Glen Mays Scott Rhine Mike Dugan Ian Westbrook David Creasey Brian Blankenship Greg Andricos Anthony Bednarik Jeanie Jones Ed Laczynski Keith Hildebrandt Randy Sprinkle</p> <p>Exceeded the DBE goal of 12% by over \$1M.</p>		<p align="center">Similar risk Mitigations as the I-64 Project</p> <p>Risk 1 - Coordination with Adjacent Projects that have Overlapping Workzones: Wagman coordinated with VDOT and the Rte. 3 SIP contractor to have ITS conduit runs adjusted so they would not require relocation as part of the I-95 SB project. Wagman has taken the lead on all coordination efforts with the FedEx Branch/Flatiron Team by preparing bi-weekly agendas and taking minutes in meetings, collaborative sharing of information and development of a stop-gap MOT plan with VDOT for the Rte. 17 Interchange Northbound to the end of the project. This plan allows traffic to safely enter the new GP Lanes, converted CD Lanes and new ramps at the Rte. 17 with a temporary signal at Rte. 17 until the FedEx Branch/Flatiron Team can complete their overlapping ramp work. Risk 2 – Working within a Constrained Project Site: The new river bridge is being constructed between the existing NB & SB I-95 Bridges and between steep river banks adjacent to cultural resources and recreational trails. The new I-95 GP lanes bridge over Rte.17 is being constructed between existing NB & SB I-95 bridges while maintaining vehicular and pedestrian traffic along Rte. 17. Risk 3 - Compliance within an Environmentally Sensitive Area: Wagman has coordinated with all agencies for permitting and requirements related to the TOYR. Wagman prepared an SWPPP, which has been implemented throughout the project to protect sediment runoff created by construction activities from entering any wetland areas and any areas outside the limit of disturbance or VDOT ROW. Construction professionals monitor all E&S controls daily and reports to the QC staff and VDOT. Issues are tracked and corrected immediately and approved by VDOT Environmental and QC personnel. There have been zero permit violations, no non-reporting of any discharges, and no shutdowns on the project.</p>

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 52 Causeway Location: Ocean City, NJ	Name: Michael Baker International	Name of Client/ Owner: NJDOT Phone: 609.530.2733 Project Manager: Eli David Lambert, PE Phone: 215.407.4191 Email: eli.lambert@wsp.com	12/2012	5/2014 (Time extensions awarded by NJDOT to perform additional scope associated with Superstorm Sandy)	\$251,041	\$259,450 (Increased due to Owner-initiated and approved change orders to add scope)	\$259,450 (Wagman served as managing partner for a fully integrated JV)

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

	Project Description	Experience with similar goals as the I-64 project
<p>Relevance to the I-64 Project:</p> <ul style="list-style-type: none"> ✓ Major Bridge/Structures ✓ Urban Congested Corridor ✓ Minimized Impacts to Public ✓ Complex TMP/MOT involving Adjacent Projects, vehicular beach traffic, commercial & recreational watercraft ✓ Innovative Bridge Design Solutions and Construction Techniques ✓ Demolition and Construction of Urban Bridges ✓ Utility Relocation/Coordination ✓ Environmental Mitigation ✓ Coordination with Local Businesses/Emergency Responders/Adjacent Community ✓ Limited ROW <p>Proposed Staff:</p> <p>Anthony Bednarik Mike Dugan Ed Laczynski Andy Kuchta Joe Strange Juan Doron Yehuda Ken-Dror Paul Johnson Jason Esser Les Carpenter Jack Yon Hezi Snir. The ESBE goal of 15.1% was exceeded due to comprehensive ESBE plan initiated & executed by Wagman.</p>	<p>Wagman Heavy Civil, Inc. served as managing partner for the construction JV providing overall project management to reconstruct the Route 52 Bridges & Causeway. Through collaboration with Michael Baker International, Inc. this project was delivered safely while achieving all of the Owners' goals and was recognized with a Safety Award by NJ AGC, and Project of the Year by NJ ASHE. This route is the primary connection between Somers Point, NJ and Ocean City, NJ, crossing Egg Harbor. The project included roadway, survey, environmental, geotechnical, TMP/MOT, utilities, public involvement/relations, signage and lighting, construction engineering and inspections. Major bridge elements included the construction of two 2,500-ft-long bridge structures, eliminating 2 existing bascule bridge spans which were demolished with remaining bridge portions. New foundations were constructed inside cofferdams 50' below water surface. 30-inch square pre-stressed piles up to 130' long and weighing 65 tons were jetted prior to driving. The JV developed an innovative plan to utilize internal jet tubes to eliminate external jetting systems and to install to proper pile tip. Extensive engineering was performed internally to design a lifting device and develop rigging schemes for the long, slender, heavy pile & girders. An engineered floating template was built onsite to ensure exact placement of marine pile. Two D160 pile hammers, (only 5 in use in US) were needed to meet the drive criteria. The team utilized permanent precast slabs supported by the piling for the deep marine foundations. The slabs promoted a safe and efficient working platform inside the cofferdams, aiding reinforcing installation and cast-in-place concrete placement. Cast-in-place bow tie piers were formed, poured and topped with a hammerhead style pier cap. Pre-stressed concrete girders up to 160-ft long weighing 110 tons were erected, with over 542,000 sf of cast-in-place deck that was pumped using high pressure trailer pumps. The concrete elements incorporated a High Performance Concrete design to increase durability in the salt water environment; a sealer provided additional life expectancy of the structure. The extensive use of precast elements provided a high-quality, cost-effective product that additionally facilitated the schedule and promoted long term durability. Demolition was a significant element that included the removal of 2 single-leaf bascule spans (lead paint coated) consisting of heavy counterweights and machinery, all of which was performed under a health and safety plan. Construction engineering and stability analysis was conducted to ensure the old structures were safe and stable during removal. High-level planning and engineering for marine operations included a variety of access from custom-decked 54 x 180 ABS barges and various styles of sectional barges for material handling, ferrying resources, temporary trestles to accommodate access to low water areas, engineered wetland roads used in transitional areas of environmental sensitivity, and the construction of bulkheads to provide transfer of resources from water to land. Precast beams, piles and deck form slabs were delivered via ABS certified barges towed from Cape Charles, VA to the project. Material transport was designed for ease of removal & erection on site and all loads were fully insured. Innovative construction engineering was necessary to execute tricky details related to numerous critical lifts, pile driving, cofferdam construction, barge outfitting, loading and shipping (naval architect), and stability of large, barge-mounted cranes. Approach roadway work included phased MOT, removal of a traffic circle and widening Route 52 through a heavily congested vacation route, prominent local businesses and beach resorts. Wagman coordinated with local third parties and supported NJDOT with information for the public outreach program that reached multiple states. Controlled modulus columns were installed as part of a Value Engineering proposal to design & install ground improvements on the Ocean City approach. Utilities within the project limits were relocated, while new traffic signals (vehicular/pedestrian), accent lighting packages and ITS installation providing increased mobility. Marine coordination included the Department of Defense operations of naval submarines through the deeper channel within the project limits. Coordination with ACOE & USCG maintained mobility and increased safety for the local boating community. Environmental stewardship and permit compliance included anadromous fish and winter flounder restrictions, noise restrictions, vibration monitoring for adjacent marinas and structures and a heron rookery on the island between the bridge structures. Significant drainage upgrades were performed to alleviate local flooding at each end of the project. Dredging was performed to relocate the two shipping channels and served to perform beach replenishment to restore a shoreline impacted by a hurricane coordinated with the ACOE & NPDES Permit.</p>	<p>On Time Delivery: The project required accelerated work operations to reconstruct the bridge approaches in Ocean City & Summers Point, due to heavy summer vacation traffic and environmental commitments. The Owner increased the project duration to account for scope enhancements associated with enhanced ADA features at the intersections of Route 9 and Route 52. All work associated with Superstorm Sandy was completed on time. The project removed temporary lane closures on time 100% of the time and was not assessed any lane charges or liquidated damages. Coordinating with adjacent projects: This project was the second and final phase of the overall reconstruction of Route 52, and we coordinated directly with the contractor for the \$141M first phase during the overlap of our construction operations and successfully tied into their limits of work. Additionally, we coordinated with the Town of Ocean City at the eastern terminus and the town of Summers Point on the western terminus. We held coordination meetings, attended by NJDOT, with both municipalities that facilitated the construction of their adjacent projects and successfully interfaced these projects at both tie-ins to our project. Delivering projects in developed urban corridors: This project is very similar to I-64 Segment 4C because Route 52 provides access to a beach community. The normal high traffic volumes increased dramatically during weekends, holidays, and summer months. We had to work during off-peak hours to tie into the Ocean City which was very congested with limited ROW available for construction. Innovation: We used many innovative techniques during construction. Our in-house engineers developed a pile lifting connection to lift 135-ft long, 270 ton prestressed concrete piles without overstressing the pile. We also designed and constructed a pile cap form utilizing pre-cast concrete "forms" hung from the pile within cofferdams eliminating the need to strip the pile cap soffit. We used bubble curtains to protect endangered fish and we constructed a pre-cast post tensioned bridge for access to the new visitor's center. Limiting impacts to traveling public, businesses and communities: The project was phased to minimize lane closures, maximize mobility during construction and promote safety. A key feature of the TMP was spreading awareness about upcoming lane closures or traffic alerts through a communication network that included: social media, radio, and local newspapers. Effective communication strategies: Wagman maintained mobilization for the travelling public to avoid impacts to local businesses and communities. We conducted weekly meetings to develop three-week look ahead schedules which were used to notify the public of work progress and upcoming impacts to traffic or local businesses.</p> <p>Similar risk Mitigations as the I-64 Project</p> <p>Risk 1 - Coordination with Adjacent Projects that have Overlapping Workzones: We coordinated with another Mega-Project constructing phase 1 of the Route 52 improvements and 2 distinct communities at each tie-in. Each municipality had local contracts to connect to our project. Risk 2 - Working within a Constrained Project Site: Similar to I-64 4C, we had to work in a very narrow corridor that had to be accessed from existing Route 52. We were able to float material and equipment adjacent to the bridge portions of the project, but many of the areas had to be accessed in a linear manner using temporary bridges (trestles) to complete the construction. Risk 3 - Compliance within an Environmentally Sensitive Area: We had to identify and manage multiple calendars in our schedule for the various time of year restrictions and fishing seasons. We developed techniques, such as "bubble curtains" to protect aquatic life during construction.</p>

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: VDOT Transform I-66 Outside the Beltway Location: Fairfax, Virginia	Name: FAM (Ferrovial and Allen Myers) Construction, LLC	Name of Client: Virginia Department of Transportation (VDOT) Project Manager: Brian Morrison, PE Phone: 703-259-2606 Email: brian.morrison@vdot.virginia.gov	11/2018 (EXP design contract)	12/2022	\$50,000	Undisclosed; Estimated at \$200,000 due to change orders for wall packages and pavement design engineering support during the construction.	Design Contract Value: \$1.3M (completed); excluding the pending tasks pertinent to the pavement design and engineering support during the construction.

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.

	Project Description	Experience with similar goals as the I-64 project
	<p>The Transform I-66 Outside-the-Beltway project is a \$2.3B public-private partnership between the Virginia Department of Transportation (VDOT), the Department of Rail and Public Transportation (DRPT), and I-66 Express Mobility Partners for the transformation of the 22.5-mile corridor along I-66 from the Capital Beltway to Gainesville, one of the most congested interstates in the nation. In addition to roadway reconfiguration and widening and ITS requirements for tollway, the project includes a large catalogue of new bridges, ramps, intersections, and retaining and sound barrier walls. Since November 2018, EXP has been under direct contract (single contract with multiple change orders due to scope expansion) with FAM Construction, LLC (a joint venture of Ferrovial Construction US and Allan Myers). EXP scope of works includes several components of the I-66 project as detailed below in the capacity of Engineer-of-Record or Successor Engineer-of-Record for packages that included optimization of the original design.</p> <p>Bridge Design: EXP has designed three (3) bridges that have been approved by VDOT: I-66 WB over Route 645 (String fellow Road), I 66 EB over Route 645, and I-66 EBCD over Route 645 Bridges. The proposed bridges are simple span prestressed concrete bulb-tee girder bridges supported by fully integral abutments on pile bents supported by rock-socketed steel H piles. MSE walls are installed in front of the pile bent abutments. EXP has designed all substructure and superstructure elements of the three bridges. The I-66 WB over Route 645 bridge has shared use paths separated from I-66 travel lanes by architecturally-treated traffic barriers. Furthermore, the F-shape traffic barrier that VDOT uses as a standard, was modified and redesigned by EXP to increase the height and provide additional protection for the shared use paths. EXP also performed drainage analysis (using design rainfall intensity and proposed storm water discharge) to evaluate need for inlets on the bridge decks. The inlet spacing and the capacity for the proposed bridges were calculated in accordance with VDOT requirements. Additionally, EXP provided an innovative solution to address the drainage diversion from the interstate to the local road below.</p> <p>Retaining Walls/ Sound Barrier Walls: EXP has designed 8,400 feet of retaining walls as part of this project. These are cast-in-place concrete cantilevered retaining walls, post & panel retaining walls, MSE walls, and ground-mounted sound walls (noise barriers) over 20 feet in height. In addition to the design itself, EXP has also done the value engineering of the designs performed by other consultants, prepared construction documents, and served as a Successor EOR for the contract. EXP has also provided geo-structural calculations, wall drainage evaluation, and construction support services. The scope of design services included various systems of walls including: MSE, post-and-panel, gravity, reinforced concrete cantilever, and post-tensioned tie-back walls.</p> <p>Pavement Design: EXP is designing the pavement structure for new construction and widening of express lanes, shoulders, and ramps throughout the 22.5-mile corridor. This pavement structure is innovative using perpetual pavement design. For the express lane and inside shoulders, a separate design is being provided for each segment. Twenty-one (21) separate designs are being provided for express lane ramps based on their respective traffic data. The pavement consists of asphalt concrete over graded aggregate base. In addition, as an alternative to complete reconstruction on Segments 2 and 3 of the 22.5-mile stretch, the existing concrete pavement will be rubberized by fracturing the existing concrete slabs in place into fragments that have good interlock between the fractured particles. EXP is designing the pavement structure for those sections that will serve as future express lanes. In addition to pavement design tasks, EXP extensively coordinated with other disciplines including the Roadway to address plan coordination, drainage complications, and the pavement requirements/coordination for the ancillary structures (Example: ITS Infrastructure) and other facilities (Examples: Service Areas).</p> <p>Utilities and Right-of-Way Impact Studies: EXP has used survey data to identify impacts of the bridge construction on the utilities in the area. Major utilities involved were electric and communication overhead lines, Verizon, Fairfax Water, and Washington Gas underground lines, which require extensive coordination. EXP also provided FAM Construction with a right-of-way (ROW) impact analysis, simplifying coordination with ROW stakeholders.</p>	<p>Finishing contracts on Time Design and submittal of design packages were under a compressed schedule. As example, final design packages for bridges 607, 608 and 609 were submitted over a span of six months. EXP received recognition and kudos from VDOT and FAM on several occasions for the quality of the submittal packages, rapid response to the inquiries and request for clarifications, partnering and commitment to principles of teamwork, and being nimble-and-flexible in addressing the changes required by the site conditions or other unforeseen project issues. Coordinating with adjacent projects this project is coordinated with the work of all the adjacent projects, to ensure there are no conflicts during the on-going/planned projects of metro stations, retaining/noise walls and etc. Delivering projects in developed urban corridors This project is located in one of the most congested and heavily used corridors in the county. Innovative design solutions Innovative and out-of-box engineering solutions. As an example: EXP Team was able to enhance the original construction phasing and MOT plans for Bridges 607 & 608, resulting in the elimination of an intermediate lane shifting. This greatly enhanced the safety (considering the interstate traffic) as well as project schedule compression and the associated costs. Furthermore, special types of backfill was used for bridge abutments and several retaining walls that are more suitable for the project foundation in certain areas. For the Pavement design, we collaborated with FAM and VDOT to provide and expedite the best possible and efficient solution for such heavily used corridor. Limiting impacts to the traveling public Sequence of construction was developed and improved during the design phase to create the minimal impact on traveling public and lane closure. EXP team worked diligently with FAM to optimize several wall packages by utilizing higher numerical and design approaches as well as enhancing constructability and safety during the construction. Extensive constructability review helped eliminate any impact to the users and traveling public. Developing and managing effective communication We continuously coordinate and communicate with FAM, attend and participate in weekly TBT and Flash meetings. EXP responded to a fast-track and expedited comment resolution with the owner (VDOT) to finalize the design efficiently.</p>
<p>Relevance to the I-64 Project:</p> <ul style="list-style-type: none"> ✓ Bridge Design ✓ Bridge Load rating using AASHTOWare ✓ Retaining wall Design ✓ Ground and bridge mounted noise walls ✓ Complex Construction Phasing ✓ Roadway and Pavement design ✓ Utility and ROW impact analysis & coordination ✓ Support of Excavation ✓ Engineering support during construction ✓ Coordination with other adjacent projects 	<p align="center">Similar risk Mitigations as the I-64 Project</p> <p>Risk 1 - Coordination with Adjacent Projects that have Overlapping Workzones: Mitigation included pro-active and early coordination with FAM, LLC, VDOT and WMATA. Risk 2 – Working within a Constrained Project Site: Mitigation included optimization of the construction phasing for bridges, retaining walls (Example: Segment 1B, Package 7A, post-tensioned anchored walls near Sudley Road and Bull Run), and pavement construction. Risk 3 – Compliance within an Environmentally Sensitive Area: ROW impacts on the adjacent property owners were significantly minimized through constructability reviews and design efficiencies pertinent to the wall packages. Bridge-mounted noise walls were optimized during the final design. Context Sensitive Solutions were considered, including the application of the form-liners to the concrete safety barriers along the shared-use path.</p>	
<p>Proposed Staff:</p> <p>Amir Arab, PhD, PE Dan Williams, PE, PMP Efen Sebastian, PE Karl Suter, PE Monoj Sircar, PE, DBIA Endri Mustafa, PE, PMP Sadie Fahoul, MBA Oscar Garcia, PE Shankar Nair, PE, SE Vinod Patel, PE, SE Cerasela Cristei, PhD, PE</p>		

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Kingery Expressway Location: Cook County, IL	Name: EXP oversaw 5 separate contracts: Walsh Construction was the general contractor for 3 contracts, Lorig Construction was the general contractor for 2 contracts	Name of Client: Illinois Department of Transportation Project Manager: Jose Rios Phone: 217-782-7820 Email: jose.rios@illinois.gov	09/2003	05/2003	\$460,000	\$460,000	\$11,200

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.

	Project Description	Experience with similar goals as the I-64 project
 <p>Relevance to the I-64 Project:</p> <ul style="list-style-type: none"> ✓ Bridge Design ✓ Construction Phasing ✓ Site investigation and study ✓ Retaining walls ✓ Reconstruction and widening ✓ Roadway design ✓ Utility and ROW impact analysis & coordination ✓ Support of Excavation ✓ Engineering support during construction ✓ Coordination with other adjacent projects <p>Proposed Staff:</p> <p>Vinod Patel, PE, SE Shankar Nair, PE, SE Kamlesh Kumar, PE Robert J. Stern, PE Byron Danley Dan Ehart</p>	<p>EXP provided design and construction engineering services for a significant portion of the Illinois DOT's \$460M I-80/94 (Kingery Expressway) reconstruction project. EXP's design section extended from just west of IL 83 (Torrence Avenue) to just east of Burnham Avenue for an approximate length of 1.5 miles. The Kingery Expressway is used by over 160,000 vehicles each day, with heavy truck traffic accounting for more than a quarter of all vehicles. The existing six-lane expressway at IL 83 was widened to 12 lanes. IL 83 was widened from four lanes to six. The reconstruction was staged to maintain three lanes of traffic each way during the entire construction period. This stretch of the expressway was once perceived as a "bottleneck" for this major east-west interstate thoroughfare. The new widened expressway now greatly improves the traffic flow and has eliminated traffic gridlock through the Chicago area. In addition to mainline reconstruction and widening, the project also included:</p> <ul style="list-style-type: none"> • Reconstruction and widening of IL 83 from 178th Street to Bernice Road • Relocation of the frontage roads on either side of the expressway • Construction of new Railroad Avenue • Reconstruction of Burnham Avenue from 176th street to Bernice Road • Single-Point Urban Interchange at IL 83 • Bridge crossings over Railroad and Burnham Avenues • Cast-in-place retaining walls between the expressway and the frontage roads • MSE retaining walls for approaches to the IL 83 SPUI ramps • Temporary MSE retaining walls to facilitate the construction staging • A dual box drainage culvert across the expressway • High mast lighting • Accident Investigation Sites <p>As part of this reconstruction, the expressway profile was raised near IL 83 to elevate the expressway above the food plain and lowered at Railroad Avenue since the railroad that existed before has now been abandoned. The railroad right-of-way was utilized to construct a new local road – Railroad Avenue. The existing long bridge over the railroad was replaced with a shorter bridge over the new Railroad Avenue; the remaining length was replaced with embankment. The tall embankments at the Railroad Avenue and IL 83 bridge approaches required use of wick drains and surcharging to eliminate excessive post-construction settlements. The vertical separation of the existing and proposed profiles combined with the staged construction required creative solutions for interim and ultimate drainage.</p> <p>The focal point of this project was the Single-Point Urban Interchange (SPUI) at IL 83. The previous interchange was a cloverleaf type. A larger cloverleaf design to accommodate the widened expressway and widened IL 83 would have required substantial additional right-of-way including several residential and commercial properties. A SPUI was determined to be an optimal solution to safely accommodate all traffic movements between these two significantly widened routes and avoid severe impacts to the adjacent businesses and properties.</p> <p>This SPUI being located above the expressway posed a structural challenge to design an efficient, economical, and aesthetic structure. A conventional structural solution to accommodate SPUI would provide a wide rectangular deck, greatly simplifying the framing but resulting in a very inefficient, uneconomical, and aesthetically unpleasant tunnel-like structure. EXP designed a unique structure that closely conforms to the "minimum" deck area needed to accommodate the geometrics and functional requirements of an elevated SPUI, thus providing a compact structure that overcomes the shortcomings of a conventional structure. EXP performed a formal Bridge Type Study that explored a variety of innovative structure types, identifying solutions that were economical, attractive, and maintainable. The study explored several creative structure types including curved steel framing, post-tensioned cast-in-place concrete and cable-stayed. The post-tensioned alternate was further developed with preliminary plans for the state review. The curved steel framing alternate was carried to the final design and construction bid documents.</p>	<p>Finishing contracts on time/earlier than original completion date: Finishing contracts on Time Our instituted knowledge of the project and the challenges gave us the advantage to provide a quality project on a timely manner. Coordinating with adjacent projects This project was coordinated with Illinois Departments of Transportation and work of all of the design/construction projects under contract to make sure no conflicts are encountered. Delivering projects in developed urban corridors The Kingery Expressway is currently used by over 160,000 vehicles each day, with more than a quarter of all traffic is heavy duty trucks. Innovative design solutions Keeping the project on schedule through innovative ideas, such as stage changes, EXP took the lead in developing ideas to help the Contractor to maintain the schedule and eliminate potential delays, limit impacts of construction and saving unnecessary cost to IDOT through EXP's proposed innovative staging scheme. EXP earned an Excellent rating from IDOT for Innovation. The cost savings was realized by utilizing a frontage road instead of constructing a temporary ramp from Torrence Avenue to WB I-80/94. Limiting impacts to the traveling public The revision of the staging for two areas in the project, not only helped with the cost, but this revision also provided access from both NB and SB Torrence Avenue while the plan temporary ramp only provided access from SB Torrence. A cost saving was also found by restaging the widening of 176th Place from four separate stages to one stage while maintaining traffic in each direction. Developing and managing effective communication Resolved potential conflicts through successful stakeholder and agency coordination. EXP took initiative to keep the Village of Lansing informed of all traffic control staging and cooperated with Village Public Works employees regarding adjustments to come up with solutions to resolve conflicts. EXP earned an Excellent rating from IDOT for Public/Agency Coordination.</p> <p>Similar risk Mitigations as the I-64 Project</p> <p>Risk 1- Coordination with Adjacent Projects that have Overlapping Workzones: The project required extensive coordination with adjacent projects and Owners due to the linear nature of the corridor and affected localities. Risk 2 – Working within a Constrained Project Site: The innovative design solutions minimized impact on the affected intersections. Risk 3 – Compliance within an Environmentally Sensitive Area: Environmental Impacts: Stormwater management was identified as a major risk and was mitigated through innovative design solutions and early-on coordination with IDOT and permitting agencies.</p>

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: The New I-70 MRB Crossing - I-70 Connection Location: East St. Louis, IL	Name: Baxmeyer Construction, Inc. Fred Weber, Inc. The Kilian Corporation	Name of Client: Illinois Department of Transportation Project Manager: Jeffrey Keirn Phone: 217-782-7820 Email: Jeffrey.Keirn@Illinois.gov	2009	02/2014	\$100,000	\$80,000	\$12,680

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 <p>Relevance to the I-64 Project:</p> <ul style="list-style-type: none"> ✓ Bridge Design ✓ Construction Phasing ✓ Site investigation and study ✓ Retaining walls ✓ Roadway & pavement design ✓ Utility and ROW impact analysis & coordination ✓ Engineering support during construction ✓ Coordination with other adjacent projects 	<p>Project Description</p> <p>As this was a major improvement for the greater St. Louis metropolitan area a robust public involvement process was implemented to garner support and keep the public informed. The overall project included multiple design sections under one contract to both Illinois DOT and Missouri DOT, creating complexities for scheduling and coordination of design elements. Due to the project location at the former National City Stockyards site, there are multiple active railroad lines accessing the site or traversing adjacent to it. It was necessary to coordinate with each of them early on in the project to reach agreement of the scope of work on or adjacent to their facilities. EXP design section was developed in multiple construction bid packages to best accommodate the archaeological investigation, utility relocations, railroad agreements, and adjacent construction section coordination. As a critical link in the New Mississippi River Bridge (MRB), the I-70 Connection brings design of a new interstate highway connection through a former heavily industrialized area with remnants of railroad yards and stockyards. EXP provided Phase II design engineering services for the I-70 Connection as part of the New Mississippi River Bridge (MRB) project. The Connection is approximately 0.9 miles of interstate highway from south of the interchange with Relocated IL 3 (approximately Packers Avenue) to the Illinois approach structures for the new river bridge in Fairmont City and adjacent communities. The project is on new alignment and connects the MRB with the I-70 Tri-Level Interchange.</p> <p>The typical section for the I-70 Tri-Level Connection consists of two lanes in each direction with a closed barrier type median. The I-70 roadway embankment and structures are designed to accommodate a future third lane of traffic in each direction. The project includes dual I-70 structures approaching the New MRB from the Illinois side – approximately 1,285' in length along the centerline of I-70. Each bridge has five spans of continuous plate girder construction with approximate span lengths of 225' / 280' / 280' / 280' / 225'. The bridges are on curved alignment. The I-70 Connection includes a new interchange with Relocated IL 3. The Relocated IL 3 work included a 2,600-foot relocation and upgrade of existing IL 3. The interchange consists of diamond type ramps for the eastbound entrance and exit ramps with direct connections to Relocated IL 3. The westbound entrance and exit ramps terminate at Exchange Avenue northeast of the Polarville property which then provides access to Relocated IL Route 3 via an at-grade intersection. Access is provided to St. Clair Avenue (existing IL Route 3) via a 1,200' connector road with at-grade intersections at Relocated IL Route 3 and at St. Clair Avenue. St. Clair Avenue was widened for approximately 1,200 feet. The project also includes ITS System and Landscape design for the entire Illinois MRB project limits, including portions outside of EXP's I-70 design section. In addition to other challenges described above, a 90+ year old triple barrel 12' x 12' regional drainage box culvert crossed the ROW. IDOT's initial program scoped a new I-70 bridge to cross over the box culvert so as not to impact it. Thru an innovative solution, EXP designed a comprehensive/complex structural strengthening of the culvert, eliminating the need for an additional overpass. IDOT accepted the recommendation, which resulted in an \$8M cost savings. As reflected in the actual construction cost (\$80M) versus the programmed budget (\$100M), EXP's innovative design and alternatives resulted in significant construction cost savings, including the use of MSE wall for some retaining walls and bridge abutments, and utilizing cost-and-schedule efficient means-and-methods for ground improvements rather than removal and replacement of unsuitable soils.</p> <p>This project has been presented with multiple awards; the list is as follow: IDOT, Award for Exceptional Consulting Engineering Service - The Urban Highway 2016, ACEC-National, Engineering Excellence Awards, ACEC-Illinois.</p>	<p>Experience with similar goals as the I-64 project</p> <p>Finishing contracts on Time EXP was the key to the delivery of the final project on time. EXP constantly showed a depth of resources and knowledge that was very beneficial to the Department and to the project. Given the contractual nature of this contract that required concurrent Multi-Agency coordination, the project was completed on-time and under-the budget. Coordinating with adjacent projects Work was coordinated with the work of all of the design consultants under contract to both the Illinois and Missouri Departments of Transportation for the MRB Project. Delivering projects in developed urban corridors This contract included the design of an interstate highway connection to the heavily populated downtown St. Louis and a new alignment through what was a formerly heavily industrialized area with remnants of several railroad yards and a major former stockyards and associated industries. Innovative design solutions EXP routinely brought innovative design solutions for the unique challenges of this project, including but not limited to accelerated construction solutions for the I-70 tri-level connection. The level of clearing, demolition, utility relocation, soil contamination, archaeological mitigation and drainage issues was unprecedented. The solutions provided avoided costs that the Department otherwise would have borne had controversial methods been used. Limiting impacts to the traveling public EXP collaborated with IDOT and MoDOT for optimization of construction phasing and staging to minimize impact on the users especially during rush hour and during holidays, given the close proximity of the scenic Gateway Arch and surrounding parks. Developing and managing effective communication Our design had continuous input on IDOT and MoDOT communication plans based on real time scheduling and construction forecasting.</p>
	<p>Proposed Staff:</p> <p>Robert J. Stern, PE Byron Danley Dan Ehart Shankar Nair, PE, SE Kamlesh Kumar, PE</p>	<p>Similar risk Mitigations as the I-64 Project</p> <p>Risk 1 - Coordination with Adjacent Projects that have Overlapping Workzones: Project required extensive coordination with the design team in charge of the New Mississippi River Bridge, including synchronization of the construction phasing and stormwater/drainage requirements during the construction and at the final-built condition. Due to the cultural significance, the Illinois State Archaeological Survey (ISAS) examined and cleared the entire proposed ROW. ISAS is not under the control of IDOT and worked at their own schedule, creating challenges in obtaining approvals for construction. Risk 2 – Working within a Constrained Project Site: As a critical link and complex tri-level interstate connection, EXP performed extensive alternative studies and constructability reviews in order to select optimized design solutions that fit the project-specific construction means-and-methods and within the constrained limits of disturbance. Due to the project location at the former National City Stockyards site, there are multiple active railroad lines accessing the site or traversing adjacent to it. Risk 3 – Compliance within an Environmentally Sensitive Area: The bottomlands once served as a settlement for the Mississippian Culture, the same peoples who created the nearby Cahokia Mounds. Since later development of the area built up the site to get it out of the Mississippi River floodplain remains of the settlement were preserved. Due to the cultural significance, it was necessary for the Illinois State Archaeological Survey (ISAS) to examine and clear the entire proposed ROW. ISAS is not under the control of IDOT and worked at their own schedule, creating challenges in scheduling, developing bid packages and being able to move forward with construction.</p>