

# STATEMENT OF QUALIFICATIONS

A DESIGN-BUILD PROJECT



MD 404 Dualization

I-64 Segment II Widening

I-95 NB and SB over the Rappahannock



## I-64 GAP Segment A Widening

From: I-64 MM 204.9

To: I-64 MM 215.6

**New Kent County, Virginia**

State Project No.: 0064-063-623

Contract ID Number: C00122166DB119

Submitted January 26, 2023



**Schnabel**  
ENGINEERING

# SECTION 3.2 LETTER OF SUBMITTAL



January 26, 2023

Attn: Suril R. Shah, PE, DBIA  
Virginia Department of Transportation  
Alternative Project Delivery Division  
1401 E. Broad Street  
Richmond, Virginia 23219

**I-64 GAP Segment A Widening  
State Project No.: 0064-063-623  
Contract ID Number: C00122166DB119**

**3.2 Letter of Submittal**

Dear Mr. Shah:

Wagman Heavy Civil, Inc., and Allan Myers VA, Inc., have formed the Myers-Wagman Joint Venture (MWJV). In partnership with Lead Designer JMT, our team proudly offers the local resources, expertise, and experience required to successfully design and construct the I-64 GAP Segment A Widening (Project). Our **experienced team** brings the talent and resources required of such a demanding project. Our **demonstrated experience on similarly expansive Design-Build (DB) projects in the region**, including VDOT's I-95 SB and NB Lanes over the Rappahannock River, VDOT's I-64 Segment II DB, and our JV partnership on MDOT SHA's MD 404 project, prove our ability to deliver this project successfully. We have carefully reviewed the RFQ and present a **clear understanding of three key risks** and provide informed mitigation strategies to successfully deliver the Project.

As requested by Section 3.2 of the RFQ, we present the following information:

- 3.2.1 Myers-Wagman Joint Venture is the legal entity who will execute a contract with VDOT.
- 3.2.2 DBPM Glen Mays is the Point of Contact for our Team:
  - Glen K. Mays, DBIA** (804) 481-0174 (Telephone)
  - 26000 Simpson Rd (804) 733-6281 (Fax)
  - North Dinwiddie, VA 23803 gkmays@wagman.com
- 3.2.3 Greg Andricos is the Principal Officer for our Team:
  - Greg M. Andricos, PE** (717) 764-8521 (Telephone)
  - 3920 N Susquehanna Tr (717) 767-5457 (Fax)
  - York, PA 17406 gmandricos@wagman.com
- 3.2.4 Myers-Wagman JV (MWJV) is prequalified under a Joint Venture Bidding Agreement, as approved by VDOT prior to submittal of this SOQ. Allan Myers VA, Inc. and Wagman Heavy Civil, Inc. will have joint and several liability for the Project with no limitations. The MWJV will provide a single 100% performance and a single 100% payment bond.
- 3.2.5 Myers-Wagman Joint Venture (MWJV) will serve as Lead Contractor. Johnson, Mirmiran & Thompson, Inc. (JMT) will serve as Lead Designer.
- 3.2.6 *Appendix 3.2.6* lists MWJV's affiliated and subsidiary companies.
- 3.2.7 *Appendix 3.2.7* features executed debarment forms for all firms on the MWJV Team.
- 3.2.8 Allan Myers VA, Inc. (G303), and Wagman Heavy Civil, Inc. (W002), hold active VDOT prequalification and a JV bidding agreement (JV104) approved by VDOT and included in *Appendix 3.2.8*.
- 3.2.9 MWJV has the capability to obtain a performance and payment bond for the \$212M estimated contract value of the Project as exhibited by the surety letter in *Appendix 3.2.9*.
- 3.2.10 All team members satisfy SCC and DPOR requirements and full-size copies of individual licenses for all business entities are provided in *Appendix 3.2.10*.
- 3.2.11 MWJV commits to achieving the minimum 10% DBE participation goal for the entire contract value.

Respectfully,



Greg M. Andricos, PE  
Principal Officer, Myers-Wagman JV



# SECTION 3.3 OFFEROR'S TEAM STRUCTURE



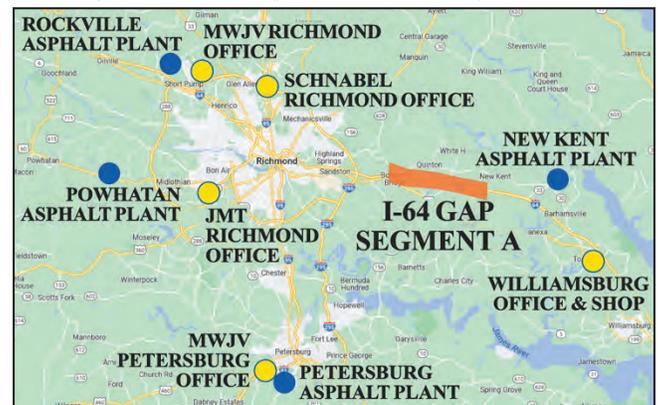
### 3.3.1 KEY PERSONNEL IDENTITY AND INFORMATION

The MWJV brings the depth of local resources required to provide schedule certainty for the Project. Building on our joint success on the \$110M MD 404 DB project for MDOT SHA, the MWJV is currently working together to deliver the \$196M MDOT MDTA I-95/Rte 152 Interchange. We will capitalize on our successes from these projects and the individual strengths of both of our firms to achieve on time or early completion of the widened roadway, develop innovative design and construction approaches that add value to the Project, and minimize congestion during construction.

#### INTRODUCING OUR TEAM

- **MWJV** will serve as Lead Contractor, applying generations of combined heavy civil construction in the Mid-Atlantic and a local presence along the Project corridor.
- **Johnson, Mirmiran, & Thompson, Inc. (JMT)** will serve as Lead Designer for the Project. JMT has partnered with Myers and Wagman on seven DB projects; this joint work history offers a fully integrated design and construction team to the Project.
- **Quinn Consulting Services, Inc. (QCS)** will lead our Team's independent QA efforts. QCS brings extensive VDOT QA experience, including seven successful projects with the MWJV firms.
- **Schnabel Engineering, Inc. (Schnabel)** supports our Team's geotechnical efforts—a project risk outlined in *Section 3.5.2* - and worked with our integrated design and construction teams on the I-95 NB and I-95 SB Rappahannock River Crossing DB projects.

Figure 3.1: MWJV presence in the Project area



#### LOCAL PRESENCE & RESOURCE CAPABILITY

The MWJV has three offices and four asphalt plants within 30 mi of Segment A (*Figure 3.1*). In addition to our local staff's personal stake in the Project's success, our Team is uniquely positioned to self-perform work and distribute our own resources, providing unmatched cost and schedule certainty.

#### KEY PERSONNEL

Our Team has assigned senior staff with proven experience on similar projects to support the Project's success. We summarize their experience here in *Figure 3.2*. *Appendix 3.3.1* features detailed resumes.

Figure 3.2: Key Personnel Experience Overview

Team	Key Personnel	Yrs	Relevant Experience	Project Highlights
	<b>Design-Build Project Manager (DBPM)</b> Glen Mays, DBIA	39	<ul style="list-style-type: none"> <li>• Proven success as DBPM delivering VDOT interstate widening projects on time and on budget</li> <li>• History of collaborative results with JMT and QCS</li> <li>• 39 years of construction management</li> </ul>	<ul style="list-style-type: none"> <li>• VDOT DB I-95 Rappahannock River Crossing NB</li> <li>• VDOT DB I-95 Rappahannock River Crossing SB CD Lanes</li> <li>• Tampa Airport Interchange</li> </ul>
	<b>Quality Assurance Manager (QAM)</b> Scott Shropshire, PE	30	<ul style="list-style-type: none"> <li>• Proven DB experience delivering QA/QC results on VDOT projects</li> <li>• Expertise in high-congestion areas</li> <li>• VDOT-empathetic perspective (employee 2006-2014)</li> </ul>	<ul style="list-style-type: none"> <li>• VDOT DB I-95 Rappahannock River Crossing NB</li> <li>• VDOT DB I-95 Rappahannock River Crossing SB CD Lanes</li> <li>• VDOT DB I-95/Rte 630 Interchange</li> </ul>
	<b>Design Manager (DM)</b> Rodney Hayzlett, PE	29	<ul style="list-style-type: none"> <li>• Track record for coordinating individual design disciplines</li> <li>• Experience ensuring the overall Project design is in conformance</li> <li>• Proven VDOT DB experience as DM and Lead Highway Engineer</li> </ul>	<ul style="list-style-type: none"> <li>• VDOT DB I-95 Rappahannock River Crossing NB</li> <li>• VDOT DB I-95 Rappahannock River Crossing SB CD Lanes</li> <li>• EFLHD/VDOT DB Fairfax County Parkway Extension</li> </ul>
	<b>Construction Manager (CM)</b> Ben Bushey	17	<ul style="list-style-type: none"> <li>• Proven VDOT DB experience</li> <li>• Record of project solutions resulting in schedule and budget certainty</li> <li>• I-64 corridor widening experience</li> <li>• Culvert construction oversight</li> </ul>	<ul style="list-style-type: none"> <li>• VDOT DB I-64 Segment II Capacity Improvements</li> <li>• VDOT DB I-581 at Elm Ave</li> <li>• VDOT DB I-95 at Temple Ave</li> </ul>

### 3.3.2 ORGANIZATIONAL CHART AND NARRATIVE

The MWJV structure maximizes simple, efficient, cost-effective Project delivery. We have clearly defined internal and external authority, escalation paths, and communications and ensured independent QC and QA. The roles of key and value-added personnel in managing the Project and mitigating risks are described below.

🔑 **Design-Build Project Manager** Glen Mays, DBIA, serves as our Team's primary point of contact being responsible for the overall design and construction processes for the Project. He will work closely with QAM Scott Shropshire, DM Rodney Hayzlett, and CM Ben Bushey to develop and implement a schedule- and cost-conscious approach to design and construction during the proposal, design, and construction phases. Glen will ensure we achieve all contractual requirements (delivering the project safely, on-time, and within budget) while proactively counteracting and resolving any disputes. Glen has proven his ability to deliver project success over nearly four decades in heavy civil construction and as DBPM on several VDOT DB projects. Additionally, he will coordinate with VDOT and the MWJV's PR liaisons for public outreach.

🔑 **Quality Assurance Manager** Scott Shropshire, PE, reports to DBPM Glen Mays and will regularly communicate with VDOT to ensure all work and materials meet contract requirements. Scott participates in weekly coordination meetings, develops the QA/QC plan for the Project, and confirms adherence to the design QA/QC plan prior to VDOT design submittals. He verifies properly functioning construction QC and ensures adherence to the Project's contract requirements, including environmental permits/commitments. Lead QA Inspectors Todd Hamlett and Josh Hostinsky report to Scott and are onsite full-time for the duration of operations in their respective disciplines to manage QA inspection/testing. Our QA Project Records Manager, Mark McMiller, also reports to Scott and maintains the project records and document control including the Materials Notebook and testing reports.

🔑 **Design Manager** Rodney Hayzlett, PE, manages a multidisciplinary team to meet design schedule milestones and ensure design conformance with all contractual/technical requirements. Reporting to DBPM Glen Mays, Rodney oversees adherence to the VDOT-approved Design QA/QC Plan with support from Design QA/QC Manager Jeff Cronin. Rodney coordinates with DB Integrator Mike Mansfield and CM Ben Bushey to develop an efficient, constructible design. Rodney will continue to be available during construction (24/7 as needed) to validate design assumptions, assess geotechnical risks (in collaboration with Schnabel), answer RFIs, approve shop drawings, and prepare as-builts. He supports public outreach efforts by developing visualizations and animation models as needed to present major traffic shifts and changes in traffic patterns to the traveling public.

🔑 **Construction Manager** Ben Bushey reports to DBPM Glen Mays and is present onsite full-time throughout construction of the Project. During design, Ben works closely with DBPM Glen Mays, DM Rodney Hayzlett, and DB Integrator Mike Mansfield to evaluate innovative design approaches and develop an efficient sequence of work. Ben's invaluable experience managing challenging MOT for busy VDOT interstate highway projects will drive our risk strategy for the Project. To improve construction workflow while maintaining environmental compliance, the MWJV's construction approach divides the 10-mile long project into two work areas (east and west) managed by two Area Managers who report to Ben - Dan Rieck and Brian Blankenship. Ben manages QC efforts to ensure work and materials comply with the contract. He will make certain that construction performance supports green-green-green status as evaluated by VDOT for cost, schedule, and environmental management.

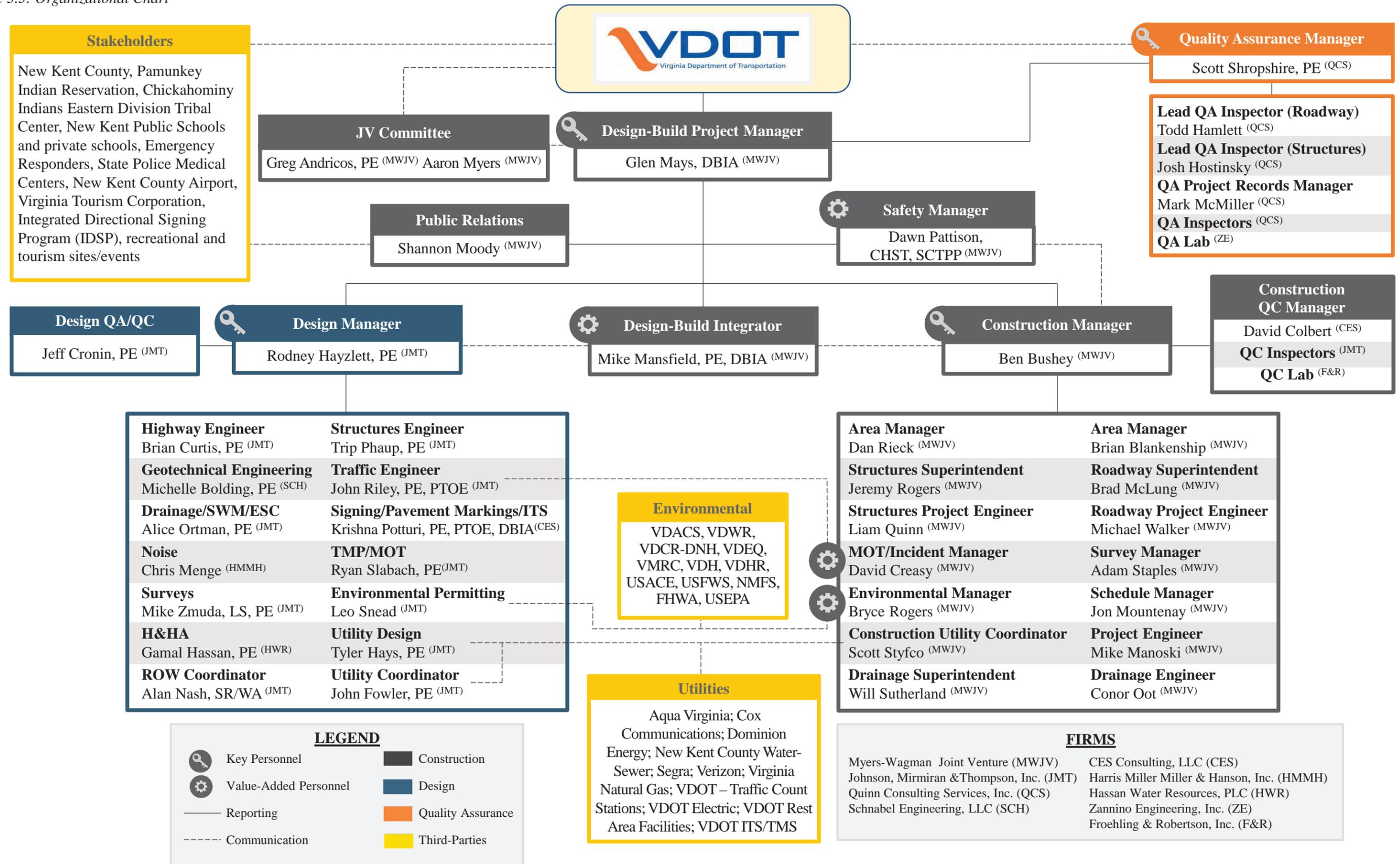
⚙️ **Safety Manager** Dawn Pattison, CHST, SCTPP, reports to DBPM Glen Mays and oversees implementation of MWJV's Safety Plan for the Project. Dawn has full authority to stop work at any time to address any safety or environmental concerns. During design, she will coordinate regularly with DM Rodney Hayzlett to proactively build safety into our Project approach. During construction, Dawn and her team will work closely with construction operations staff to incorporate safety planning and job hazard analysis into each construction work operation.

⚙️ **MOT/Incident Manager** David Creasy will report to CM Ben Bushey and integrate with VDOT's incident management team to maximize our Team's swift and effective response to the high rate of traffic accidents along the corridor, as described further in *Section 3.5.1*. David applies his experience on the heavily-traveled I-95 SB CD Lanes and I-95 NB Rappahannock River Crossing to deliver proactive planning and processes.

⚙️ **Environmental Manager** Bryce Rogers draws on his experience on I-95 NB Rappahannock River Crossing NB and will report to CM Ben Bushey. Bryce integrates environmental management requirements into construction work plans and performs daily inspections to maintain environmental compliance. He trains new employees and subcontractors with our Project-specific environmental compliance plan. Bryce has extended multiple box culverts and drainage pipes in environmentally-sensitive areas similar to the culvert described in *Section 3.5.3*.

⚙️ **DB Integrator** Mike Mansfield, PE, DBIA, reports to DBPM Glen Mays and coordinates with DM Rodney Hayzlett and CM Ben Bushey to ensure that our Team's design and construction disciplines work efficiently together. Mike leads review teams to ensure feasible constructibility and design optimization. With experience as CM for numerous VDOT projects, as well as Chief Estimator/Chief Engineer for Virginia, Mike works effectively with designers to investigate design opportunities and ensures operations have the proper approved plans.

Figure 3.3: Organizational Chart



# SECTION 3.4 EXPERIENCE OF OFFEROR'S TEAM



**3.4.1 EXPERIENCE OF OFFEROR'S TEAM**

The MWJV partnership offers singular experience (including along the I-64 corridor) that empowers us to deliver the Project on time or earlier than the original fixed completion date while limiting impacts to the traveling public.

**DESIGN-BUILD EXPERTISE:** The MWJV Team's extensive collective DB experience supports VDOT's goal of on time or early Project completion by developing the best design and construction solutions for the Project. Our Team members' experience on more than 90 DB projects across the Mid-Atlantic includes *VDOT's I-95 SB Over the Rappahannock River* and *VDOT's I-64 Segment II Widening and Reconstruction* projects. The strength of our JV Team, including Lead Designer JMT, is demonstrated by our expedited delivery of the *MD 404 Widening* project for MDOT SHA, which widened nine miles of roadway along a dangerously congested corridor in just 20 months. In collaboration with JMT, our JV Team members' DB experience includes the *NB and SB I-95 Bridges over the Rappahannock*, *US 40 / MD 715 Interchange*, and *Central Ave Streetscape and Harbor Point Connector Bridge*. JMT adds its documented reputation for the development of innovative solutions for DB projects and a diligent commitment to minimizing impacts to roadway users and local communities.

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE COMPLETION DATE:** The DB model empowers the MWJV to expedite the Project schedule and proactively address issues that could impact the Project schedule. Our Team has the capacity to capitalize on schedule acceleration opportunities as demonstrated by the accelerated opening of roadway widenings including the *MD 404 Widening*, *I-95 SB over Rappahannock*, *I-66 Outside the Beltway*, and *I-64 Segment II DB projects*. Our success can be attributed to efficiently aligning all resources required for the Project, implementing design and construction innovations that optimize production, and developing a resource-loaded CPM schedule that drives all long-term and short-term planning.

**INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:** The MWJV design discipline and construction experts fully analyze conceptual designs to identify opportunities and risks that could impact the Project cost and schedule. We also assess the environmental, traffic, and stakeholder impacts associated with possible design and construction solutions. We then weigh potential solutions against VDOT's project goals to provide a design solution and construction approach that balances these competing priorities.

**LIMITING IMPACTS TO THE TRAVELING PUBLIC AND AFFECTED COMMUNITIES:** The MWJV's extensive experience from more than 230 interstate widening projects supports our approach to reduce construction impacts for the traveling public and minimize congestion due to construction. Furthermore, our Team members commitment to roadway user and worker safety leads to an MOT approach that maximizes safety. By self-performing the majority of construction (including self-supplied asphalt pavement from our New Kent plant), our Team will minimize construction impacts while controlling costs and schedule for off-peak work.

**WORK HISTORY EXAMPLES:** Our Team's work history forms reflect our past DB success for the Department. We are also highlighting our shared success as a Team on the MD 404 DB project. All projects closely mirror the scope for the I-64 GAP Segment A, as illustrated in *Figure 4.1* and described in *Appendix 3.4.1*.

*Figure 4.1: Relevance of Work History Examples*

RELEVANCE TO RFQ SELECTION CRITERIA	3.4.1(a) CONTRACTOR			3.4.1(b) DESIGNER		
	VDOT DB I-95 SB over Rappahannock	VDOT DB I-64 Segment II	MD SHA DB MD 404	VDOT DB I-95 NB over Rappahannock	VDOT DB I-95 SB over Rappahannock	VDOT DB Fairfax County Pkwy
MWJV Firm Participation	Wagman; JMT	Myers	Myers; Wagman; JMT	Wagman; JMT	Wagman; JMT	JMT
Design-Build	X	X	X	X	X	X
Completed On Time / Early	X	X	X	X	X	X
Innovative Techniques	X	X	X	X	X	X
Limited Impacts & Congestion	X	X	X	X	X	X

# SECTION 3.5 PROJECT RISKS



### 3.5 PROJECT RISKS

The MWJV has reviewed the RFQ Information Package as well as publicly available and open-source information along the Project corridor. This information, combined with our own insights and experiences from past projects within the region, has helped the MWJV to thoroughly develop the following specific project risks. Successful risk management begins by identifying all possible risks. We conducted a risk workshop modeled on the system VDOT uses to assess and assign risks considering all viewpoints of risk, with particular focus on those risks that may affect our ability to deliver the Project on time and within budget.

The MWJV shares VDOT's commitment to environmental compliance. Our DB process includes strict adherence to the environmental commitments required by NEPA, comprehensive training for all self-perform and subcontractor staff, and robust monitoring to maintain proper controls on-site and ensure the Project maintains compliance with all VDOT and DEQ requirements. Our Team plans to break this Project's sequence into manageable work areas, limiting the risk of exposing the entire Project corridor when meeting environmental compliance requirements. Considering all elements, our team has selected the following three risks as critical and relevant to the Project's success and for further discussion within this SOQ.

#### **RISK 1: MAINTENANCE OF TRAFFIC AND SAFETY DURING CONSTRUCTION**

**WHY THE RISK IS CRITICAL:** I-64 is a crucial east-west artery carrying 61,180 vehicles per day consisting of local traffic, commuters, commercial vehicles, and tourists traveling to and from Richmond and Hampton Roads, as well as serving as a Hurricane Evacuation Route. The combination of these traffic volumes with high travel speeds (existing posted speed of 70 mph) compounds the importance of a comprehensive TMP. This Project must preserve the traffic mobility for rush hour commuters and seasonal tourist traffic, as well as ensuring safety for the traveling public, emergency responders, incident management response, and construction personnel.

Most of the Project length along I-64 has a minimal left shoulder, a forested median, and two travel lanes in each direction. This constrained Project footprint will necessitate the use of precast traffic barrier service for the length of the Project to safely protect construction workers and the traveling public along I-64. Precast traffic barriers effectively narrow the roadway/recovery area and are themselves hard objects within the clear zone. They also create a less forgiving environment for traffic and restrict access to the work zone for construction vehicles and emergency responders. Detailed Project elements our Team has identified as the basis of this critical risk include:

- **Multiple traffic shifts** to safely construct the new pavement in the median. Traffic will be shifted onto the existing outside shoulders, which must first be strengthened to accommodate the daily traffic.
- **Construction access** to the median work zone on a high speed / high volume roadway requires thorough planning to maintain construction efficiency and manage driver expectations. Trucks will enter / exit via I-64's left thru lane (fast lane) and need to safely exit and merge into the thru traffic. Speed differentials on high speed and high-volume roadways are one of the leading causes of work zone crashes.
- **Full depth pavement reconstruction** of the existing travel lanes at the Exit 205 interchange will require traffic to shift entirely off the existing pavement and onto newly constructed temporary pavement where the proposed widening section is not sufficient in width to maintain traffic during the reconstruction.
- **Accommodation of seasonal beach traffic** along I-64 during construction which produces different peak and off-peak traffic volumes in each of the four seasons of the year.
- **Pinch Points** along the corridor create backups as traffic slows approaching areas that appear narrow around some of the existing structures. Examples of pinch points include the I-64 WB / Rte 33 underpass, where existing piers are on the edge of the shoulder, and the acceleration merge lane from Rte 33 that passes under the bridge in the same area. Traffic shifts in this area require barrier on both sides of the roadway. With barrier adjacent to both travel and merge lanes, a "cattle chute" effect results, leading motorists to slow down, creating congestion, and impeding the access of emergency vehicles.

**POTENTIAL IMPACTS:** From a shared viewpoint, safety, public convenience, and disruptions to travel and commerce in this highly congested area are at risk. Disruptions to material delivery and work operations impact safety and public opinion as well as the construction schedule. Inadequately planning and communicating construction activities to the traveling public could have the following potentially severe consequences:

- Amplified safety hazards for both the contractor and traveling public due to narrowing of the travel lanes and shoulders, shifting lane alignments / traffic patterns, and heavy use of concrete barriers.
- Travel delays which impact area businesses, residents, and project stakeholders.
- Negative public perception for the Project and complaints to VDOT.
- Increased response time for emergency vehicles.

**MITIGATION STRATEGIES:**

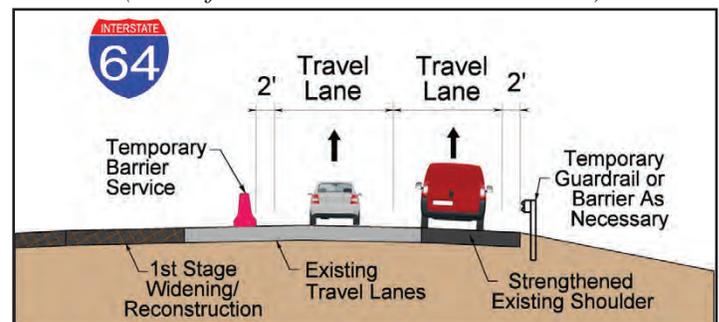
**Existing Shoulder Strengthening:** To begin construction in the median area, we anticipate temporarily running traffic partially on the existing outside shoulder as illustrated in *Figure 5.1*. This will require a thorough analysis of the existing shoulder pavement to verify adequacy. The temporary pavement design analysis will be based on traffic volumes and construction duration, and will include an additional factor of safety in the design. We will confirm geometric compliance for temporary traffic conditions for speed, cross slope, lateral and overhead clearances, and temporary drainage, along with any other impediments to the design criteria.

We will ensure that the temporary pavement design is adequate for the Project’s construction and meets or exceeds the traffic loading requirements. Our team members successfully designed and constructed temporary pavement on both SB and NB Rappahannock River Crossing projects, in which the temporary shoulder pavement strengthening performed well and remained stable throughout the duration of construction.

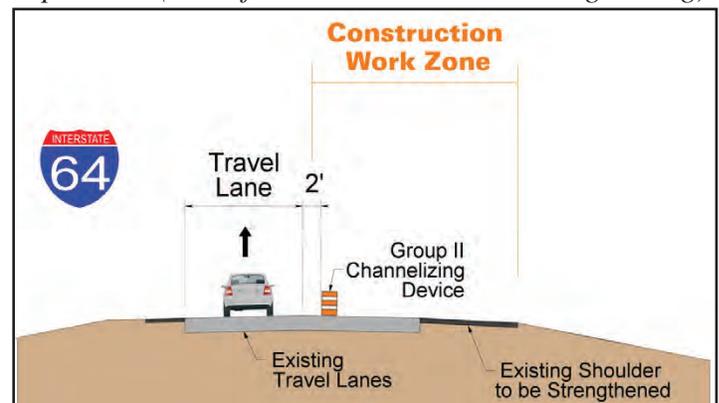
To minimize traffic impacts, we can complete shoulder strengthening during off-peak hours using temporary lane closures for the nighttime mobile operations, where the shoulder is milled and stone removed to a specified depth. The milled material will be immediately replaced with a thicker asphalt section during the same night, opening to full traffic capacity each morning. On the I-64 Segment II Project, our team members completed shoulder strengthening work during off-peak night hours to minimize additional construction-induced congestion along the I-64 corridor.

**Maintaining Shoulders:** Where feasible, the MWJV will strive to maintain a full paved shoulder width for incident management. This increased shoulder width will prevent additional delays and congestion during construction due to incidents occurring along the Project corridor. In areas where this is not possible, we will design temporary pull offs as required by the VA WAPM to be placed when shoulders are removed for distances longer than two (2) miles. These will be shifted along the length of the Project to allow construction of the median improvements where the temporary pull offs pinch into the median work zone area.

*Figure 5.1: Temporary Traffic Shift to Outside Shoulder (MOT for Median Area Construction)*



*Figure 5.2: Nighttime Temporary Lane Closure-Mobile Operation (MOT for Outside Shoulder Strengthening)*



**Thorough / Effective Transportation Management Plan (TMP):** Sound TMP strategies to minimize disruption to the traffic flow will ensure positive and supportive public perception of the Project. Our TMP/MOT Lead, Ryan Slabach, will implement successful MOT strategies (shoulder strengthening, traffic shifts, safe construction ingress/egress, etc.) used on our recent I-95 SB and NB over the Rappahannock River DB interstate widening projects to mitigate construction impacts on traffic safety and congestion. In areas where full reconstruction is required (e.g., Exit 205), the MWJV team will evaluate whether traffic can be safely maintained under the existing bridges. If not, we will explore options such as mainline travel lanes diverted to the median area, ramp movement diversions with temporary signal, and crossovers with barrier-separated opposing traffic on WB lanes.

To improve workflow for earthwork and drainage, while maintaining environmental compliance and minimizing disruptions to the traveling public, the MWJV anticipates dividing the 10-mi-long Project into two work areas, East & West (Figure 5.3). This approach allows sharing of resources, creating an efficient work operation while developing schedule certainty. The work area limits will be established during design development, but a high point between Allen’s Run and Toe Ink Swamp looks promising.

Figure 5.3: MWJV’s Preliminary Work Areas to Expedite Construction and Minimize Risk



Our design and construction team members will work closely together to develop efficient construction phasing, determining safe and effective work zone strategies (temporary traffic control plans), and ensuring proper traffic operations management in accordance with a detailed and approved TMP. We will always provide clear direction to drivers, notify motorists in advance of changing traffic patterns, and develop a safe work zone for the traveling public. We will support the Project communications team to develop visualizations and graphics needed for public outreach to notify the traveling public of changes in traffic patterns.

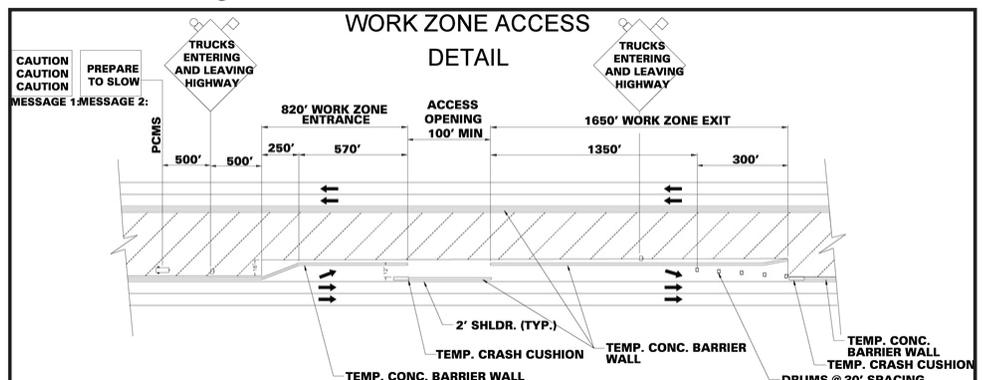
The TMP will ensure an acceptable Level of Service (LOS) will be maintained during construction. We accomplish this by collecting current traffic volumes and analyzing all potential MOT operations using VDOT spreadsheet Basic Work Zone HCM tool, HCS, or microsimulation software to ensure temporary lane closures are limited to the hours of least impact, which is especially critical to account for the seasonal variations in traffic volumes. Our MOT/Incident Manager, David Creasy, is currently employing similar strategies (designed by JMT) on the I-95 over Rappahannock NB DB project and will apply lessons learned to this Project.

**Safe Ingress / Egress**

**Construction Access Plan:**

The MWJV will implement our construction access entrance details with the full acceleration and deceleration lanes as utilized on the I-95 SB & NB Rappahannock River crossing projects. Doing so

Figure 5.4: Construction access entrance detail



successfully mitigates potentially dangerous speed differentials between trucks entering and exiting the median and high-speed traffic in the left lane which exceeds VDOT and AASHTO requirements as shown in *Figure 5.4*.

**Incident Management Plan (IMP):** The MWJV will prepare for unexpected and unplanned events such as disabled vehicles, accidents, emergencies, and other special occasions. We will develop an incident management plan to provide the following:

- MOT/Incident Management Coordinator David Creasy (FHWA SHRP2 “TIM” Response Training, FEMA ICS/NIMS 100, 200 & 700, and Approved Hazardous Materials training certifications) is on-site single point of contact for emergency responders.
- On-call towing services to quickly respond to disabled vehicles.
- Law enforcement, fire, and ambulance access to work zone during incidents.
- Coordination with first responders and TOC.
- 24/7 contacts for emergency notification of incident.
- Live working document that is coordinated and regularly updated inclusive of signage.
- Agency/Stakeholder responsivity matrix.
- Pre-staged detour equipment and material needs.
- Pre-planned messages for various incident types.
- Kick-off meeting with area first responders.
- Identification of clear, distinct roles for all stakeholders
- Incident Management Coordinator will be in charge until VDOT, or State Police, arrive.

**ROLE OF VDOT AND OTHER AGENCIES:** We anticipate VDOT’s role to be associated with review and approval of the Temporary Traffic Control Plans and TMP. We also anticipate that VDOT will remain involved in the public outreach process during design and construction, communicating any traffic pattern changes to the public, first responders, coordinating with state police, and key Project stakeholders. During construction we also anticipate that VDOT will remain active to integrate our work activities into VDOT’s LCAMS system. Our Team understands the importance of working with VDOT and related representatives as a part of maintaining a safe work zone for motorists and our construction team.

## **RISK 2: POOR SOILS CONDITIONS**

**WHY THE RISK IS CRITICAL:** Geotechnical considerations will play a critical role in the design and construction of bridges, stormwater structures, earthwork and grading, pavement, and construction sequencing for the Project. The ability to use onsite soils efficiently during construction is especially critical to the Project due to the large scale of earthwork operations required to construct new pavements both inside and outside the median. Within the Project limits, we anticipate the following specific challenges with onsite soils:

- Loose/soft, wet, highly plastic, low strength, or containing deleterious material.
- Unsuitable material at pavement subgrade.
- High settlement at proposed fill embankments and bridge approaches.
- Corrosive soil damaging structures and preventing vegetative growth.
- Adequate slope stability for new embankments and proposed walls.

Our Geotechnical Engineer, Schnabel Engineering, has provided geotechnical engineering services for several commercial projects along this Project’s section of I-64 and has worked in New Kent County for more than 30 years, gaining a thorough understanding of the local geologic conditions and their associated risks. The Project site crosses several geologic units that can contain poor soils including unknown existing fill, alluvial soils, and the Bacons Castle and Chesapeake Formations.

Soils of unknown origin placed during previous construction activities are anticipated across the Project site. These soils may contain deleterious material consisting of old concrete structures, tree stumps, topsoil, and other material that was unsuitable for use during construction of the existing interstate, as wasted soils were commonly placed in the median during interstate construction in Virginia.

Alluvial soils are encountered near tributaries of the Chickahominy River and may include soft clay and loose sand with some organic matter. These soils typically have low strength, high compressibility, high plasticity, high shrink-swell potential, high moisture content, high organic content, and low California Bearing Ratio (CBR). They may cause high initial (primary) and long-term (secondary) settlements below new embankment fill and are typically unsuitable for support of pavement and structures.

The Bacons Castle and Chesapeake Formations consist of layers of medium-stiff clay and loose to medium dense sand. Much of the clay in this formation could be considered unsuitable for pavement support when it exhibits high plasticity, high shrink-swell potential, high moisture content, and low CBR. The formations are known to contain acid-sulfate soils, which contain iron sulfide minerals that oxidize when exposed to air and become highly corrosive, prohibit the growth of vegetation, and cause staining to concrete structures exposed to surface runoff.

The biggest influence of a soil’s performance during earthwork construction is the moisture content of the existing soils. Soils that are excessively wet due to high groundwater or poor drainage delay the Project when they need to be either removed, replaced, or treated. The risks associated with remediating wet soil include delays in the Project schedule and increased costs. The MWJV anticipates wet soils will be encountered across the Project site and considers this risk critical to delivering the project on time and on budget.

Geotechnical exploration performed in accordance with Chapter III of the VDOT Manual of Instruction (MOI) during the design phase cannot fully identify the presence of problematic soils because soil is non-homogenous and can vary significantly even within the same area. The risks of poor on-site soil negatively impacting the project are high, due to the local geology and construction practices for the original interstate.

**POTENTIAL IMPACTS:** Poor soils can impact every aspect of the Project including construction sequencing, earthwork, foundation design, pavements, slopes, and stormwater management. Poor soil requires time and resources to address during construction. The costs and time associated with addressing poor on-site soil increase significantly if not identified in the early stages of the Project.

Due to the limitations in testing and variability of soil conditions across the 10-mile-long Project corridor, the specific locations of all problematic soils will not be fully known until construction begins. When poor soils are encountered in unanticipated areas during construction, removal or remediation is required before construction can continue, causing potentially severe delays and incurring additional costs.

In addition to having poor soils on site that are unsuitable for reuse due to being loose/soft, highly plastic, low strength, or containing deleterious material; soils that are suitable for reuse may become excessively wet due to weather events during construction. Removing or treating unsuitable soil on the Project site can be very costly and time-intensive, causing extensive scheduling delays and cost overruns. Furthermore, the removal of unsuitable soils from the Project site will also incur traffic impacts.

The presence of acid-sulfate soils negatively impacts concrete and steel structures and the ability for vegetation growth. If we do not identify and treat these soils, or properly design the structures for exposure to these soils, the long-term success of the Project may be in jeopardy causing future costly repairs by VDOT.

*Figure 5.5: Soil cement stabilization verification for the I-95 SB Rappahannock project*



**MITIGATION STRATEGIES:** The MWJV takes a holistic approach to addressing the geotechnical aspects of the Project by understanding the on-site soils, identifying their potential impact to the Project budget and schedule, collaborating with the various disciplines to develop optimal remediation strategies, incorporating mitigation measures into the Project schedule, coordinating closely with the geotechnical engineer throughout construction, and self-performing many of the remediation techniques to limit impacts to the overall Project. Geotechnical Engineer Michelle Bolding (Schnabel) has over 17 years of geotechnical experience and more than five years working with our design and construction teams near-daily as the geotechnical engineer for both I-95 Rappahannock River Crossing projects.

The MWJV Team will perform extensive project planning early in the Project to identify the poor soils throughout the project corridor, including evaluating the available information (geologic maps, historical plans, and available geotechnical data) and identifying the on-site soils that have the potential to negatively impact the Project. Early identification and increased definition of geotechnical concerns will allow our Team to optimize the remediation needed and incorporate these solutions into the Project schedule.

The Team successfully implemented non-geotechnical solutions to mitigate problematic soils by working closely with structural, roadway, and stormwater designers to optimize the project by lowering the risks associated with the on-site soils. For example, when Potomac Formation clay, which is known to have long-term stability issues, was located within a critical cut slope on the I-95 NB Rappahannock River Crossing project, Schnabel worked closely with JMT to make modifications to the roadway and drainage design in the area to limit the impact of these materials, so the construction team was able to perform the remediation required within the Project schedule. These problematic soils were identified during design and the solution was incorporated into the Project schedule.

In addition to the geotechnical exploration required to meet the project requirements and Chapter III of the MOI, the Team will perform additional studies to better characterize the on-site soils and better delineate the presence and limits of poor soils. In addition to traditional borings and lab testing, the Team will use in-situ cone penetrometer (CPT), dilatometer (DMT) testing, and geophysical methods to evaluate the on-site soils. CPT and DMT soundings can also be used to optimize other aspects of the project including bridge and culvert foundation design, seismic site class, and evaluation of embankment settlements.

The Team will perform additional soil laboratory testing to meet or exceed the Project requirements and provide remediation methods for the unsuitable soils encountered, specifically performing the analysis and testing required to chemically treat unsuitable soils in place, reducing the quantity of unsuitable soils that need to be removed and replaced from the project site. We will proactively develop soil-cement and soil-lime chemical stabilization treatments according to the MOI and associated Virginia Test Methods (VTMs).

To address the potential impacts of acid-sulfate soils, the Team will perform a thorough evaluation of the geologic conditions on site to identify Tertiary soils that are potentially acidic, perform pH, total sulfur, and acid-base account tests to consider for design and determine the lime demand to neutralize acidity during construction, and discuss options to avoid these problematic soils with the Team.

The advantages of proactively identifying and providing prescriptive solutions during the design phase and prior to construction for poor soils are extensive. Multiple mitigation techniques may be needed to remediate poor soils when encountered based on the Project constraints and those techniques sometimes require extensive laboratory testing and analysis that are difficult to perform during construction. In addition to helping keep the project on schedule and on budget, the ability to treat soil on-site (instead of removing and replacing the soil) decreases the number of trucks entering and leaving the site, improving public safety.

The MWJV has a proven history of a strong relationship between the construction team and geotechnical engineer during construction. Our construction approach to mitigating the risk associated with poor soils include close coordination with the geotechnical engineer throughout construction to expedite validating anticipated design

solutions. In addition, the MWJV is prepared to self-perform the soils remediation work associated with remediation and chemical stabilization to limit the need to remove and replace unsuitable soils due to high moisture content. Self-performing this work allows the MWJV to manage the potential cost and schedule impacts associated with poor soils conditions and provides a high level of schedule certainty.

During construction of VDOT's I-95 SB Rappahannock River Crossing project, Schnabel provided on-call consultation services for MWJV team members to assess issues and provide remediation that would limit the project impacts. Some of these remediations included soil-lime stabilization of highly plastic soils and soil cement stabilization of soft/loose soils encountered at the pavement subgrade. The construction team notified Schnabel of potentially unsuitable soil when encountered, and Geotechnical Engineer Michelle Bolding evaluated the soil and provided remediation based on her evaluations, allowing the Project to remain on schedule. She was also present during construction to verify remediation methods performed as planned, including the verification of soil cement stabilization as shown in *Figure 5.5* (previous page).

The MWJV self-performed chemical stabilization and successfully utilized soil cement stabilization on the I-64 Segment II and Richmond Airport Taxiway M projects. Self-performing the soil stabilization required on the I-64 Segment II project, as shown in *Figure 5.6*, helped our team members open the roadway to traffic ahead of substantial completion milestone. With support from Schnabel for geotechnical services on the Taxiway M project, we successfully implemented chemical subgrade stabilization using Calciment when the on-site soils were unable to be treated effectively with cement or lime.

#### **ROLE OF VDOT AND OTHER AGENCIES:**

VDOT will provide review and oversight during design and construction. When identified early in the Project, the remediation of unsuitable soils will decrease the amount of VDOT's OIA/OVST effort. Without these preemptive mitigation techniques, VDOT would be required to evaluate and review remediation solutions during construction. Additionally, VDOT will ultimately maintain the roadway, so long-term success is crucial to overall project success.

*Figure 5.6: Self-performed soil stabilization on the I-64 Segment II Project*



### **RISK 3: CONSTRUCTION OF THE ROAD WIDENING, CULVERT EXTENSION, AND RETAINING WALL ALONG I-64 WB LANES FROM STA. 4993+80 TO STA. 5003+46**

**WHY THE RISK IS CRITICAL:** A key scope element of the widening includes constructing a culvert extension and retaining wall along the WB lanes adjacent to Higgins Swamp (from approximately Sta 4993+80 to 5003+46). To improve the safety of vehicles entering WB I-64 from Exit 205, the Project widens the three WB lanes to the outside and will add an acceleration (auxiliary) lane and shoulder and will adjust the on-ramp geometry of the Rte 33 interchange (Exit 205). To prevent earth fill placement in Higgins Swamp, the Project adds a new retaining wall (approximately 964-ft long) along the outside of the new acceleration lane and shoulder where it is adjacent to the swamp and extends the existing 6 ft x 6 ft quad box culvert that carries flow south under I-64 WB as shown in *Figure 5.7*.

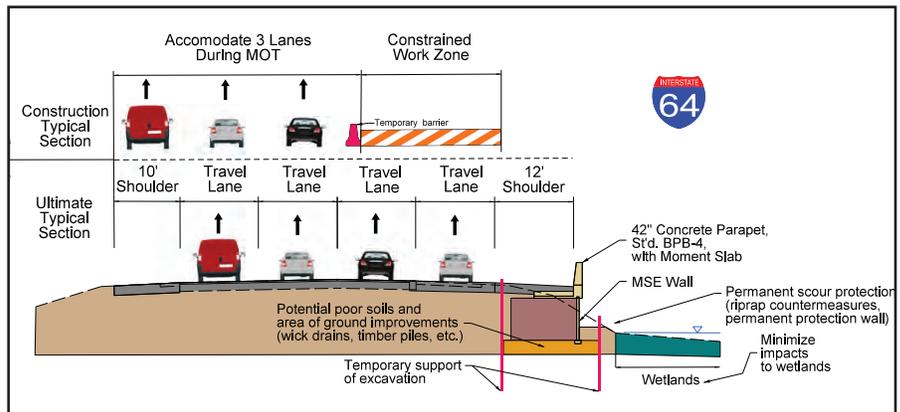
Previous widening of I-64 to three lanes from west of the Project to Exit 200 extended the existing culverts under both EB and WB towards the median and added the third lane in each direction of I-64 along this widened section. During construction of the previous culvert extension, the team encountered significant issues with recurrent

flooding and poor soil conditions that impacted the schedule. The GAP Project location is near where the Chickahominy River channel crosses under I-64, and this river and the adjacent areas (including Higgins Swamp) experience heavy flow during major rain events. The flow spreads out along the relatively low-lying adjacent areas and induces flooding in the swamp.

In addition to flooding, we anticipate the presence of soft and organic material

along the road widening and retaining wall and at the proposed culvert extension. The RFQ Plans indicate that an MSE wall will provide grade separation in this area. VDOT standards typically prohibit MSE walls in floodplains and tidal areas. Due to the anticipated poor soils and wall limitations in this area, geotechnical concerns include excessive settlements, culvert foundation support, wall stability and type, and the need for ground improvement. Construction access in and adjacent to the swamp area will be difficult within the limit of disturbance, may impact marked wetlands, and will require permitting. Construction access may require a causeway or trestle to permit access adjacent to or in the swamp. Limited outside shoulder work area along the existing WB lanes creates potential access problems as there is little room to temporarily shift traffic towards the median.

Figure 5.7: Cross-section of lanes and new retaining wall



**POTENTIAL IMPACTS:** Design approvals introduce a number of potential schedule delays to the Project. Challenges to maintaining the schedule include:

- The retaining wall and culvert extension are located within and adjacent to a FEMA Zone A floodplain. We will conduct a hydraulic analysis to show that the proposed design solution does not increase water surface elevations (achieving a no-rise). If a no-rise is not possible, coordination with FEMA will be required to go through the lengthy CLOMR/LOMR map revision process.
- The retaining wall and culvert extension are also located within delineated wetlands. Initial design and permitting require engagement of the regulatory agencies, including FEMA, to address the existing floodplain, and VMRC, VDEQ, and USACE to address wetland and waters of the US impacts and to secure the permits. Coordination with various environmental review agencies requires confirming the delineated wetlands, developing mitigation strategies such as credit purchases, and obtaining environmental permits—all of which must be accounted for in the Project schedule.
- The MWJV will evaluate the culvert for short-term (primary) and long-term (secondary) settlement. In addition to the new construction being impacted by settlement, the existing culvert will also be exposed to new loads potentially causing settlement on the existing embankment and structure.
- The RFQ plans depict an MSE retaining wall system in the area of the culvert extension. *VDOT S&B Design Aids, Part 2, Chapter 18* states, “MSE walls are prohibited in floodplains unless design approval is granted by the District Structure and Bridge Engineer.” Since the proposed wall is in and adjacent to the FEMA Zone A floodplain described above, we will need to request design approval. Use of MSE walls in floodplains usually requires additional protections that impact the Project schedule and cost, including using geotextile fabric to separate free draining select backfill material from the existing retained earth material and installing scour countermeasures along the front of the wall.

Existing conditions and the likelihood of flooding will hamper construction operations and slow access to work areas to complete the retaining wall and culvert extension in the swamp.

- Maintenance of the water infiltration around the culvert extension will require extensive and continual dewatering operations to maintain the work area during construction. In addition, flooding of the work area will require time to complete clean up, increasing the cost and time required for these temporary works.
- The existing poor ground conditions will require ground improvements which will increase the cost and time needed to construct the culvert extension and retaining wall.
- Wall and culvert footing foundation construction will require access to ground level in the swamp and wetlands area. Access by a causeway or trestle will be necessary for caisson, pile, or other foundation construction for the culvert extension and flooding will restrict this access during periods of high water.
- Traffic impacts along the WB lanes are also critical. The construction operational issues from flooding will lead to lane closures along the I-64 lanes if high water overtops the roadway. As noted in the RFQ documents' Corridor Operational Analysis, traffic during the summer months is substantially higher through the corridor and the area around Exit 205 has an increased rate of crashes and congestion. This peak travel period coincides with the seasonal increase in events that could impact constructing the widening in an efficient manner.

**MITIGATION STRATEGIES:** During the RFP phase, our preliminary design will examine the potential to eliminate the need for the outside retaining wall and culvert extension. Exploring possible geometric solutions could mitigate or avoid impacts to the wetlands area north of I-64 and eliminate the need to extend the box culvert on the outside of I-64. One potential solution (shown in *Figure 5.8*) involves gradually shifting WB I-64 and the extended acceleration lane to the south as soon as it crosses under Rte 33, widening and extending the box culvert into the median and then gradually shifting WB I-64 back to match existing lanes.

*Figure 5.8: Potential Geometric Solution to Mitigate Impacts to Higgins Swamp*



Another alternative involves separating the two entrance ramps onto WB I-64 providing back to back acceleration lanes, tapers, and separation meeting AASHTO standards. Increasing the entrance curve radii to 35 mph of the NB to WB on-ramp will reduce the required acceleration lane and potentially allow all improvements to end prior to the box culvert at Sta 4998. Any potential geometric solution will be evaluated to ensure proper traffic and safety operations and minimize environmental impacts.

We recognize that VDOT may not approve different geometric solutions over the RFQ conceptual design. We examined other non-geometric solutions to mitigate the risk of wall construction and culvert extension. Selection of the type of wall critically drives means and methods. The current scope calls for an MSE-type system. We propose designing a top-down constructed retaining wall system. Top-down wall construction techniques help mitigate the access issues and eliminate the need for a design waiver from VDOT S&B. This design limits the need for excavation support—and on-going dewatering—in the swamp to complete foundation and wall construction.

Two potential top-down wall options include a marine-grade steel sheetpile wall or a prestressed concrete sheetpile wall with concrete cap, barrier and moment slab system. Installing these walls from the I-64 WB shoulder limits the impact of construction activity in the swamp and wetlands area. As shown in *Figure 5.9*, Myers constructed a similar sheet pile wall type solution on the VDOT A61 Rte 58 (Laskin Rd) widening project in Virginia Beach. The MWJV's in-house capabilities to design and construct top down walls, tie-backs, ground improvements or unique foundations such as micro-pile, augercast pile or caissons mitigates potential cost and schedule risk associated with walls.

The MWJV will also accelerate the design and permitting at this location to mitigate risk if the RFQ geometric alignment is used. Breakout packages focusing on advanced designs within the culvert extension and wall portion of the Project will be developed early; this will allow for the lengthy permitting and floodplain reviews to start earlier and remain off the project critical path.

The culvert extension requires additional mitigation means and methods to address the presence of poor soil conditions and standing water in the swamp. As the extension requires work in the swamp, it will also require specific means to keep water out of the construction area and maintain flow through the existing channel. MWJV will install excavation support to maintain a dry and accessible work area. Our design for temporary support will develop a sheetpile cofferdam system to mitigate the water intrusion by driving temporary sheets to an elevation, cutting off water upwelling and reducing the amount of on-going dewatering within the cofferdam. To expedite culvert construction, one possible solution is the use of precast concrete box culvert sections with a closure pour to tie into the existing culvert. This approach eliminates the majority of the forming and cast-in-place concrete work required for a fully cast-in-place concrete culvert. The precast concrete box sections could be installed from the I-64 WB lanes to limit wetland impacts.

Using deep foundation elements to reduce required ground improvements is another potential technique that could alleviate the poor soils conditions in the swamp area. Precast concrete piles or timber piles to support the box culvert, could be driven from the shoulder of the I-64 WB lanes and reduce the impact of causeway or trestle. Construction of the box culvert could be done within cofferdams without needing a causeway. Additional means and methods include the use of wick drains and surcharging (pre-loading). The MWJV will minimize the influence of the new construction on the existing structure by utilizing lightweight material and/or isolating the stresses caused by the new loads from the existing substructure.

**ROLE OF VDOT AND OTHER AGENCIES:** We will require VDOT's review, feedback, and timely approval of the design and construction submission packages and coordination with federal and state permitting agencies. We anticipate this Project section to be the most challenging element for design, permitting, and constructibility. Addressing potential geometric changes to the design will involve VDOT approval early in the design process. We will request early input from VDOT on wall type and ground improvement techniques, key subjects that will drive the design and constructibility of the widening in this Project area. After determining the appropriate design concept, we will require VDOT's assistance to expedite necessary permit acquisition to allow for access and construction in the wetland areas.

*Figure 5.9: Wall Solution on VDOT's A61 Rte 58 (Laskin Rd) Widening Project*



**APPENDIX 2.10**  
**FORM C-78-RFQ**



**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00122166DB119  
PROJECT NO.: 0064-063-623

**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 – December 16, 2022  
(Date)
2. Cover letter of RFQ Addendum #1 – December 27, 2022  
(Date)
3. Cover letter of RFQ Addendum #2 – January 12, 2023  
(Date)

  
\_\_\_\_\_  
SIGNATURE

January 26, 2023  
\_\_\_\_\_  
DATE

Gregory M. Andricos, P.E.  
\_\_\_\_\_  
PRINTED NAME

Principal Officer  
\_\_\_\_\_  
TITLE

# APPENDIX 3.1.2 SOQ CHECKLIST

**ATTACHMENT 3.1.2**

**Project: 0064-063-623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

**Project: 0064-063-623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix 3.2.10
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix 3.2.10
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix 3.2.10
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix 3.2.10
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix 3.2.10
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
<b>Offeror's Team Structure</b>				2 – 4
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2-3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix 3.3.1

**ATTACHMENT 3.1.2**

**Project: 0064-063-623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

# APPENDIX 3.2.6 LIST OF AFFILIATED AND SUBSIDIARY COMPANIES



## ATTACHMENT 3.2.6

### State Project No. 0064-063-623

#### 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"/> <b>The Offeror does not have any affiliated or subsidiary companies.</b>		
<input type="checkbox"/> <b>Affiliated and/ or subsidiary companies of the Offeror are listed below.</b>		
<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Allan Myers VA, Inc.	301 Concourse Blvd, Suite 300, Glen Allen, VA 23059
Affiliate	Allan Myers, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan A. Myers, Co.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers DE, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Management, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials MD, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers Materials PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Materials, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	Allan Myers MD, Inc.	2011 Bel Air Rd, PO Box 278, Fallston MD 21407
Affiliate	Allan Myers PA, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers Transport Co.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Allan Myers, L.P.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	Compass Quarries, Inc.	638 Lancaster Ave, Malvern PA 19355
Affiliate	The Myers Group, Inc.	1805 Berks Rd, PO Box 98, Worcester PA 19490
Affiliate	FAM Construction, LLC	3877 Fairfax Ridge Road, Suite 300C, Fairfax VA 22030
Affiliate	US 460 Mobility Partners, LLC	7025 Harbour View Blvd, Suffolk VA 23435



# APPENDIX 3.2.7 DEBARMENT FORMS



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-063-623

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

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

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

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

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

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

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

  
\_\_\_\_\_  
Signature

January 26, 2023  
\_\_\_\_\_  
Date

Principal Officer  
\_\_\_\_\_  
Title

Myers - Wagman JV  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

**Project No.: 0064-063-623**

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

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

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

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

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

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

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



\_\_\_\_\_  
Signature

1/16/2023

\_\_\_\_\_  
Date

Executive Vice President of Operations

\_\_\_\_\_  
Title

Allan Myers VA, Inc.

\_\_\_\_\_  
Name of Firm

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-063-623

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

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

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

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

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

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

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



Signature

January 26, 2023

Date

President & COO

Title

Wagman Heavy Civil, Inc.

Name of Firm

**ATTACHMENT 3.2.7(b)**

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

**Project No.: 0064-063-623**

- 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

01/19/2023

Date

Senior Vice President

Title

Johnson, Mirmiran & Thompson, Inc.

Name of Firm

**ATTACHMENT 3.2.7(b)**

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

**Project No.: 0064-063-623**

- 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

1/12/2023  
Date

President  
Title

Quinn Consulting Services, Inc.  
Name of Firm

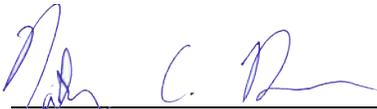
**ATTACHMENT 3.2.7(b)**

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

**Project No.: 0064-063-623**

- 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

1-17-2023

Date

Nate Dumas, Senior Associate

Title

Schnabel Engineering, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-063-623**

- 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.

	1/19/2023	President
Signature	Date	Title

CES CONSULTING LLC

---

Name of Firm

**ATTACHMENT 3.2.7(b)**

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

**Project No.: 0064-063-623**

- 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

1/19/2023

\_\_\_\_\_  
Date

President & CEO

\_\_\_\_\_  
Title

Harris Miller Miller & Hanson Inc.

\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-063-623**

- 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.

	1/17/2023	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.: 0064-063-623**

- 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.

	1/24/2023	President
Signature	Date	Title

Zannino Engineering, Inc.

---

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-063-623

- 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>1/20/23</u> _____ Date	<u>Brawett Manager</u> _____ Title
<u>FROEHLING + ROBERTSON, INC.</u> _____ Name of Firm		

# APPENDIX 3.2.8 PREQUALIFICATION LISTING



----- Forwarded message -----

From: **VDOT-Prequalification, rr** <[prequalification@vdot.virginia.gov](mailto:prequalification@vdot.virginia.gov)>

Date: Tue, Jan 3, 2023 at 10:32 AM

Subject: Joint Venture Agreement -MYERS-WAGMAN JV - Approval of JV104 (Wagman Heavy Civil, Inc & Allan Myers VA, Inc)

To: <[gmandricos@wagman.com](mailto:gmandricos@wagman.com)>, <[aaron.myers@allanmyers.com](mailto:aaron.myers@allanmyers.com)>

WAGMAN HEAVY CIVIL, INC.  
ALLAN MYERS VA, INC

Thank you for submitting the Joint Venture Agreement for **MYERS-WAGMAN JV** to the Prequalification Office.

We have processed the paperwork for approval and assigned a JV number to your request.  
This Joint Venture is assigned as # **JV104**

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

Thank you.  
Mandy Nicholas



**Prequalification Office**

*Construction Division*

Virginia Department of Transportation

1401 E. Broad Street, 12th Floor

Richmond, VA 23219

Kris Pyers, Coordinator: (804) 786-2938

Melodie Carter, Coordinator: (804) 786-0747

Mandy Nicholas, Supervisor: (804) 371-2009

[Email us!](#) or visit [VDOT's Prequalification Webpage!](#)



Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 1/25/2023

- M -

**Vendor ID:** G303  
**Vendor Name:** ALLAN MYERS VA, INC.  
**Prequal Level:** Prequalified  
**Prequal Exp:** 07/31/2023

-- PREQ Address --

301 CONCOURSE BLVD SUITE 300  
GLEN ALLEN, VA 23059  
Phone: (804)290-8500  
Fax: (804)418-7935

**Work Classes (Listed But Not Limited To)**

- 002 - GRADING
- 003 - MAJOR STRUCTURES
- 004 - ASPHALT CONCRETE PAVING
- 007 - MINOR STRUCTURES
- 013 - ROADWAY MILLING
- 171 - SURFACE TREATMENT

**Bus. Contact:** TREADWELL, MADELYN  
**Email:** MADELYN.TREADWELL@ALLANMYERS.COM

-- DBE Information --

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

**Vendor ID:** N1020  
**Vendor Name:** N TO N FIBER, INC.  
**Prequal Level:** Prequalified  
**Prequal Exp:** 07/31/2023

-- PREQ Address --

8661 VIRGINIA MEADOWS DRIVE  
MANASSAS, VA 20109  
Phone: (703)331-3884  
Fax: (703)331-3854

**Work Classes (Listed But Not Limited To)**

- 045 - UNDERGROUND UTILITIES
- 058 - DRILLING AND BLASTING
- 101 - EXCAVATING

**Bus. Contact:** NOONE, STEPHEN MICHAEL  
**Email:** INFO@NTONFIBER.COM

-- DBE Information --

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



Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 1/25/2023  
- W -

**Vendor ID:** W002  
**Vendor Name:** WAGMAN HEAVY CIVIL, INC.  
**Prequal Level:** Prequalified  
**Prequal Exp:** 10/31/2023

**-- PREQ Address --**

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

**Work Classes (Listed But Not Limited To)**

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

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

**-- DBE Information --**

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

**Vendor ID:** W1760  
**Vendor Name:** WALKER CONSTRUCTION & MATERIALS, LLC  
**Prequal Level:** Prequalified (Probationary)  
**Prequal Exp:** 10/31/2023

**-- PREQ Address --**

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

**Work Classes (Listed But Not Limited To)**

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

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

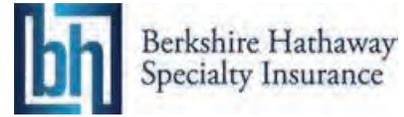
**-- DBE Information --**

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

# APPENDIX 3.2.9 SURETY LETTER



**CNA SURETY**



**151 N. Franklin Street  
Chicago, IL 60606**

Continental Casualty Company  
Zurich American Insurance Company  
Berkshire Hathaway Specialty Insurance Company

January 17, 2023

Suril R. Shah, P.E., DBIA  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 E. Broad Street  
Richmond, VA 23219  
Email Address: [suril.shah@vdot.virginia.gov](mailto:suril.shah@vdot.virginia.gov)

Re: Myers-Wagman JV  
Request for Qualification  
A Design Build Project  
I-64 GAP Segment A Widening,  
New Kent County, Virginia  
Contract No.: C00122166DB119  
State Project No.: 0064-063-623  
Estimated Contract Price: \$212,000,000.00

Dear Mr. Shah,

This letter will serve to confirm that Myers-Wagman JV is a highly regarded and valued client of Sureties: Continental Casualty Company (AM Best Rating "A" Excellent and Financial Size Category XV), Zurich American Insurance Company (AM Best Rating "A+" Excellent and Financial Size Category XV), and Berkshire Hathaway Specialty Insurance Company (AM Best Rating "A++" Excellent and Financial Size Category XV) ("Sureties"). Each of the Sureties is licensed to do business in the Commonwealth of Virginia.

The Sureties for Myers-Wagman JV advise that adequate capacity is anticipated and that Myers-Wagman JV is capable of obtaining a 100% Performance Bond and 100% Labor and Material Payment Bond, in the amount of the anticipated cost of construction, and said bonds will cover any warranty periods as provided in the contract documents on behalf of the contractor, in the event such firm be the successful bidder and enter into the contract for the project.

The Sureties have read the RFQ and Addendum and evaluated the backlogs and work in progress of Allan Myers VA, Inc. and Wagman Heavy Civil, Inc., in determining the bonding capacity for Myers-Wagman JV.

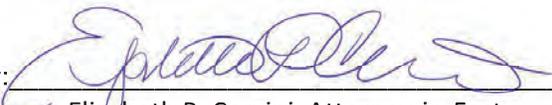
**CNA SURETY**



We have the utmost confidence in the integrity and ability of Myers-Wagman JV and believe that they have the necessary financial and operational capacities to successfully complete the referenced project.

The issuance of any bonds is contingent upon favorable underwriting review of the final project specifications, including, but not limited to contingent terms, conditions, bond forms and confirmation of complete project financing by Myers-Wagman JV and its co-sureties at the time a request for bonds is made.

Continental Casualty Company  
Zurich American Insurance Company  
Berkshire Hathaway Specialty Insurance Company

By:   
Elizabeth P. Cervini, Attorney-in-Fact



**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

**Harry C Rosenberg, David C Rosenberg, David A Johnson, Joyce M Houghton, Julia R Burnet, Matthew J Rosenberg, Stephanie S Helmig, Denise M Bruno, Jonathan F Black, Melissa J Hinde, James M Disciullo, Elizabeth P Cervini, John E Rosenberg, Individually**

of Wayne, 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 14th day of May, 2021.

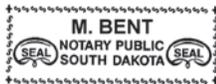


Continental Casualty Company  
National Fire Insurance Company of Hartford  
American Casualty Company of Reading, Pennsylvania

*Paul T. Bruflat*  
\_\_\_\_\_  
Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 14th day of May, 2021, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is 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 March 2, 2026

*M. Bent*  
\_\_\_\_\_  
M. Bent 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 17th day of January, 2023



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

*D. Johnson*  
\_\_\_\_\_  
D. Johnson Assistant Secretary

Form F6853-4/2012

## 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 25<sup>th</sup> 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 25<sup>th</sup> 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 25<sup>th</sup> 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. “

**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 **Harry C. ROSENBERG, Elizabeth P. CERVINI, David C. ROSENBERG, Matthew J. ROSENBERG, Denise M. BRUNO, Julia R. BURNET, Joyce M. HOUGHTON, Jonathan F. BLACK, David A. JOHNSON, Stephanie S. HELMIG, Melissa J. HINDE, James M. DISCIULLO, John E. ROSENBERG of Wayne, 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 24th day of May, A.D. 2021.



**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 24th day of May, A.D. 2021, 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, depose 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

**Authenticity of this bond can be confirmed at [bondvalidator.zurichna.com](http://bondvalidator.zurichna.com) or 410-559-8790**

**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, Vice President 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 17th day of January, 2023 .



*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](mailto:www.reportsfclaims@zurichna.com)  
800-626-4577

**Authenticity of this bond can be confirmed at [bondvalidator.zurichna.com](http://bondvalidator.zurichna.com) or 410-559-8790**

## Power Of Attorney

### BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Joyce M. Houghton, David C. Rosenberg, Jonathan F. Black, Matthew J. Rosenberg, Harry C. Rosenberg, David A. Johnson, Stephanie S. Helmig, Julia R. Burnet, Denise M. Bruno, Elizabeth P. Cervini, John E. Rosenberg, Melissa J. Hinde, James M. DiSciullo, 595 E. Swedesford Road, Suite 350 of the city of Wayne, State of Pennsylvania**, their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

**BERKSHIRE HATHAWAY SPECIALTY  
INSURANCE COMPANY,**



By:

David Fields, Executive Vice President



**NATIONAL INDEMNITY COMPANY,  
NATIONAL LIABILITY & FIRE INSURANCE COMPANY,**



By:

David Fields, Vice President

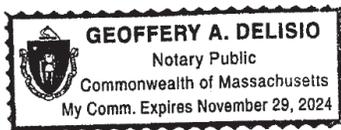


NOTARY

State of Massachusetts, County of Suffolk, ss:

On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY and Vice President of NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]




Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this January 17, 2023.




Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23<sup>rd</sup> Floor Boston, MA 02111 | (770) 625-2516 or by email at [Jennifer.Porter@bhspecialty.com](mailto:Jennifer.Porter@bhspecialty.com) THIS POWER OF ATTORNEY IS VOID IF ALTERED To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at [claimsnotice@bhspecialty.com](mailto:claimsnotice@bhspecialty.com), via fax to (617) 507-8259, or via mail.

**BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)**

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

- (1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and
- (2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

**NATIONAL INDEMNITY COMPANY (BY-LAWS)**

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

**NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)**

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

**NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)**

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

**NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)**

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

# APPENDIX 3.2.10 SCC AND DPOR INFORMATION



## ATTACHMENT 3.2.10

### State Project No. 0064-063-623

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Allan Myers VA, Inc.	01137801	Stock Corporation	Active	301 Concourse Blvd, Suite 300 Glen Allen, VA 23059	Class A Contractor	2701009872	2024-12-31
Wagman Heavy Civil, Inc.	F0198988	Stock Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractor	2701015887	2025-01-31
Johnson, Mirmiran & Thompson, Inc.	F1499013	Stock Corporation	Active	9201 Arboretum Pkwy, Suite 310 Richmond, VA 23235	Business Entity – Branch Office	0411000029	2024-02-09
Quinn Consulting Services Incorporated	04925517	Stock Corporation	Active	3130 Halifax Rd, Suite A South Boston, VA 224592	Business Entity – Branch Office	0411001544	2024-02-29
Schnabel Engineering, LLC	S0889123	Limited Liability Company	Active	9800 Jeb Stuart Pkwy, Suite 200 Glen Allen, VA 23059	Business Entity	0407004386	2023-12-31
CES Consulting, LLC	S3416007	Limited Liability Company	Active	5269 Greenwich Rd, Suite 101 Virginia Beach, VA 23462	Business Entity – Branch Office	0411001331	2024-02-29

**ATTACHMENT 3.2.10**

**State Project No. 0064-063-623**

**SCC and DPOR Information**

Harris Miller Miller & Hanson, Inc.	F1451857	Stock Corporation	Active	N/A—provides non-professional services			
Hassan Water Resources, PLC	S2293282	Limited Liability Company	Active	2255 Parkers Hill Dr Maidens, VA 23102-2244	Professional Limited Liability Company	0413000299	2023-12-31
Zannino Engineering, Inc.	04387064	Stock Corporation	Active	9915 Greenwood Rd Glen Allen, VA 23060	Business Entity	0407003572	2023-12-31
Froehling & Robertson (F&R)	00272112	Stock Corporation	Active	3015 Dumbarton Rd Richmond, VA 23228	Business Entity	0407000098	2023-12-31



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2024

NUMBER

2701009872

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



ALLAN MYERS VA INC  
301 CONCOURSE BLVD  
SUITE 300  
GLEN ALLEN, VA 23059



*Dominic J. Mello*  
Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H

NUMBER: 2701009872 EXPIRES: 12-31-2024

ALLAN MYERS VA INC  
301 CONCOURSE BLVD  
SUITE 300  
GLEN ALLEN, VA 23059



(FOLD)

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

DPOR-PC (02/2017)

## Entity Information

### Entity Information

Entity Name: Allan Myers VA, Inc.

Entity ID: 01137801

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 10/06/1967

Status Date: 11/19/2013

VA Qualification Date: 10/06/1967

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$0.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION 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

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[/clk/clk\\_contact.aspx](#) (<https://www.facebook.com/VirginiaStateCorporationCommission>)

Address: 301 Concourse Blvd Ste 300, Glen Allen, VA,  
23059 - 5659, USA

### Principal Information

Title	Director	Name	Address	Last Updated
EVP/CFO	No	DENIS P MOORE	PO BOX 98, WORCESTER, PA, 19490 - 0000, USA	10/29/2019
President	No	RICHARD DUNGAN	PO BOX 98, Worcester, PA, 19490 - 0000, USA	10/26/2020
EXECUTIVE VP - OPERATIONS	No	AARON T MYERS	301 CONCOURSE BLVD STE 300, GLEN ALLEN, VA, 23059 - 0000, USA	10/26/2020
CEO	Yes	A ROSS MYERS	PO BOX 98, WORCESTER, PA, 19490 - 0000, USA	10/29/2019
Secretary	No	TERESA S HASSON	1805 BERKS RD, WORCESTER, PA, 19490 - 0000, USA	10/29/2019

### Current Shares

Total Shares: 100000

[Filing History](#)

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

01-31-2025

NUMBER

2701015887

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



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



*Demetrios J. Melis*  
Demetrios J. Melis, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H

NUMBER: 2701015887 EXPIRES: 01-31-2025

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)

## Entity Information

### Entity Information

Entity Name: Wagman Heavy Civil, Inc.

Entity ID: F0198988

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: N/A

Status Date: 10/08/2010

VA Qualification Date: 09/20/1967

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: PA

Charter Fee: \$2500.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity

Locality: RICHMOND CITY

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

Name: CORPORATION SERVICE COMPANY

Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 -  
4100, USA

### Principal Office Address

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[/clk/clk\\_contact.aspx](#) (<https://www.facebook.com/VirginiaStateCorporationCommission>)

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

### Principal Information

<b>Title</b>	<b>Director</b>	<b>Name</b>	<b>Address</b>	<b>Last Updated</b>
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
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

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

02-29-2024

NUMBER

0411000029

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

PROFESSIONS: ENG, LS



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



*Demetrios J. Melis*  
Demetrios J. Melis, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

## Entity Information

### Entity Information

Entity Name: Johnson, Mirmiran & Thompson, Inc.

Entity ID: F1499013

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: N/A

Status Date: 10/17/2006

VA Qualification Date: 10/17/2006

Period of Duration: Perpetual

Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY  
not listed below as SPECIFIED in Section 13.1-543  
of the Code of Virginia

Annual Report Due Date: N/A

Jurisdiction: MD

Charter Fee: \$50.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: CHESTERFIELD COUNTY

RA Qualification: Officer of the Corporation

Name: ROBERT GALLAGHER

Registered Office Address: 9201 ARBORETUM PKY STE 140, RICHMOND, VA,  
23236 - 0000, USA

### Principal Office Address

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([https://www.scc.virginia.gov/cis/cis\\_contact.aspx](https://www.scc.virginia.gov/cis/cis_contact.aspx))  
 Address: 40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA  
 (<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VAStateCorpComm>)

Principal Information

Title	Director	Name	Address	Last Updated
SVP/SECRETARY	No	JAMES R. OSBORNE III	40 WIGHT AVENUE, HUNT VALLEY, MD, 21030 - 0000, USA	10/22/2021
Vice President	No	MICHAEL C. KOLAR	40 WIGHT AVENUE, HUNT VALLEY, MD, 21030 - 0000, USA	10/28/2019
President	Yes	JOHN A MOELLER	40 WIGHT AVENUE, HUNT VALLEY, MD, 21030 - 0000, USA	10/28/2019
	Yes	DANIEL CHENG	40 WIGHT AVENUE, HUTN VALLEY, MD, 21030 - 0000, USA	10/28/2019
EXEC VP/T/AST S	Yes	RICHARD SMULOVITZ	40 WIGHT AVENUE, HUNT VALLEY, MD, 21030 - 0000, USA	04/29/2022
Senior Vice President	Yes	Charles Brian Stickles	272 Bendix Road, Suite 260, Virginia Beach, VA, 23452, USA	04/21/2022
Executive Vice President	Yes	Michael J Blair	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Executive Vice President	Yes	David S. McCone	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Executive Vice President	Yes	Matthew C Natale	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	Frederick F Braerman	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	Paul F Clement	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Senior Vice President	Yes	Jill S Jameson	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	Jerome F Jurick	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022

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Title	Director	Name	Address	Last Updated
Senior Vice President	No	David M Keffer	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	David A Lookenbill	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	Michael J Rothenheber	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	Yes	Albert W Rubeling Jr.	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	Jonathan J Ryan	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	William E Schaub	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Senior Vice President	No	Matthew J Wolniak	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/27/2022
Vice President	No	Adam C Bell	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Joseph C Briggs	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Jon S Connor	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Garth T Donahue	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Sarah S Gary	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Glenn N Havinoviski	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Donald E Kemp Jr.	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Edward C Kohls	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022

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([https://www.scc.virginia.gov/clk/clk\\_contact.aspx](https://www.scc.virginia.gov/clk/clk_contact.aspx))

Title	Director	Name	Address	Last Updated
Vice President	No	Jeremy S Koser	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	Yes	Eric G Madden	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	David P Recchia	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	Michael A Sichel	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	James W Smith	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	04/28/2022
Vice President	No	David A Berry	8310 S. Valley Highway, Suite 300, Englewood, CO, 80112, USA	04/28/2022
Vice President	No	Gerard A Baxter II	601 New Jersey Ave. NW #210, Washington, DC, 20001, USA	04/28/2022
Vice President	No	David K Stickles	2400 East Commercial Blvd., Suite 800, Ft Lauderdale, FL, 33308, USA	04/29/2022
Vice President	Yes	Sergio C Quevedo	2000 E 11th Ave. #300, Tampa, FL, 33605, USA	04/28/2022
Vice President	No	Dan L Hall	2480 Fortune Dr. #220, Lexington, KY, 40509, USA	04/28/2022
Senior Vice President	No	Lloyd D Brown	1318 Patton Avenue #F, Asheville, NC, 28806, USA	04/28/2022
Vice President	No	Barry S Moose	1800E Associates Lane, Charlotte, NC, 28217, USA	04/28/2022
Vice President	No	Ambrose E Gmeiner II	1200 Lenox Dr. #101, Trenton, NJ, 08648, USA	04/28/2022
Vice President	No	Stephen J Grassetti	214 Senate Ave, Suite 102, Camp Hill, PA, 17011, USA	04/28/2022
Vice President	Yes	Irene Betelman Eells	1600 Market Street, Suite 520, Philadelphia, PA, 19103, USA	04/28/2022

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Title	Director	Name	Address	Last Updated
Vice President	No	Gary D Campbell	272 Bendix Rd., Virginia Beach, VA, 23452, USA	04/29/2022
Vice President	No	John D Fowler	272 Bendix Rd., Virginia Beach, VA, 23452, USA	04/29/2022
Vice President	No	Michael P Luning	272 Bendix Rd., Virginia Beach, VA, 23452, USA	04/29/2022
Vice President	No	Walter M Moore	272 Bendix Rd., Virginia Beach, VA, 23452, USA	04/29/2022
Senior Vice President	No	Robert T Gallagher	9201 Arboretum Pkwy #310, Richmond, VA, 23236, USA	04/29/2022
Vice President	No	Rodney N Hayzlett	9201 Arboretum Pkwy #310, Richmond, VA, 23236, USA	04/29/2022
Vice President	No	Arthelius A Phaup III	9201 Arboretum Pkwy #310, Richmond, VA, 23236, USA	04/29/2022
Vice President	No	John D Riley	9201 Arboretum Pkwy #310, Richmond, VA, 23236, USA	04/29/2022
Vice President	No	Richard D Zong	9201 Arboretum Pkwy #310, Richmond, VA, 23236, USA	04/29/2022
Vice President	No	Randy L Boyce	13921 Park Center Rd #140, Herndon, VA, 20171, USA	04/29/2022
Vice President	No	David G Hieber	13921 Park Center Rd #140, Herndon, VA, 20171, USA	04/29/2022
Vice President	No	Robert G Reed	13921 Park Center Rd #140, Herndon, VA, 20171, USA	04/29/2022
Senior Vice President	Yes	Kristi D Flagg	101 E Old Settlers Blvd, Round Rock, TX, 78664, USA	04/29/2022
Senior Vice President	Yes	David T Harrell	1909 Ailor Ave., Knoxville, TN, 37921, USA	04/29/2022
Vice President	No	Steven L Delong	5313 Campbells Run Road #100, Pittsburgh, PA, 15205, USA	04/29/2022

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Title	Director	Name	Address	Last Updated
Vice President	No	Scott D Vannoy	5313 Campbells Run Rd. #100, Pittsburgh, PA, 15205, USA	04/29/2022
Senior Vice President	No	Shawn E Reynolds	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	05/02/2022
Vice President	No	Reece M Schulter	1318 Patton Avenue #F, Asheville, NC, 28806, USA	05/02/2022
Vice President	No	Michael E Leffler	40 Wight Ave, Cockeysville, MD, 21030 - 2059, USA	05/03/2022

Current Shares

Total Shares: 1000

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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

02-29-2024

NUMBER

0411001544

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

PROFESSIONS-ENG

QUINN CONSULTING SERVICES INCORPORATED  
3130 HALIFAX RD STE A  
SOUTH BOSTON, VA 24592



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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)



*Deborah A. Miller*  
Deborah A. Miller, Director

DPOR-LIC (02/2017)

## Entity Information

### Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED

Entity ID: 04925517

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 10/24/1997

Status Date: 12/01/2008

VA Qualification Date: 10/24/1997

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$50.00

Registration Fee Due Date: Not Required

### 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

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

Department of Professional and Occupational Regulation

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EXPIRES ON

12-31-2023

NUMBER

0407004386

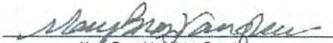
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



SCHNABEL ENGINEERING, LLC  
9800 JEB STUART PKWY STE 200  
GLEN ALLEN, VA 23059



  
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)

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407004386 EXPIRES: 12-31-2023  
PROFESSIONS: ENG  
SCHNABEL ENGINEERING, LLC  
9800 JEB STUART PKWY STE 200  
GLEN ALLEN, VA 23059



(FOLD)

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

DPOR-PC (02/2017)

## Entity Information

### Entity Information

Entity Name: Schnabel Engineering, LLC  
Entity ID: S0889123  
Entity Type: Limited Liability Company  
Entity Status: **Active**  
Series LLC: No  
Reason for Status: Active  
Formation Date: 12/19/2002  
Status Date: 11/15/2010  
VA Qualification Date: 12/19/2002  
Period of Duration: Perpetual  
Industry Code: 0 - General  
Annual Report Due Date: N/A  
Jurisdiction: VA  
Charter Fee: N/A  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity  
Locality: HENRICO COUNTY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION 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

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[https://www.scc.virginia.gov/cis/cis\\_contact.aspx](https://www.scc.virginia.gov/cis/cis_contact.aspx)  
 9800 JEB STUART PARKWAY, SUITE 200, GLEN  
 ALLEN, VA, 23059 <https://www.facebook.com/VirginiaStateCorporationCommission>  
 (https://twitter.com/VASateCorpComm)

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# DPOR License Lookup License Number 0411001331

## License Details

<b>Name</b>	CES CONSULTING LLC
<b>License Number</b>	0411001331
<b>License Description</b>	Business Entity Branch Office Registration
<b>Business Type</b>	LLC - Limited Liability Company
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	5269 GREENWICH RD SUITE 101, VIRGINIA BEACH, VA 23462
<b>Initial Certification Date</b>	2016-12-06
<b>Expiration Date</b>	2024-02-29

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

<b>License Number</b>	<b>License Holder Name</b>	<b>License Type</b>	<b>Relation Type</b>	<b>License Expiry</b>
0402026174	PERKOSKI, JULIANNE	Professional Engineer License	Engineering	2023-06-30

Showing 1 to 1 of 1 entries

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

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## Entity Information

### Entity Information

Entity Name: CES Consulting, LLC

Entity ID: S3416007

Entity Type: Limited Liability Company

Entity Status: **Active**

Series LLC: No

Reason for Status: Active

Formation Date: 10/14/2010

Status Date: 10/14/2010

VA Qualification Date: 10/14/2010

Period of Duration: Perpetual

Industry Code: 70 - Other DULY LICENSED PROFESSIONAL

ENTITY not listed below as SPECIFIED in Section  
13.1-543 of the Code of Virginia

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: N/A

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: FAIRFAX COUNTY

RA Qualification: Member or Manager of the Limited Liability  
Company

Name: AVTAR SINGH

Registered Office Address: 12423 Henderson Rd, Clifton, VA, 20124 - 2021,  
USA

Principal Office Address

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

[Filing History](#)

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## Entity Information

### Entity Information

Entity Name: Harris Miller Miller & Hanson Inc.  
Entity ID: F1451857  
Entity Type: Stock Corporation  
Entity Status: **Active**  
Series LLC: N/A  
Reason for Status: Active and In Good Standing  
Formation Date: N/A  
Status Date: 01/31/2006  
VA Qualification Date: 12/06/2000  
Period of Duration: Perpetual  
Industry Code: 0 - General  
Annual Report Due Date: N/A  
Jurisdiction: MA  
Charter Fee: \$600.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity  
Locality: HENRICO COUNTY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION 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

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700 District Ave Ste 800, Burlington, MA, 01803 - 5052, USA

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(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASateCorpComm>)

Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer	Yes	Diana Wasiuk	700 District Ave Ste 800, Burlington, MA, 01803 - 5052, USA	10/18/2022
Secretary	Yes	Kurt Hellauer	700 District Ave Ste 800, Burlington, MA, 01803 - 5052, USA	10/18/2022
Vice President	No	Eugene Reindel	8880 Cal Center Dr., Suite 430, Sacramento, CA, 95826, USA	12/18/2019
Treasurer, Chief Financial Officer	Yes	Diana Wasiuk	700 District Ave Ste 800, Burlington, MA, 01803 - 5052, USA	10/18/2022

Current Shares

Total Shares: 300000

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

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EXPIRES ON

12-31-2023

NUMBER

0413000299

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

PROFESSIONS: ENG



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



  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

## Entity Information

### Entity Information

Entity Name: Hassan Water Resources, PLC

Entity ID: S2293282

Entity Type: Limited Liability Company

Entity Status: **Active**

Series LLC: No

Reason for Status: Active

Formation Date: 07/16/2007

Status Date: 08/01/2014

VA Qualification Date: 07/16/2007

Period of Duration: Perpetual

Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY  
not listed below as SPECIFIED in Section 13.1-543  
of the Code of Virginia

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: N/A

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: GOOCHLAND COUNTY

RA Qualification: Member or Manager of the Limited Liability  
Company

Name: GAMAL E HASSAN

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

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Principal Office Address

(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASCCorpComm>)  
Address: 2550 Airport Blvd, MAIDENS, VA, 23102 - 0000, USA

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EXPIRES ON

12-31-2023

NUMBER

0407000098

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

PROFESSIONS: ENG



FROEHLING & ROBERTSON INC  
3015 DUMBARTON RD  
RICHMOND, VA 23228



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

BOARD FOR APESCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407000098 EXPIRES: 12-31-2023  
PROFESSIONS: ENG  
FROEHLING & ROBERTSON INC  
3015 DUMBARTON RD  
RICHMOND, VA 23228



(FOLD)

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

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

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EXPIRES ON

08-31-2024

NUMBER

0402022521

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



THOMAS L ZANNINO  
1400 GRAND DRIVE  
MANAKIN-SABOT, VA 23103



*Demetrios J. Melis*  
Demetrios J. Melis, Director

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

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DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

EXPIRES ON

12-31-2023

NUMBER

0407003572

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

PROFESSIONS: ENG



ZANNINO ENGINEERING INC  
9915 GREENWOOD RD  
GLEN ALLEN, VA 23060



*Mary Brez-Vaughan*  
Mary Brez-Vaughan, Director

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

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DPOR-LIC (02/2017)

## Entity Information

### Entity Information

Entity Name: ZANNINO ENGINEERING, INC.

Entity ID: 04387064

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 12/22/1994

Status Date: 12/22/1994

VA Qualification Date: 12/22/1994

Period of Duration: Perpetual

Industry Code: 70 - Other DULY LICENSED PROFESSIONAL  
ENTITY not listed below as SPECIFIED in Section  
13.1-543 of the Code of Virginia

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$50.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: HENRICO COUNTY

RA Qualification: Member of the Virginia State Bar

Name: CHRISTOPHER G HILL

Registered Office Address: 4870 SADLER ROAD, SUITE 300, GLEN ALLEN, VA,  
23060 - 0000, USA

Principal Office Address

Address: 9915 GREENWOOD RD, GLEN ALLEN, VA, 23060 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	THOMAS L. ZANNINO	1400 GRAND DRIVE, MANAKIN-SABOT, VA, 23103 - 0000, USA	11/05/2019

Current Shares

Total Shares: 5000

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## Entity Information

### Entity Information

Entity Name: FROEHLING & ROBERTSON, INCORPORATED

Entity ID: 00272112

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 10/11/1924

Status Date: 11/13/2009

VA Qualification Date: 10/11/1924

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$2480.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual

Locality: RICHMOND CITY

RA Qualification: Member of the Virginia State Bar

Name: J. THOMAS O'BRIEN Jr.

Registered Office Address: 411 E Franklin St Ste 600, Spotts Fain Pk,  
Richmond, VA, 23219 - 2200, USA

### Principal Office Address



USA

### Principal Information

Title	Director	Name	Address	Last Updated
	Yes	ARNOLD M PROCTOR JR	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	09/17/2019
	Yes	G RANDOLPH WEBB Jr.	401 49TH ST, VIRGINIA BEACH, VA, 23451 - 2826, USA	10/07/2021
President, COO	No	MICHAEL W MATTHEWS	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	10/07/2021
Chief Financial Officer	No	TERESA L CAREY	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	09/21/2022
Board Chairman	Yes	SAMUEL S PROCTOR	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	09/21/2022

### Current Shares

Total Shares: 1100000

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Telephone: (804) 367-8500

EXPIRES ON  
01-31-2025

NUMBER  
0402032936

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



RODNEY NELSON HAYZLETT  
5048 LONG CREEK LANE  
CHESTER, VA 23831



*Demetrios J. Mella*  
Demetrios J. Mella, Director

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

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DPOR-LIC (02/2017)

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Telephone: (804) 367-8500

EXPIRES ON

06-30-2023

NUMBER

0402035812

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

STEVEN SCOTT SHROPSHIRE  
5203 YELLOW BIRCH DRIVE  
FREDERICKSBURG, VA 22407



*Mary Brock-Vaughan*  
Mary Brock-Vaughan, Director

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DPOR-LIC (02/2017)

# APPENDIX 3.3.1 KEY PERSONNEL RESUME FORMS





widening, installation of new signals, and construction of pedestrian access through the interchange. The presence of many utilities in the work area required close coordination with the owners for avoidance and relocation. With project work nearly complete, VDOT approved Glen turning over his DBPM duties on this contract so he can serve as DBPM on other large DB projects.

**Similarities:** VDOT DB, interstate roadway conversion (GP to CD), major bridge structure, coordination with adjacent projects, hydraulics, permitting/environmental, excavation support including cofferdams, utility coordination/relocation, SWM/ESC, TMP/MOT/traffic control devices, survey/RW, geotechnical, construction engineering and inspection, in-water work, stakeholder coordination, engineered access causeway w/ temp bridges, signage & lighting, noise walls

**Impact on the Project:** Glen led design and construction efforts to successfully achieve an aggressive Interim Milestone that made a ramp connection to the adjacent FedEx project.

**VDOT DB I-95 SB CD LANES RAPPAHANNOCK RIVER CROSSING | STAFFORD COUNTY, VA | \$113.9M**

**Firm:** Wagman

**Role:** Design-Build Project Manager

**Dates:** 11/2018 – 05/2022

**Role:** As DBPM, Glen is responsible for the overall project management and all design and construction. 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 QA/QC 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.

**Project Description:** The SB Rappahannock project constructed approximately 6-mi of three new general purpose interstate lanes and converted the existing lanes to collector-distributor lanes. The project included a major interstate bridge structure over the Rappahannock River, as well as three additional interstate bridge structures over Rte 17. The majority of the new roadway was constructed in the existing median which required linear E&S controls. This corridor of I-95 has extremely high traffic-volumes so work was phased to minimize congestion. Traffic was shifted multiple times to maximize the areas that could be constructed outside of traffic. Construction near existing structures required lightweight fill and wick drains. Poor subgrade soils throughout the site were mitigated using soil-cement or lime. Close coordination was required with the adjacent FedEx and NB Rappahannock projects. The scope of work also included soundwalls, ITS installation, and utility relocation/coordination.

**Similarities:** VDOT DB, interstate roadway conversion (GP to CD), major bridge structure, coordination with adjacent projects, hydraulics, permitting/environmental, excavation support including cofferdams, utility coordination/relocation, SWM/ESC, TMP/MOT/traffic control devices, survey/RW, geotechnical, construction engineering and inspection, in-water work, stakeholder coordination, engineered access causeway w/ temp bridges, signage & lighting, noise walls

**Impact on the Project:** Glen fostered a partnering environment that empowered speedy issue resolution. He led a team that delivered the project ahead of schedule, achieving both Interim Milestone and Final Completion incentive dates.

**FDOT TAMPA AIRPORT INTERCHANGE | CITY OF TAMPA, FL | \$214M**

**Firm:** Skanska USA Civil

**Role:** Senior Project Manager

**Dates:** 01/2008 – 11/2009

**Role:** As Senior Project Manager, Glen was responsible for overall project management and construction of this joint venture project between Skanska and Flatiron. He oversaw all aspects of construction, including contract administration, project scheduling, project cost controls, and quality control. Glen coordinated extensively with project stakeholders, subcontractors, and FDOT in order to meet the schedule.

**Project Description:** The Tampa Airport Interchange project reconstructed 2.1-mi of roadway near Tampa International Airport to reduce congestion on the interstate ramps and improve airport access. The project improved capacity by providing additional lanes and eliminating weaving movements. Local and express traffic was separated using collector/distributor lanes and express lanes. The project was constructed in 30 different phases to meet FDOT's deadline, which required detailed maintenance of traffic plans incorporating multiple traffic diversions and switches. The project occurred in a high-volume corridor so much of the work was performed at night to minimize impacts to the public. Air traffic operations could not be disrupted so work near the runway was carefully planned to be performed in small windows of time between midnight and 4AM. The scope included 20 bridges, drainage, signal systems, lighting, signage, noise walls, barrier, roadway widening and realignment, and new ramps. The project added 55.5 lane-mi of roadway, 69,000 sy of MSE walls, 625 new drainage structures, and approximately 2.6 million cy of earthwork.

**Similarities:** Interstate roadway widening, ITS, overhead signage, coordination w/ adjacent projects, excavation support, utility coordination, drainage/ESC, phased construction, TMP, earthwork/embankments, stakeholder coordination

**Impact on the Project:** Construction began and was significantly over budget and behind schedule before Glen joined the team. Glen developed and implemented a reorganization and timeline strategy to meet the milestone dates. Glen's management of the schedule and coordination of stakeholders allowed the project to recover and finish ahead of schedule.

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

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>S. Scott Shropshire, PE, CCM, Quality Assurance Manager</b>
b. Project Assignment: <b>Quality Assurance Manager</b>
c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Quinn Consulting Services</b>
d. Employment History: With this Firm <b>4</b> Years With Other Firms <b>26</b> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b>QUINN CONSULTING SERVICES, INC., QUALITY ASSURANCE MANAGER (2018 – PRESENT):</b> As QAM, Scott regulates contract work of varying degrees of complexity and scope. He delivers quality assurance inspection and testing of all materials and work performed on the project, ensures all work, materials, sampling, and testing conform with the “Approved for Construction” plans, specifications, and contract documents, and verifies that the DM has certified design-related work packages submitted for payment. Scott plans and conducts Preparatory Inspection Meetings before scheduled work activities begin, monitors the construction QC program, issues Non-Conformance Reports for deficient work and determines acceptance following corrective action, reviews project inspection documentation and maintains the project’s Materials Notebook, and certifies all work has been completed in conformance with the contractual documents for request for payment. <b>RINKER DESIGN ASSOCIATES, DIRECTOR OF CONSTRUCTION (2015 – 2018):</b> Scott oversaw construction inspection, quality assurance and quality control activities. He provided leadership and direction on construction engineering assurance and inspection activities, coupled with seamlessly working with design staff in accomplishing constructability reviews and providing construction recommendations/suggestions during development of project plans, ensuring all construction inspection and testing were performed, completed, and recorded per contract documents. <b>MORTON THOMAS &amp; ASSOCIATES, INC., QUALITY CONTROL ENGINEER (2014 – 2015):</b> Scott focused on delivering transportation-related projects through D/B procurements. He served as Quality Control Manager accountable to the DBPM, reporting inspection and testing results during construction operations and implemented inspection and testing requirements for contract-related work per the approved, project specific QA/QC Plan. <b>VDOT, AREA CONSTRUCTION ENGINEER/ACTING RESIDENCY ADMINISTRATOR (2006 – 2014):</b> Scott was the construction program Responsible Charge Engineer for a 14-county area. He provided leadership and technical guidance for inspectors, construction managers, contract administration, and consultant staff in the delivery of the six-year highway construction program via traditional design-bid-build and design-build procurements.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Military Institute, Lexington, VA / B.S. / 1996 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer   2005   VA Registration #402035812</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project. <b>VDOT DB I-95 NB RAPPAHANNOCK RIVER CROSSING   STAFFORD COUNTY, VA   \$111.9M</b> <b>Firm:</b> Quinn Consulting Services, Inc. <b>Role:</b> Quality Assurance Manager <b>Dates:</b> 10/2020 – Projected 12/2023 <b>Role:</b> Scott manages QA inspection and testing staff to ensure all materials used and work performed meet project requirements. He oversees adherence to the project-specific QA/QC Plan, including monitoring the contractor's QC program and the non-compliance report process, as well as adherence to E&S Control program, SWM Program, Water Quality Permits, VSMP, and VPDES. He ensures reporting on environmental issues and works with the team to resolve them. With oversight of all work/materials, testing/sampling, and work zones, Scott monitors contract conformity, all approvals for construction plans/specs, certification of project compliance to contract requirements, and certification for monthly Application of Payment. <b>Project Description:</b> This bridge replacement and roadway improvement project built additional travel lanes between Exit 130 in Fredericksburg and Exit 133 in Stafford with a new bridge span over the Rappahannock River, reducing NB I-95 congestion between the Exit 130 (Rte 3) interchange in the City of Fredericksburg and the Exit 133 (Rte 17) interchange in Stafford County, two of the busiest interchanges in the region.

**Similarities:** VDOT DB; roadway; survey; structure/bridge; environmental; geotechnical; drainage, E&S control, SWM; traffic control devices; TMP; soundwalls; RW; utilities; public involvement/relations; signage, lighting, VMS, cameras; QA/QC; construction engineering/inspection; project management

**Impact on the Project:** Scott's past experience on similarly large and complex projects gave owners confidence in on-time and on-budget project delivery with minimal department oversight. Scott chaired preparatory inspection meetings for all elements of work to define the roles of all construction and inspection staff. Scott also managed the non-conformance process to quickly bring non-conforming work to the attention of all parties, win acceptance of proposed solutions from all parties, implement solutions implemented as described, and document the root cause of non-conforming work to prevent repeated issues. Scott reviewed and organized all project quality documentation leading to an Overall 2022 CQIP Score of 96.64.

**VDOT DB I-95 SB RAPPAHANNOCK RIVER BRIDGE CROSSING | STAFFORD COUNTY, VA | \$113.9M**

**Firm:** Quinn Consulting Services, Inc. **Role:** Quality Assurance Manager

**Dates:** 09/2018 – 05/2022

**Role:** Scott managed QA inspection and testing of all materials used, and work performed on the project, including monitoring the contractor's QC program. He ensured all work and materials, testing, and sampling conformed with the contract requirements, and "Approved for Construction" plans/specifications. Scott was responsible for adhering to the Design Build QA/QC Plan. Scott ensured adherence to the E&S Control program, SWM Program, Water Quality Permits, VSMP, and VPDES. He ensured any environmental issues were reported and he worked with the team to resolve them. With oversight of all work/materials, testing/sampling, and work zones, Scott monitored contract conformity, all approvals for construction plans/specs, certification of project compliance to contract requirements, and certification for monthly Application of Payment.

**Project Description:** This project reduced I-95 congestion at Fredericksburg by providing local traffic with an additional route to travel between Rte 17 and Rte 3 without merging onto the interstate's general-purpose lanes. Three new I-95 SB lanes were constructed at the median of I-95 for through traffic between just north of Exit 133 (Rte 17) in Stafford County and just south of Exit 130 (Rte 33) in the City of Fredericksburg. Converted the three existing I-95 SB lanes from north of Rte 17 to south of Rte 3 to three SB lanes for local traffic. An additional bridge over the Rappahannock. The project also modified existing I-95 interchanges at Rte 17 and Rte 3, as well as ramps to the Safety Rest Area and Virginia Welcome Center.

**Similarities:** VDOT DB; roadway; survey; structure/bridge; environmental; geotechnical; drainage, erosion & sediment control, SWM; traffic control devices; TMP; soundwalls; RW; utilities; public involvement/relations; signage, lighting, VMS, cameras; QA/QC; construction engineering/inspection; project management

**Impact on the Project:** Scott's work as QAM on this project led directly to a successful project delivery. Scott chaired preparatory inspection meetings for all distinct elements of work to ensure that all construction and inspection staff were cognizant of their specific roles in the completion of the work. Scott also managed the non-conformance process to ensure that non-conforming work was brought to the attention of all parties quickly, proposed solutions were accepted by all parties, solutions were implemented as described and the root cause of non-conforming work was understood in an effort to prevent repeated issues. Scott also reviewed and organized all project quality documentation leading to an Overall 2021 CQIP Score of 97.27. Scott ensured that the documents turned over to the owner at the end of the project provided an accurate description of the work performed.

**VDOT DB I-95 / RTE 630 INTERCHANGE RELOCATION AND WIDENING | STAFFORD COUNTY, VA | \$185.3M**

**Firm:** Quinn Consulting Services, Inc. **Role:** Quality Assurance Manager

**Dates:** 04/2018 – 07/2020

**Role:** Scott led the QA team and plan delivery, and reviewed project documentation. He ensured compliance with the VDOT Minimum Standards on Design-Build Projects and the project QA/QC Plan, chaired Preparatory Meetings, reviewed/approved monthly pay estimates, and issued/documented Non-Compliance Report resolutions. Scott monitored the contractor's QC program, securing adherence to the E&S Control program, SWM Program, Water Quality Permits, VSMP, and VPDES. He ensured the team reported environmental issues and assisted with solutions. With oversight of all work/materials, testing/sampling, and work zones, Scott monitored contract conformity, all approvals for construction plans/specs, certification of project compliance to contract requirements, and certification for monthly Application of Payment.. Work activities included erosion & sediment controls, MOT operations, clearing & grubbing, grading and drainage, subbase and paving, structure demolition, steel H-pile driving, concrete construction for bridge elements, precast bulb-T girder erection, striping, and signage.

**Project Description:** This project relocated the I-95 Exit 140 interchange slightly southward of the existing interchange and the Courthouse Rd/Rte US 1 intersection southward to align with Hospital Center Blvd. Constructed the new interchange bridges in a diverging diamond interchange (DDI) configuration. Bridge abutments and piers are supported by MSE walls at each approach. Widened Courthouse Rd to four lanes between US Rte 1 and I-95 and also west of I-95 to just west of Ramoth Church/Winding Creek Rd. As part of the construction, the Ramoth Church/Winding Creek Rd intersection was realigned at a traffic signal.

**Similarities:** VDOT DB; roadway; survey; structure/bridge; environmental; geotechnical; drainage, E&S control, SWM; traffic control devices; TMP; soundwalls; RW; utilities; public involvement/relations; signage, lighting, VMS, cameras; QA/QC; construction engineering/inspection; project management

**Impact on the Project:** Scott was an integral part of not only the Quality Assurance team but the Design-Build team as a whole on this project. He maintained an open line of communication with all project stakeholders throughout the project so that parties were able to work together to ensure quality, manage risk and meet project deadlines. Scott monitored all parts of the QA work to ensure compliance with the approved QA/QC plan and made changes as necessary throughout the job to provide the utmost confidence that all work was completed in accordance with the project documents. Scott reviewed and organized all project quality documentation leading to an Overall 2019 CQIP Score of 94.72.

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. **Scott will serve full-time on this effort as in his current QAM role for VDOT DB I-95 NB Rappahannock River Bridge Crossing (projected end 12/2023)**



DEQ for the project. Rodney secured early approval on an early work package that allowed Wagman Heavy Civil, Inc. to begin work early in the median area along I-95 for grading, deep drainage, and E&S control construction outside of the jurisdictional areas until the Individual Permit was approved by the agencies.

**VDOT DB I-95 SB CD LANES RAPPAHANNOCK RIVER CROSSING | STAFFORD COUNTY, VA | \$113.9M**

**Firm:** JMT

**Role:** Design Manager

**Dates:** 2/2018 – 12/31/2021

**Role:** As Design Manager, Rodney oversaw the professional engineering services with JMT as lead design firm for this DB project. Rodney was responsible for signing and sealing plans for RW acquisition and construction; management of design subconsultants; internal coordination between discipline leaders; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff.

**Project Description:** 6.5 mi of interstate improvements with 4.5 mi of three new SB general-purpose lanes in a notoriously congested area of Fredericksburg, Virginia, along I-95. The lanes add to the existing median of I-95 and convert the existing SB lanes of I-95 to a collector-distributor road between Rte 3 and Rte 17, separating the weaving movements for the local traffic from the through traffic headed south on I-95. The project will connect with the planned southern extension of the Express Toll Lanes (FredEx) from Northern Virginia. The project includes four bridges; a new 1,200 ft. long, 100 ft. high bridge over the Rappahannock River and a new bridge over Rte 17 for the new general-purpose lanes along I-95 SB in the median, and two replacement bridges for the existing I-95 SB crossings of Rte 17 that will ultimately become part of the collector-distributor roadway. The project's SWM strategy utilizes two on-site stormwater management ponds, 11 biofilters, water quality grass swales, and the purchase of nutrient credits.

**Similarities:** Interstate roadway widening, MOT of heavily traveled roadway, multiple traffic shifts, shoulder reconstruction, safety of traveling public, phased construction, geotechnical challenges/innovations, environmental compliance, utility coordination/relocation, RW acquisition & coordination, stormwater management.

**Impact on the Project:** JMT partnered with the Department through design development with discipline specific over-the-shoulder reviews to discuss design risks, which were all successfully mitigated through design innovations. This approach enabled the safe delivery of this highly visible, high-profile project ahead of schedule, while achieving the highest CQIP score in the state. The project had significant environmental impacts to jurisdictional streams and wetlands and required an Individual Permit from the ACOE and DEQ for the project. Rodney led efforts to gain early approval on an early work package that allowed Wagman Heavy Civil, Inc. to go to work early in the median area along I-95 for grading, deep drainage, and erosion & sediment control construction outside of the jurisdictional areas until the Individual Permit was approved by the agencies.

**FHWA-EFLHD/VDOT DB FAIRFAX COUNTY PARKWAY EXTENSION PHASES I/II & IV | FAIRFAX COUNTY, VA | \$112.4M**

**Firm:** JMT

**Role:** Deputy Design Manager

**Dates:** 04/2008 – 07/2011

**Role:** As Deputy Design Manager, Rodney managed the widening of I-95 to accommodate a new exit Ramp to NGA; relocated portions of Rolling Road and reconstruction of Fullerton Road, both heavily traveled local roadways; structural design of seven bridges, one of which included a bridge widening of a highly skewed bridge on I-95 off Ramp H over Backlick Road, CIP and MSE retaining walls, extensions of 8 ft. x 8 ft. box culvert, and sound walls; traffic design that addressed safety concerns in and around long-term work zone closures and temporary lane closures through the development of an extensive TMP and participated in a public outreach program. He successfully coordinated with other contracts along I-95 and at NGA for MOT and design ties for geometric alignments, lighting, and the NGA secured gate facility.

**Project Description:** Design and roadway construction of a \$112.4M segment of the Fairfax County Parkway between Rolling Road (Rte 638) on the north and Fullerton Road on the south. This project was the final segment required to complete the Parkway to I-95 and included construction of a four-lane divided, limited-access highway, new exit ramp from I-95, and over one mi of I-95 widening. Rodney oversaw the multi-disciplined design effort using over 75 engineers with multiple design firms for geotechnical investigations/analysis/engineering per VDOT MOI, environmental mitigation for hazardous materials, permitting, roadway and structural design, traffic engineering, SWM, drainage, ESC, shared use path, lighting, utility relocations/coordination, RW plat development, public coordination including Citizen Information/Pardon Our Dust meetings and in-depth stakeholder coordination with USACE BRAC Integration office, Fort Belvoir DPW, ENRD, and Fairfax County. The Parkway project had an extremely aggressive 750 calendar day schedule to design, permit, relocate utilities, and construct the parkway.

**Similarities:** Interstate roadway widening, MOT of the heavily traveled roadway, multiple traffic shifts, shoulder reconstruction, the safety of traveling public, phased construction, geotechnical challenges/innovations, environmental compliance, utility coordination/relocation, RW acquisition and coordination, stormwater management.

**Impact on the Project:** Rodney led JMT's partnership with stakeholders through bi-weekly design development coordination meetings along with discipline specific over-the-shoulder reviews to discuss design risks, which were all successfully mitigated through design innovations. This approach enabled the safe delivery of the critical portion of the project (Segments I and II of the mainline FCP) two months ahead of schedule, while Segment IV opened to traffic one month ahead of schedule. He initiated early meetings with utility owners, ensuring no project delays related to utility relocations. Rodney received a "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA & USACE.

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



restrictions requiring night work and special attention to major events at high-volume interchanges throughout construction. Ben minimized traffic impacts by leading an outside widening near Burma Rd, even though RFP Conceptual plans showed an inside widening. Ben led the Myers team to shift the crown point towards the outside to increase clearances under the existing structures, matching the new superelevation. Doing so permitted widening without encroaching on clearances beneath the existing structure.

**VDOT DB I-581 AT ELM AVE INTERCHANGE | ROANOKE, VA | \$20M**

**Firm:** Allan Myers

**Role:** Construction Manager

**Dates:** 04/2013 – 08/2015

**Role:** As Construction Manager, Ben provided critical construction insights during the design phase and led the project team throughout construction, delivering quality production while keeping the project on budget and on schedule. Ben managed schedule, contract administration, quality control, safety performance, and stakeholder relationships, including the City of Roanoke and NSRR.

**Project Description:** This project increased capacity of a major interchange in high-volume downtown Roanoke, VA, along I-581. Project improvements included reconstructing all four ramps of the urban interchange, adding one lane to both off ramps from I-581, extending the left turn lanes on Elm Ave, widening/replacing two bridges, and increasing bridge clearances over I-581 and Norfolk Southern Railroad. The design converted a four-lane urban highway structure to a six-lane bridge including sidewalks and lighting, and a new pier converted the three-span bridge to four to meet vertical clearance criteria. The design also converted a four-lane urban highway structure to seven-lanes over the Norfolk Southern Railroad including sidewalks and lighting.

**Similarities:** VDOT DB; interstate roadway widening; bridge replacement; intersection modifications, MOT; public involvement and stakeholder management

**Impact on the Project:** Ben led adjustments to MOT sequencing and project resource allocations that resulted in the schedule improvements and productivity gains needed to complete the project on a timely schedule. Ben oversaw multiple additional grade checks to address VDOT's concern that final paving would meet the rideability specification. The department added additional milling and overlay to assure a high-quality final product. Ben's on-site scheduling solutions, completed in collaboration with his superintendents, ensured that our Team aligned the detailed work activities, performed in a particular sequence, for maximum efficiency and minimum impact. He worked collaboratively with VDOT and the City to minimize construction impacts for motorists and pedestrians without compromising schedule—for example, value-engineering a micro-tunneling operation to a tunnel boring alternative that provided a \$100K cost savings.

**TRANSURBAN DB RICHMOND AIRPORT CONNECTOR ROAD | RICHMOND, VA | \$39.6M**

**Firm:** Allan Myers

**Role:** Project Engineer

**Dates:** 01/2009 – 10/2010

**Role:** As Project Engineer, Ben played a key role in reviewing and optimizing submittals, overseeing the quality of construction performed by Myers crews, and coordinating subcontractors and suppliers. In addition to reviewing all work for conformance with the contract requirements, Ben coordinated work schedules, communicated daily requirements of materials, equipment, and labor to management, and determined time, cost, and labor requirements—and optimization opportunities—to complete the work. Ben was responsible for all aspects of bridge and MSE wall construction (valued at approximately \$10M) including QA/QC, owner and engineer communications, construction oversight, schedule, and safety. He performed detailed operation planning and managed multiple crews and subcontractors.

**Project Description:** Approximately 1.6-mi of new four-lane roadway that provides motorists with direct access to the Richmond International Airport from Rte 895. Myers worked together with key stakeholders to provide innovative value engineering solutions including adjusting the roadway alignment to reduce overall excavation, altering the storm water management design for ease of constructability, and shortening the length of the bridges to reduce future maintenance costs. The Myers team worked a total of 152,546 man-hours with zero incidents.

**Similarities:** DB; Richmond, VA area; limited access roadway widening; bridge replacement; intersection modifications; MOT; public involvement and stakeholder management; geotechnical challenges

**Impact on the Project:** The bridges were on critical path for the project schedule. Ben's detailed operation planning and innovative construction solutions—as well as masterful subcontractor and schedule management—enabled our team to deliver the project two months ahead of schedule. Furthermore, Ben oversaw settlement monitoring and developed an innovative construction approach to constructing a rectangular shaped MSE wall which stockpiled backfill materials within the wall, reduced settlement durations, and removed equipment from the top of the wall with cranes once construction was complete. Ben's efforts helped ensure construction work limited impacts to Charles City Rd and I-895. The innovative value engineering solutions he helped institute include adjusting the roadway alignment to reduce overall excavation, altering the stormwater management design for ease of constructability, and shortening the length of the bridges to reduce future maintenance costs.

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.

**Ben is fully available for on-site full-time assignment to the Project for the duration of construction.**

# APPENDIX 3.4.1 WORK HISTORY FORMS



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>I-95 SB CD Lanes Rappahannock River Crossing DB</b>  Location: <b>Stafford County, VA</b>	Name: <b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	Name of Client/ Owner: <b>VDOT</b> Phone: <b>540.372.3549</b> Project Manager: <b>Michael Coffey, PE</b> Phone: <b>540.899.4225</b> Email: <b>MichaelT.coffey@vdot.virginia.gov</b>	<b>05/2022</b>	<b>05/2022</b>	<b>\$101,600</b>	<b>\$113,812</b> (Est.) 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	<b>\$113,812</b>

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.

**Relevant Design-Build Scope and Complexity**

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>✓ VDOT DB   6.5 mi of interstate roadway widening</li> <li>✓ Met interim milestone date and completed ahead of contractual completion date</li> <li>✓ Design innovations reduced Rte 17 MOT to one phase, minimizing impacts to the traveling public</li> </ul> | <ul style="list-style-type: none"> <li>✓ Collaboration with VDOT to innovate impactful work at night and weekend periods to limit minimize congestion impacts and save months of schedule</li> <li>✓ Developed virtual traffic switch models to inform public and limit impacts</li> <li>✓ On-site geotechnical engineer crafted solutions to minimize schedule impacts</li> </ul> |
|--|--|

**PROJECT OVERVIEW:** Wagman led this VDOT DB project constructing 4.5 mi of three new I-95 SB General Purpose (GP) lanes in Fredericksburg between Rte 3 and Rte 17 (ADT 150,000, design speed 75 MPH) and 2 mi of widening. Wagman built the new GP lanes in I-95's existing median while the interstate remained active and converted the existing SB lanes to a Collector-Distributor (CD) road. The project included work on 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 connected with the planned southern extension of the Express Toll Lanes from Northern Virginia, and included portages, temporary pedestrian bridges, widening of existing city infrastructure, and dedicated pedestrian routes through the construction zone.

Wagman turned the project's many, varied stakeholders—a project risk during procurement—into a benefit by forging strong relationships throughout the DB process. Wagman worked with stakeholders to implement and maintain a coordinated pedestrian MOT scheme for recreational trail & river users during construction of the River Bridge. Other key stakeholders included homeowners concerned about noise walls, environmental groups such as Friends of the Rappahannock, 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. Monthly newsletters, a project website, and social media notifications kept the general public informed. Wagman conducted an active public involvement campaign with VDOT including a series of Pardon Our Dust (POD) public meetings at each major switch in traffic during construction to manage expectations and inform how to navigate the construction work zones. These included virtual POD meetings to address COVID-19 concerns.

DBPM Glen Mays, QAM Scott Shropshire, and DM Rodney Hayzlett all worked on this project in the same roles as proposed for the I-64 GAP.

**DISTINCTIONS**

- Project held highest CQIP score in the state (97.2%)
- Received 2021 Quality in Construction Award from the National Asphalt Pavement Association for excellence in construction
- Achieved full incentives for Interim and Final Completion milestones and successfully coordinated with the I-95 Widening for FedEx to minimize disruptions and to maintain overall corridor schedule.

"I observed excellence in construction management, design-build delivery, and team integration. The Design-Builder partnership with VDOT allowed for timely decision making, high quality, and a safety commitment. The Design-Build team was rated as the top Design-Build project in VDOT's Construction Quality Improvement Program (CQIP). Timely decision making, partnering, and integration made early delivery of the project possible. This is especially impressive as the project had approximately \$12M in owner-directed improvements without need for time extensions."  
-Robert Ridgell, PE, DBIA, CCM, former Owner's Representative

**COMPLETION ON TIME / AHEAD OF SCHEDULE:** Wagman began physical construction operations six months after VDOT issued NTP by developing and securing approval of an early work plan set for drainage, erosion and sediment control, clearing and earthwork. By employing a rolling DB process for the remaining design, Wagman completed the project ahead of schedule and achieved the full incentives for both the Interim and Final Completion milestones.

**INNOVATIVE DESIGN SOLUTIONS & CONSTRUCTION TECHNIQUES:** Wagman's in-house professional engineers collaborated with JMT's structural and environmental engineers to design a causeway and temporary bridges across the river, allowing the heavy cranes erecting the structural steel to move safely and efficiently while minimizing environmental impacts. As a team, we developed a pavement section with solid cement to reduce undercut and develop an efficient pavement design, minimizing schedule impacts and reducing cost. Our Field personnel worked closely with the geotechnical engineer (Schnabel) to resolve real time issues as they occurred in the field. Schnabel's assigned geotechnical engineer solved issues on-site during schedule-sensitive work operations.

**LIMITING IMPACTS AND MINIMIZING CONGESTION:** Wagman's MOT plan safely and efficiently allowed 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 limiting traffic back-ups and congestion. To reduce construction vehicles on NB and SB I-95 during peak congestion times, the DB team performed most of the critical earthwork moving at night. 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 DB team developed virtual models of all major traffic switches for VDOT to feature on its website for public view before the switch.

A complex TMP was required to safely manage the high traffic volumes of I-95 and the Rte 17 and Rte 3 interchanges. With design refinement, Wagman reduced the Rte 17 MOT 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 asphalt buildups required to divert interstate traffic during reconstruction of the GP bridges over weekend periods, improving the schedule by months.



*MOT Crossover*



*Rte 17 Interchange*

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>VDOT I-64 Segment II Capacity Improvements DB</b> Location: <b>York and James City counties and Newport News, VA</b>	Name: <b>Rinker Design Associates</b>	Name of Client/ Owner: <b>VDOT</b> Phone: <b>757.925.2680</b> Project Manager: <b>Mike Davis</b> Phone: <b>757.925.2680</b> Email: <b>mike.davis@vdot.virginia.com</b>	<b>05/2019</b>	<b>11/2019*</b> <b>*Achieved substantial completion and opened roadway to traffic ahead of schedule</b>	<b>\$138,747</b>	<b>\$141,370*</b> <b>*Owner requested additional bridge repairs and landscaping</b>	<b>\$141,370*</b>

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.

**Relevant Design-Build Scope and Complexity**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>✓ VDOT DB   7 mi of interstate roadway widening</li> <li>✓ Opened to traffic ahead of schedule</li> <li>✓ Widening innovations reduced impacts to traffic and eliminated future maintenance costs</li> <li>✓ Stormwater innovation provided project and future maintenance cost savings</li> </ul> | <ul style="list-style-type: none"> <li>✓ Regular communications with VDOT Hampton Roads Public Affairs and stakeholder / community meetings to limit impacts</li> <li>✓ Dedicated MOT Manager focused on strategies to minimize congestion during construction</li> </ul> |
|---|---|

**PROJECT OVERVIEW:** Myers reconstructed and widened 7 mi of I-64 in the high-traffic Hampton Roads area, demolishing the existing two-lane roadway and shoulders in each direction and replacing them with three lanes and new, wider shoulders. The project included widening and rehabilitation of nine bridges over the seven-mile distance.

Four existing box culverts under I-64 were repaired and extended an average of 20 ft to 30 ft on each side of the roadway. Two double, one triple, and one quadruple culvert were all dewatered and cleaned out to facilitate crack and spall repairs. Any deficient pipe culverts (ranging in size from 15 in to 60 in) were removed/replaced, where cost-effective, or lined with innovative UV cured liner system to eliminate jacking/boring requirements. The project also included storm water management and erosion control measures, which called for the construction of sediment traps where little space existed to accommodate them.

Project construction coordinated carefully with I-64 Segments I and III, which bookended the project on the east and west. Segment I to the east finished as the project started and Segment III began as the project concluded. Myers proactively coordinated traffic impacts including lane shifts, striping, and traffic control devices for major traffic shifts, and participated in regular coordination meetings with the adjacent project teams to coordinate traffic control, stakeholder outreach, and other aspects of the project.

**DISTINCTIONS**

- Met the project's 12% DBE goal
- Construction crews worked more than 579,000 consecutive manhours without a safety incident
- 2021 Roads & Bridges/ARRA Recycling Award for innovative incorporation of recycled materials and processes (FDR, Cold Central Plant)
  - Est. 1.2M TN recycled material used and \$15M saved
- Piloted use of Bluebeam Revu to share approved plans, RFIs, field submittals, and punch list issuance, tracking, and closure, with more than 1,000 items issued and closed in less than 60 days.
- Virginia DEQ Green Rating

"I've been amazed during the past few months as I've watched the widening of I-64 between Williamsburg and Newport News, Virginia. Typically, when there is road construction it's not something that drivers passing by notice. However, there is something different about Allan Myers Construction. ...It seems that construction is moving much faster than most road projects seen. Hats off to the management for operating a company that through observation appears to be at the top of their game."  
 - Carey Parker, local roadway user, via Email

**COMPLETION ON TIME / AHEAD OF SCHEDULE:** Three EB and WB lanes of Segment II fully opened to traffic on April 10, 2019, two days ahead of the project's Substantial Completion milestone goal. Myers supplemented subcontractor work forces with additional internal resources to expedite critical path bridge construction work. Widening work at each of the nine bridge locations occurred simultaneously to ensure the substantial completion milestone would be met. Eliminating 75% of the potential utility impacts freed the design and construction schedules to address other issues.

**INNOVATIVE DESIGN SOLUTIONS & CONSTRUCTION TECHNIQUES:** Myers minimized traffic impacts by using an outside widening near Burma Rd, though conceptual plans showed an inside widening. To increase clearances under the existing structures for an outside widening, Myers shifted the crown point toward the outside and reset the outer two girders to match the new superelevation. This innovative solution permitted widening without encroaching on clearances beneath the existing structure. To minimize future maintenance costs, Myers retrofitted the existing stub abutment at Jefferson Ave to a Virginia Abutment. This allowed existing beams to remain in their same state of fixity while removing the old strip seal details.

Myers eliminated the conceptual plans' need for open-top concrete storage basins by utilizing grassed swales and other channel storage facilities to manage quantitative storage needs. This elimination reduced cost and improved schedule for drainage construction items. Our team also discovered that the Project qualified for SWM grandfathering from Part IIB to Part IIC, reducing the number of SWM facilities from 54 to 26 and providing cost and future maintenance savings.

VDOT specified a mix with 85% RAP. The VTRC estimated this decision saved \$10M and produced 50% fewer greenhouse gases than traditional means and methods. To produce a mix that met the required quality control standards, we selected from four to five different piles of RAP collected from all over Virginia and incurred extra costs to process, crush, and screen the RAP. Myers purchased a Wirtgen KMA 220 plant for the production of the CCPRM material at our nearby New Kent Asphalt Plant. Along with design and quality challenges, our team overcame field challenges and produced and placed the material with great success.

**LIMITING IMPACTS & MINIMIZING CONGESTION:** Myers' TMP and designated MOT Manager monitored work zones safety with construction adjacent to live traffic on this high-volume corridor (up to 91,000 VPD). Providing a seamless link between design and construction limited traffic shifts and changes in traffic patterns. The MOT Manager oversaw traffic shifts, monitored work zone safety, and led coordination with adjacent projects to the east and west. We proactively coordinated traffic impacts with the adjacent projects including lane shifts, striping, and traffic control devices. Temporary nighttime lane/ramp closures reduced traffic impacts, expedited the schedule, and optimized means and methods.

Myers worked closely with VDOT Hampton Roads Public Affairs to deliver routine project updates and traffic impact information to the community and project stakeholders. Myers supplied content for email blasts and news releases, progress photos, and traffic information for use in these communications. Additionally, Myers participated in stakeholder meetings, community meetings such as a Pardon Our Dust, and meetings with first responders. Variable message signs also provided advance notification to motorists regarding traffic impacts and changes.



*Completed I-64 lanes.*



*Completed I-64 bridge.*

Completed I-64 bridge. Variable message signs

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>MDOT SHA 404 Dualization DB</b> Location: <b>Caroline, Queen Anne's, and Talbot counties, MD</b>	Name: <b>Johnson, Mirmiran &amp; Thompson, Inc., Wallace Montgomery, &amp; RK&amp;K Design JV</b>	Name of Client/ Owner: <b>MDOT SHA</b> Phone: <b>410-545-0300</b> Project Manager: <b>Sean Campion</b> Phone: <b>410-545-8863</b> Email: <b>scampion@mdot.maryland.gov</b>	<b>07/2017</b>	<b>07/2017</b>	<b>\$104,978</b>	<b>\$110,800*</b> <b>*MDOT SHA negotiated owner changes and project incentive</b>	<b>\$110,800</b>

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.

**Relevant Design-Build Scope and Complexity**

- ✓ DB | 9.1 mi of high-traffic divided roadway widening
- ✓ Award-winning JV partnership including Myers + Wagman, with JMT as designer
- ✓ On-time completion of aggressive 18-month schedule
- ✓ 7 ATCs provided innovative design solutions to expedite construction and result in cost savings exceeding \$11M.
- ✓ On-time opening on an 18-month schedule limited overall impacts to this busy corridor. Maintaining traffic during construction and night operations minimized congestion during construction.

**PROJECT OVERVIEW:** The project constructed two additional lanes along approximately 9.1 mi of the existing MD 404 alignment to create a dual 4-lane divided highway from US 50 to E of Holly Rd, a stretch of roadway projected to carry as many as 26,000 vehicles per day by 2035. Myers and Wagman were part of the 404 Corridor Safety Constructors (404 CSC) JV managing this project. The project also constructed J Turns and Maryland T intersections to eliminate unprotected left turns from side streets and new service roads to consolidate access points with residential/commercial properties to MD 404. These design features improved safety on Maryland's most dangerous road for deaths and head on collisions. JMT was the lead designer for Segment A & B, which included the western portions of MD 404 (approximately 5.4 mi) including the bridge over Norwich Creek as well as all the geotechnical engineering design for both teams assigned and MDOT SHA sections. We divided the project into three work areas to allow efficient work flow, while maintaining environmental compliance.

Additional project elements included roadway tie-ins to/from the existing dual highway; a 115 ft single span bridge; 18 small structure classified roadway cross culvert extensions/ replacements including box and multi-cell pipes, new/rehabilitated roadway pavement; closed/open drainage systems; drainage and H/H design; BMPs to address stormwater quality ESDv and quality (275 BMPs on MD 404); securing SWM/ESC approvals along with ensuring compliance with environmental commitments for wetlands/WOTUS and forest impacts; intersection lighting, signing, pavement marking, traffic signal modifications, ITS devices; and TMP/MOT; utility coordination for the relocations and clearing of aerial and underground facilities; geotechnical; landscape architecture; and extensive public relations program.

**DISTINCTIONS**

- DBIA Mid-Atlantic 2019 Honor Award
- AASHTO 2018 Quality of Life / Community Development Award
- MdQI 2019 Partnering Award, Project of the Year > \$5M
- ACEC/MD 2019 Grand Award
- ABC Chesapeake 2018 Mega Projects Award > \$100M, Project of the Year > \$100M

"With the completion of the MD 404 upgrade, our administration is proud to deliver on the number one priority for Queen Anne's, Talbot, and Caroline counties – complete and a year and a half ahead of schedule."  
– Former Maryland Governor Larry Hogan

**COMPLETION ON TIME / AHEAD OF SCHEDULE:** Governor Larry Hogan charged MD 404 to be designed and constructed to allow four lanes of unimpeded traffic within 18 months. To meet the aggressive schedule, the JV divided the project into three segments so each team member had sufficient resources to perform the design and construction. Each partner designed and constructed their segment independently of each other so work could proceed without impact to resources or interference between resources. With the resources of multiple JV partners, crews worked 7-day weeks from April to November, keeping the project on schedule.

We maintained a fully-integrated CPM schedule throughout the project. Its more than 2,000 activities defined each segment's design, submittal, and construction activities, under the responsible charge of Wagman as the Managing Partner. The schedule information was distributed at the weekly construction and design meetings to stay on-point. Change was managed to ensure the latest drawings were in the hands of the field operations and MDOT SHA inspectors.

**INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:** We co-located design and CM staff to progress critical path activities. 404 CSC implemented 7 ATCs resulting in more than \$11M of savings and expediting the construction schedule through pavement section improvements and minimized full depth reconstruction while ensuring mobility / safety throughout construction. We developed a pavement section to take advantage of the soil cement we constructed to minimize undercut. This innovative design reduced cost, improved the schedule and minimized impacts to the travelling public. Ultrathin paving improved rideability and improved lifecycle costs. The soil cement work, along with the stone and paving of the new WB roadway, were most schedule-critical. By prioritizing these tasks, we could switch traffic to maximize safety for public users and our crews while remaining on schedule.

Efforts to reduce environmental impacts included adjusting the road profile, reducing the roadside hinge slope width from 6 ft to 4 ft, minimizing culvert lengths and maximizing headwall heights, and using innovative construction technique to maintain stream flow at culvert crossings. The team eliminated an MDOT SHA concept roadway cross culvert by rerouting the runoff along the WB road to parallel existing flow patterns, eliminating impacts to the wetlands and potentially creating new wetlands with the re-routed runoff. Environmental grading units required the team to sequence the work to open and close sections, with grading and seeding performed when closing a section.

**LIMITING IMPACTS AND MINIMIZING CONGESTION:** The construction/MOT sequencing limited the number of traffic shifts and Myers and Wagman coordinated the number of traffic shifts between work areas to minimize impacts to the traveling public and improve safety, and utilized night-shift for the majority of operations to limit disruptions to the traveling public. We maintained traffic on the existing road while constructing the new dualization roadway and then shifted traffic to rehabilitate the existing roadway. One final shift to split traffic (a lane in each direction) between the roadways for completing the median areas and to facilitate the full opening to traffic of the divided 4-lane roadway.



*Phased widening on MD 404*



*Intersection of MD 404 and MD 312*

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>I-95 NB Rappahannock River Crossing DB</b>  Location: <b>Stafford County, VA</b>	Name: <b>Wagman Heavy Civil, Inc.</b>	Name of Client: <b>VDOT</b> Phone: <b>540-899-4225</b> Project Manager: <b>Michael T. Coffey, PE</b> Phone: <b>540-899-4225</b> Email: <b>MichaelT.Coffey@vdot.virginia.gov</b>	<b>10/2020</b>	<b>05/2024 (Estimated)</b>	<b>\$107,457 (Original)</b>	<b>\$111,881* (Estimated)</b> <b>*VDOT approved change orders for signal, lighting, and ITS enhancements and slope repairs and armoring under existing bridges</b>	<b>\$8,455 Lead Designer</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Relevant Design-Build Scope and Complexity	
<ul style="list-style-type: none"> <li>✓ VDOT DB   4-mile interstate collector-distributor (C-D) roadway improvements and three new travel lanes totaling 2 miles in length.</li> <li>✓ Early work package allowed construction to begin early. Met interim milestone, and construction remains ahead of schedule.</li> </ul>	<ul style="list-style-type: none"> <li>✓ An earthen berm was utilized to mitigate noise impacts on the project.</li> <li>✓ Sequence of construction and MOT maintained existing number of through lanes on I-95 and Rte 17 and kept all ramp movements open to traffic to minimize congestion during construction, while championing safety for public users and work crews.</li> </ul>

**COMPLETION ON TIME / AHEAD OF SCHEDULE:** Design of the project started in May 2020, and through the development of an early work plan set, construction began in October 2020 while the remainder of the design continued. Signed RFC plans were submitted on time in May 2021. The team met its interim milestone at the end of October 2021. The project opened to traffic in November 2022, five months ahead of schedule.

**INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:** The DB Team incorporated a VDOT-approved ATC to construct a noise berm/wall combination to mitigate the noise impacts associated with the project. The berm eliminated 19,865 sf of noise wall reducing the project costs and long-term maintenance. Long-term the berm will reforest and be similar to the original condition.

The DB Team shifted the alignment of the proposed I-95 NB GP Lanes Bridge (B609) towards the I-95 SB GP Lanes Bridge (B604) to provide a one-foot minimum horizontal clearance and aligned the piers between the two bridges. The design change improved the constructability of the bridge within a constrained workspace, reduced the number of piers in the river, improved hydraulic flow and reduced obstacles for river users. Also adjusted the mainline profile downward, improving the overall balance of earthwork and eliminating 2,250 ft of retaining wall. Utilized a 20 ft-high MSE wall to eliminate a triple 10 ft x 10 ft box culvert extension reducing environmental impacts and costs. The MOT scheme allowed VDOT to schedule long-term maintenance activities on the existing I-95 NB Bridge while it was closed to traffic, reducing the cost of those repairs.

**LIMITING IMPACTS AND MINIMIZING CONGESTION:** JMT and Wagman worked collaboratively to develop a minimally impactful MOT strategy for I-95, which carries over 150,000 vehicles per day. The sequence of construction and MOT phases were developed to maintain the number of through lanes on both I-95 and Rte 17 as well as keeping all ramp movements open to traffic at all interchanges. The DB Team developed a comprehensive TMP/MOT Plan that focused on safety for both the public and construction workers. On the developed urban Rte 17 corridor, a temporary signal was implemented redirect the I-95 loop ramps so the B608 bridge over Rte 17 could be constructed in a single phase. Barrier separated construction entrances with full acceleration and deceleration lanes exceed VDOT standards to improve safety along the urban corridors. Other sequencing was developed to minimize traffic shifts and allow larger more efficient work zones. MOT phases and layouts were coordinated with adjacent construction projects, including the I-95 FredEx project. JMT worked closely with VDOT Fredericksburg Public Communications staff to implement a robust public outreach program to inform and communicate with public and stakeholders to minimize disruptions to traffic. Activities included infographics, news bulletins, and stakeholder outreach to educate the public on major traffic shifts.



*Widening with MSE Wall to eliminate box culvert extension.*



*New NB Bridge shifted against the completed SB Bridge.*

**PROJECT OVERVIEW:** JMT's Richmond Office is the Lead Designer for over six miles of capacity improvements on NB I-95 in a congested area of Virginia. Two miles of three new travel lanes were added to the existing median of I-95. Four miles of existing NB I-95 lanes were converted to a collector-distributor (C-D) road between the Rte 3 and Rte 17 interchanges with widening and ramp tie-in improvements. An additional mile of outside widening occurred between Truslow Rd and Enon Rd. The project included two bridges—a new 1,200 ft long, 100 ft high bridge over the Rappahannock River for the new NB GP lanes in the median and a replacement bridge for the existing I-95 C-D road over Rte 17. The project connects with the I-95 FredEx Toll Lanes requiring continual coordination between both projects, particularly concerning providing concurrent and compatible MOT layouts.

JMT was responsible for completing and managing roadway/bridge design, drainage design, SWM design, environmental permitting, MOT, traffic and ITS design, geotechnical investigation and testing, public involvement, surveying, utility designation, and noise wall analysis and design. JMT secured all environmental permits and RW. JMT provided engineering oversight and addressed RFIs from Wagman and shop drawing reviews. This mega DB project required coordination with FHWA, VDOT, EPA, VDEQ, VDHR, USACE, and other local agencies. JMT met with Wagman in weekly design coordination meetings (133 to date) to review project constructability, conduct over-the-shoulder design reviews, maintain schedule priorities, mitigate risk, coordinate third-party stakeholder interaction, and discuss RFIs and submittals. JMT managed subconsultants (HMMH/Schnabel/HWR) and performed QC of all their deliverables. With the completion of design work, JMT is assisting Wagman with engineering support during construction. During scope validation, The DB Team performed additional geotechnical exploration that resulted in the identification of poorer soils within a large planned cut slope. Due to additional and deeper Potomac clays, the bid geotechnical solution for the project was deemed infeasibility. The DB Team evaluated alternative solutions and selected a solution approved by VDOT (at no additional cost) that included slope improvements, barrier walls, geometric modifications and drainage changes to mitigate the Potomac clays. The Team developed a construction sequence that allowed Wagman to begin construction of an early works package, E&S, deep drainage structures, and mass grading while ROW was acquired. The project utilized two new bio-filters, a new grass swale, and an existing retention pond to address SWM requirements. Along the one mile Rte 3 on-ramp a post and panel wall was designed to prevent the undermining of an existing soundwall. The project was also designed to preserve the ability of VDOT to widen NB I-95 to four lanes from Rte 3 to Fall Hill Ave in the future as funding is secured.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>I-95 SB CD Lanes Rappahannock River Crossing DB</b> Location: <b>Stafford County, VA</b>	Name: <b>Wagman Heavy Civil, Inc.</b>	Name of Client: <b>VDOT</b> Phone: <b>540-899-4225</b> Project Manager: <b>Michael T. Coffey, PE</b> Phone: <b>540-899-4225</b> Email: <b>MichaelT.coffey@vdot.virginia.gov</b>	<b>02/2018</b>	<b>05/2022</b>	<b>\$101,600 (Original)</b>	<b>\$113,812 (Estimated)</b> Owner & FHWA initiated/ approved changes: increased shoulder width & span length on bridges, full depth GP shoulder	<b>\$9,600 JMT Design Fee</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Relevant Design-Build Scope and Complexity	
<ul style="list-style-type: none"> <li>✓ VDOT DB   6.5 miles of interstate capacity improvements along I-95</li> <li>✓ RW acquisition negotiation for installation of a noise wall. JMT also redesigned the SWM concept and facilities, after RFC plan approval, to reduce required RW and eliminate a potential litigious acquisition.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Early work plan delivery during design enabled early construction start and on-time project completion</li> <li>✓ Relationship building with local emergency responders, homeowners, environmental groups</li> </ul>

**PROJECT OVERVIEW:** JMT was the Lead Designer, working from the Richmond office, for this \$114.7M DB project to add 4.5 miles of three new SB general-purpose lanes in a notoriously congested area of Northern Virginia. The lanes were added to the existing median of I-95, and the existing southbound lanes were converted to a collector-distributor road between Rte 3 and Rte 17. The project also included a mile of interstate widening upstream and downstream of the new median travel lanes; four bridges; a new 1,200 ft long, 100 ft high bridge over the Rappahannock River for the new general-purpose lanes in the median, a new bridge over Rte 17 for the general-purpose lanes, and two replacement bridges for the existing I-95 crossings of Rte 17. The project connects with the future southern extension of the Express Toll Lanes from Northern Virginia and required close coordination with the FedEx Team. MSE walls were used at two locations to eliminate extension of box culverts. JMT was responsible for managing a multi-discipline team consisting of roadway, bridge, drainage, stormwater management, environmental permitting, traffic and ITS, geotechnical investigation and testing, public involvement, surveying, utility designation, and noise wall analysis and design. JMT was also responsible for securing all environmental permits and right of way for the project. During construction, JMT provided engineering oversight, and was responsible for addressing request for information from the contractor and performing shop drawing reviews. The DB Team embraced VDOT’s use of PlanGrid for document control, using it for plan submittals, RFIs and tracking and addressing issues in the field. JMT managed subconsultants HMMH, HWR, and Schnabel. The design team worked closely with Wagman to address poor soils using lime stabilization, cement treatments, and treatment of acidic soils.

- DISTINCTIONS**
- 2022 “Design-Build” Winner of the VTCA Transportation Engineering Awards
  - 2022 ACEC/VA Engineering Excellence Honor Award
  - The DB Team delivered this project safely and in compliance with VDOT and other agency requirements
  - Consistently achieved highest DB CQUIP scores statewide.

“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.”  
– *Fredericksburg Trails Alliance, reporting publicly on their website*

**COMPLETION ON TIME / AHEAD OF SCHEDULE:** Project design started in February 2018, and the development of an early work plan set enabled construction to begin early (August 2018) while design continued. The first major traffic shift occurred four months early. RFC plans were submitted on time on June 10, 2019, and construction was completed on time in May 2022 (the accelerated promised completion date). An interim milestone in October 2021 was also met.

**INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:** The project team redesigned the southern project terminus to achieve approximately 1,200 ft. longer acceleration and merge distances and set a better tie-in to a future widening project. The profile grade for the new I-95 SB GP lanes bridge over the Rappahannock River has been engineered to reduce MSE retaining wall requirements at the bridge approaches from the RFP design minimizing the vertical difference between the existing and new bridge structures. Through the use of purchasing nutrient credits, water quality swales, and the efficient conveyance of runoff to adequate outfalls, the stormwater management design eliminated 14 bioretention facilities from the RFP design reducing the long-term maintenance costs and reducing environmental impacts. The design team considered the types of materials, methods, and functionality of a number of details and incorporated them into the bridge designs to reduce the need for future inspection and maintenance including: 1) Using a continuous for live load bridge superstructure to provide redundancy, to improve structural performance, and to eliminate joints; 2) Using low permeability, low shrinkage concrete in all superstructure elements; 3) Providing corrosion resistant reinforcing steel (Class III – stainless steel) in deck slabs, parapets, terminal walls, median barrier, and fully integral abutment backwalls; 4) Using corrosion resistant reinforcing steel (Class I – low carbon, chromium) in all neat portions of the fully integral abutment caps, piers, and Bridge Pier Protection Systems; 6) Designing a jointless bridge using VDOT’s fully integral abutment details; 7) Using prestressed concrete bulb-T beams without the need to paint; and 8) Using approach slabs with sleeper pads at each abutment.

**LIMITING IMPACTS AND MINIMIZING CONGESTION:** JMT’s design emphasized a minimally impactful MOT strategy to maintain over 150,000 vehicles per day of traffic on I-95 prioritizing safety for all stakeholders. To reduce construction vehicles on NB and SB I-95 during peak congestion times, the DB Team performed most earthwork movement from areas south of the river to north of the river at night. Existing through lanes on I-95 were maintained throughout construction via the use of diversion roads within the median to reduce impacts on the traveling public. JMT developed a MOT scheme at the Rte 17 interchange to replace the existing SB I-95 bridge in one phase helping the team earn the contract’s maximum interim and final milestone incentives. JMT worked closely with VDOT Fredericksburg Public Communications staff implemented a robust public outreach program to inform and communicate with public and stakeholders in order to minimize disruptions to traffic. Close coordination with Virginia Tourism at the Welcome Center was also performed. Activities included infographics, stakeholder outreach, notifying WAZE and tourists at Virginia Beach and Outer Banks about weekends when major traffic shifts were implemented. 3D drive-through narrated animation videos were created showing the major traffic shifts.



*Construction of three I-95 Bridges over Rte 17*



*SB I-95 over Rappahannock River Opened to Traffic*

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Fairfax County Parkway Extension DB Phases I/II &amp; IV</b> Location: <b>Fairfax County, VA</b>	Name: Cherry Hill Construction, Inc.	Name of Client: FHWA: EFLHD Phone: 703-440-9086 Project Manager: Timothy Brown Phone: 703-440-9086 Email: timothy.brown@dot.gov	04/2008	07/2011	\$73,756	\$112,416 (Actual) (Received a significant contract modification adding the DB Segment IV, which increased the scope by 25%)	\$11,538 JMT Design Fee

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/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.

Relevant Design-Build Scope and Complexity	
<ul style="list-style-type: none"> <li>✓ DB   2.5 mi of limited-access roadway extension, interchange design, bridge construction, and associated work</li> <li>✓ Completed and open to traffic two months ahead of 750-day DB schedule</li> </ul>	<ul style="list-style-type: none"> <li>✓ Secured five ATCs, resulting in cost savings of approximately \$25M while also minimizing trucking impacts and congestion pressure to local roadway network</li> <li>✓ Used computer modelling of MOT phasing to limit public impacts and minimize congestion</li> </ul>

**PROJECT OVERVIEW:** JMT was the Lead Designer and the work was performed from the Richmond, Herndon, and Hunt Valley, MD offices. To support the U.S. Army relocation of 8,500 jobs to the National Geospatial-Intelligence Agency (NGA), VDOT and FHWA-EFLHD extended Fairfax County Parkway (FCP) to I-95 near Fort Belvoir to complete the missing connection of FCP to I-95. The single contract project included designs referenced as Phases I/II, and IV. The design included a new interchange at FCP and Barta Road for access to the NGA facility interior roadway network. This project was the final segment required to complete the Parkway and included construction of 2.5 miles of a four-lane divided, limited access highway, designed to facilitate future widening to six lanes within the project right-of-way. The design included three multi-span bridges over the Accotink Creek and included widening of approximately one mile of I-95 to accommodate a new exit lane and ramp designed as a certified Defense Access Road (DAR) to provide direct access to the NGA. Phase IV included completion of two additional bridges and the Boudinot Drive Interchange. Overall, the work included seven new bridges, a bridge widening of a severely skewed bridge on I-95 off-ramp H over Backlick Road, upstream/downstream extensions of an 8 ft x 8 ft reinforced concrete box culvert, multiple sound walls, cast in place, and MSE retaining walls. The FCP work included: surveys, SUE, grading, drainage, SWM, pavement design, shared use paths, lighting, traffic signals, landscaping, signing/stripping, geotechnical engineering/exploration/stability analyses, utility design/relocations/coordination, and RW plans/plats. The project also included extensive coordination with Ft. Belvoir DPW-ENRD environmental staff due to the presence of contaminated soil/groundwater and the possibility for unexploded ordinance as well as environmental permitting with the USACOE for the Accotink Creek bridge. The project included all traffic analysis and preparation of a Type C TMP.

The DB Team hosted numerous public outreach events ("Citizen Information" and "Pardon Our Dust" meetings) and accommodated public involvement during the course of the project. JMT developed and implemented a website that provided weekly update notifications of traffic shifts and scheduled phasing activities/shifts.

Rodney Hayzlett (proposed DM for the I-64 GAP Project) was one of several JMT employees who received a "Star Partner" award from the NGA and USACE for their exceptional dedication, teamwork, and professionalism in support of the project's goals.

**DISTINCTIONS**

- National DBIA- Merit Award
- DBIA Mid-Atlantic Region - Transportation Award
- VTCA - Transportation Engineering Awards for VDOT Projects Greater than \$10MACEC/VA - Merit Award; ACEC/MW - Honor Award; ACEC/MD - Honor Award

*"I am extremely pleased with the performance of CHC & JMT...they provided to be extremely responsive to our needs and concerns throughout the project.*

-Tom Fahrney, Former VDOT/BRAC Coord. (3-25-11)

**COMPLETION ON TIME / AHEAD OF SCHEDULE:** The project was completed and opened to traffic two months ahead of schedule. The FCP project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The DB Team initiated early work package designs that included utility relocations and coordination, earth work, and bridge substructure packages to expedite critical path construction activities. Successful completion of these early critical work packages greatly contributed to Phases I/II of the mainline FCP being opened to traffic two months ahead of schedule while Phase IV was opened to traffic one month ahead of schedule.

**INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:** JMT prepared eight ATCs that improved the overall project design and provided approximately \$25M reduction in initial construction costs. The most significant change, the "Fullerton Flip", revised the profiles for both the FCP and Fullerton Rd to take FCP over Fullerton Rd. Raising the grade of FCP reduced soil/rock excavation; minimized disturbance of contaminated material; and balanced the earthwork to significantly decrease project cost and reduce truck traffic on local roadways. The grade separation for Fullerton Road resulted in schedule and cost savings.

**LIMITING IMPACTS AND MINIMIZING CONGESTION:** Design/constructed along a highly developed urban corridor in NOVA between the Franconia-Springfield Pkwy, I-95, Fort Belvoir, the NGA's headquarters, adjacent businesses, residences and industrial facilities. The project relocated portions of Rolling Rd, a heavily traveled local roadway, widened I-95 to accommodate DAR and new exit ramp to FCP. AADT of 208,000 along the widened stretch of I-95 along with AADT of 73,000 along the I-95 off-ramp H over Backlick Road required extensive modeling. A thorough TMP was developed that demonstrated the construction phasing and impacts to the motoring public though impacted, would still maintain acceptable levels of service. On-site MOT managers were employed throughout construction that monitored queuing and congestion. Adjustments were made based on guidance in the TMP (and sometimes in real time) to the MOT devices and signals that alleviated the queuing and restored operations to acceptable levels. Modeling of MOT phasing impacts was conducted using Synchro and SimTraffic to provide acceptable LOS. A detour was provided to allow single phase bridge construction of the grade separation for Fullerton Rd to improve efficiencies in construction and promote safety for the workers and traveling public.



*FCP/Barta Rd Interchange (DAR)*



*FCP over Accotink Creek and Fullerton Rd*

