

# Statement of Qualifications



A DESIGN-BUILD PROJECT

## Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements

### Along U.S. Route 29/460

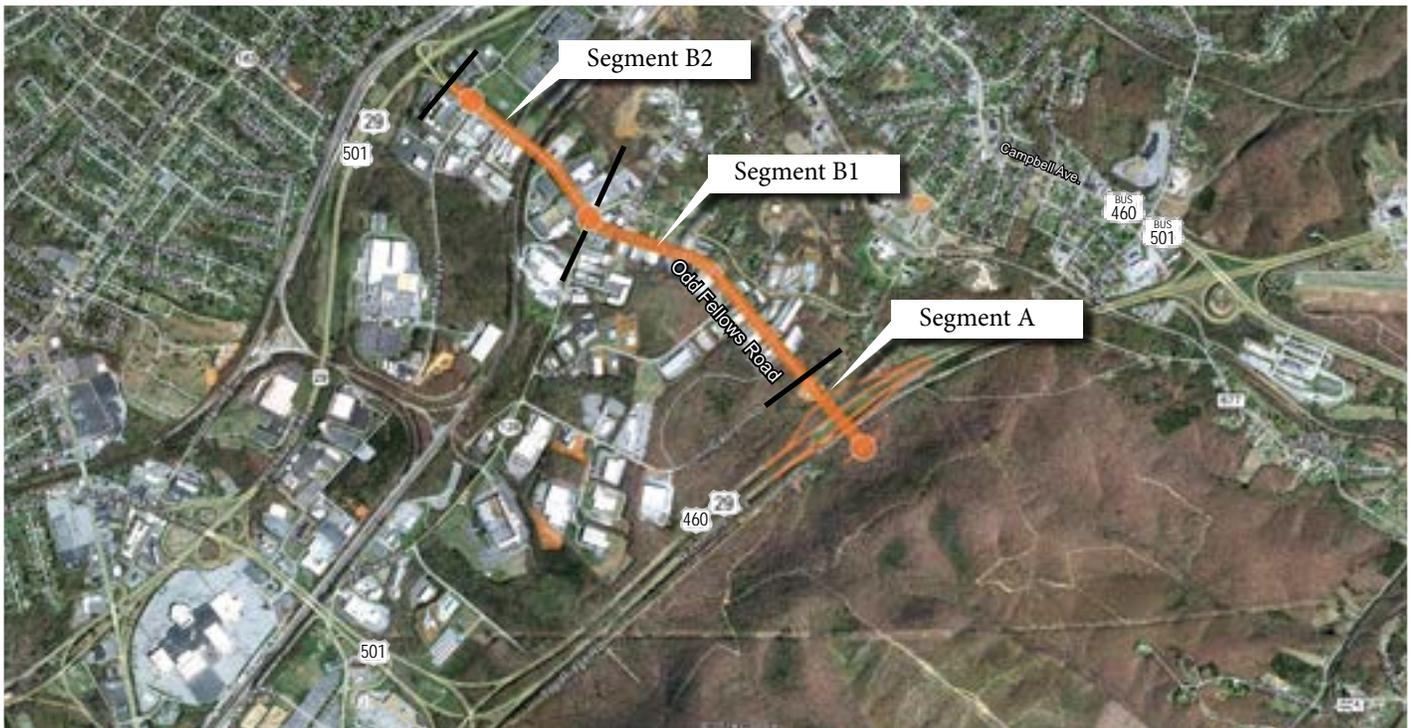
From: 0.6 Miles East of Candler's Mountain Road (Route 501 North)

To: 0.5 Miles West of Campbell Avenue (Business Route 460/501)

### Along Odd Fellows Road

From: Top Ridge Road (Frontage Route 794)

To: Lynchburg Expressway (Business Route 29/501)



City of Lynchburg, Virginia

August 7, 2014



Contract ID No: C00105515DB78  
State Project No: 9999-118-240, R201, C501, B628  
Federal Project No.: NH-5118(209)

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# 3.2

## Letter of Submittal

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BRIDGING GENERATIONS · SINCE 1902

August 7, 2014

Mr. Kevin Reichert, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation (VDOT)  
1401 East Broad Street  
Richmond, Virginia 23219

RE: **Statement of Qualifications (SOQ)**  
Odd Fellows Road Interchange at  
U.S. Route 29/460 and Road Improvements  
City of Lynchburg, VA - Design-Build (DB)  
Contract ID No: C00105515DB78

Dear Mr. Reichert:

**G.A. & F.C. Wagman, Inc. (Wagman)** is pleased to submit our SOQ for this DB project. In accordance with the Letter of Submittal requirements for Section 3.2 we offer the following additional information for review:

- 3.2.1** This Submittal is signed in ink by an authorized representative of G.A. & F.C. Wagman, Inc.
- 3.2.2 Offeror's Point of Contact Information:** Mr. David W. Lyle, V.P., Division Manager  
G.A. & F.C. Wagman, Inc.  
5911 Nena Grove Lane, Chester, VA 23831  
T 804-778-4444 / F 804-778-4929  
M 804-731-3707 / [dwlyle@wagman.com](mailto:dwlyle@wagman.com)
- 3.2.3 Principal Officer Information:** Mr. Greg M. Andricos, PE, Exec. V.P., Principal  
G.A. & F.C. Wagman, Inc.  
3290 N. Susquehanna Trail, York, PA 17406  
T 717-764-8521 x292 / F 717-764-2799  
M 717-825-8688 / [gmandricos@wagman.com](mailto:gmandricos@wagman.com).
- 3.2.4 Offeror's Corporate Structure:** G.A. & F.C. Wagman, Inc. is an active, registered Corporation (SCC Corp ID: F019898-8) in Virginia and will take financial responsibility for this project. A single 100% performance bond and payment bond will be provided for the total contract value and time period. There are no liability limitations on behalf of G.A. & F.C. Wagman, Inc.
- 3.2.5 Identity of Lead Contractor/Designer:** G.A. & F.C. Wagman, Inc. is the Lead Contractor responsible for overall contract execution/construction and will execute the Contract with VDOT. Johnson, Mirmiran & Thompson, Inc. (JMT) is the Lead Designer and will be responsible for the overall design.
- 3.2.6 Affiliated/Subsidiary Companies (Appendices):** Full legal names/addresses are listed in the Attachment.
- 3.2.7 Debarment Forms (Appendices):** Executed Attachments 3.2.7 (a) and (b) Debarment Forms.
- 3.2.8 Offeror's VDOT Prequalification Evidence (Appendices):** Wagman's prequalification (No. W002) is Active and in good standing as outlined in VDOT's Rules Governing Prequalification Privileges.
- 3.2.9 Evidence of Obtaining Bonding (Appendices):** Wagman will provide performance/payment bonds based on the current estimated contract value in Section 2.1, and these bonds will cover the Project and any warranty periods. The bond will be underwritten for the full amount of the contract. Wagman's Surety Co. has an A.M. Best's Rating of "A" or better, and a Financial Size Rating of "XV" or better.
- 3.2.10 Full Size Copies of SCC/DPOR Registration Documentation (Appendices):** Attachment 3.2.10 and full size copies of registration provides evidence and certifies that the Wagman/JMT DB Team (DBT) complies with the requests set forth and all businesses/individuals listed are active and in good standing.
- 3.2.11 DBE Statement (3% Commitment):** The DBT is committed to achieving the 3% DBE participation goal during the design and construction of this road improvements project.

We thank you for the opportunity to submit our SOQ. We are confident that our DBT will deliver this project for VDOT and project stakeholders in a high quality, timely, and economical manner.

Very truly yours,

**G.A. & F.C. WAGMAN, INC.**

David W. Lyle, Vice President, Division Manager

G.A. & F.C. WAGMAN, INC.

3290 N. Susquehanna Trail | Phone: 717-764-8521  
York, PA 17406-9574 | Fax: 717-764-2799

[WWW.WAGMAN.COM](http://WWW.WAGMAN.COM)

EQUAL OPPORTUNITY EMPLOYER

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# 3.3

## Offeror's Team Structure

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### 3.3 Offeror's Team Structure



**G.A. & F.C. Wagman, Inc. (Wagman)** will be the Lead Contractor and is the Offeror who will have the overall authority on the project. Wagman is an experienced Design-Build (DB) Contractor who has partnered to complete the design and construction of over \$1B of transportation projects in the Mid-Atlantic Region. Wagman, founded in 1902, continues today as a fourth generation, private family-owned general contracting business, headquartered in York, PA. Wagman is a heavy civil contractor with offices in Virginia, specializing in transportation infrastructure, and has grown to become a nationally-recognized leader within the industry. Wagman's core competencies include DB, bridges, structures, utilities, highways, excavation, drainage, modified concrete, and geotechnical construction services including self-performing the design and installation of complex support of excavation systems adjacent to existing infrastructure. Wagman builds and rehabilitates bridges, highways, cut and cover tunnels, retaining walls, noise walls, interchanges and other structures.

In 2013, Wagman acquired Key Construction Company, Inc. (Key) and D.W. Lyle Corporation (D.W. Lyle). These acquisitions provided Wagman with an additional 20 years of heavy construction experience in Virginia and the Lynchburg District. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen Wagman's Team. With the acquisition of Key and D.W. Lyle, both of whom have an extensive history as VDOT contractors, Wagman has fully integrated its presence in the Commonwealth of Virginia. Personnel from both of these acquisitions have been bidding and delivering quality projects in the Lynchburg District since the mid-1990's and enjoy an excellent working relationship with VDOT Lynchburg District Staff.

Wagman has selected **Johnson, Mirmiran & Thompson, Inc. (JMT)** as our lead designer to provide all engineering services for this project. JMT is a multi-disciplined, A/E employee-owned company that offers a full array of consulting and technology services for infrastructure projects (including DB) throughout the United States. JMT is currently ranked No. 94 in *Engineering News-Record* Top 500 Design Firms (No. 6 in the Mid-Atlantic) and has completed thousands of highway/bridge projects ranging in complexity from local intersection improvements to the most multiphase interstate projects.

More than 85% of the Wagman/JMT DB Team's (DBT) current work is being performed for repeat clients, illustrating our lasting ability to deliver a safe, quality, and cost-effective project to our customers. The DBT takes pride in our total commitment to schedule and budget goals, particularly our ability to offer creative and innovative solutions to any design and/or construction obstacle. Assisting the DBT is a hand-picked group of highly-qualified subconsultants that are adept in their field of expertise.

The Wagman/JMT DB Team			
	<b>G.A. &amp; F.C. Wagman, Inc.</b> Offeror and Lead Contractor <i>VDOT Prequalified Vendors No. W002</i>		<b>Johnson, Mirmiran &amp; Thompson, Inc.</b> Lead Designer <i>VDOT Prequalified ROW Consultant</i>
	<b>McDonough Bolyard Peck, Inc.</b> Quality Assurance		<b>DMY Engineering Consultants, LLC</b> Geotechnical Support and Drilling <i>DBE Cert. No. DB2011-0012-2014</i> <i>SWaM Cert. No. 684372</i>
	<b>ECS Mid-Atlantic, LLC</b> QA Materials/Laboratory Testing		<b>T3 Design Corporation</b> MOT and TMP <i>DBE/SWaM Cert. No. #652912</i>
	<b>NXL Construction Services, Inc.</b> Quality Control <i>DBE/SWaM Cert. No. 626437</i>		<b>EEE Consulting, Inc.</b> Environmental and Permitting <i>SWaM Cert. No. 7052</i>
	<b>Hurt &amp; Proffitt, Inc.</b> QC Materials/Laboratory Testing <i>SWaM Cert. No. 7052</i>		<b>Bowman Consulting Group, Ltd.</b> ROW & Fee Appraisers
	<b>Sharp &amp; Company, Inc.</b> Public Involvement/Relations <i>DBE Cert. #DB2007-0079-2016</i> <i>SWaM Cert. No. 9824</i>		<b>Appraisal Review Specialists, LLC</b> Review Appraisers

#### 3.3.1 Identity of and Information about the Key Staff

The DBT is led by qualified and capable professionals with local-area knowledge and strong DB experience. The DBT's identified personnel have relevant experience on transportation projects (including DB) in roles similar to those proposed on this project team. The DBT structure employs best management practices, emphasizes intra-team communications, and empowers team members to solve issues at the most appropriate organizational level.

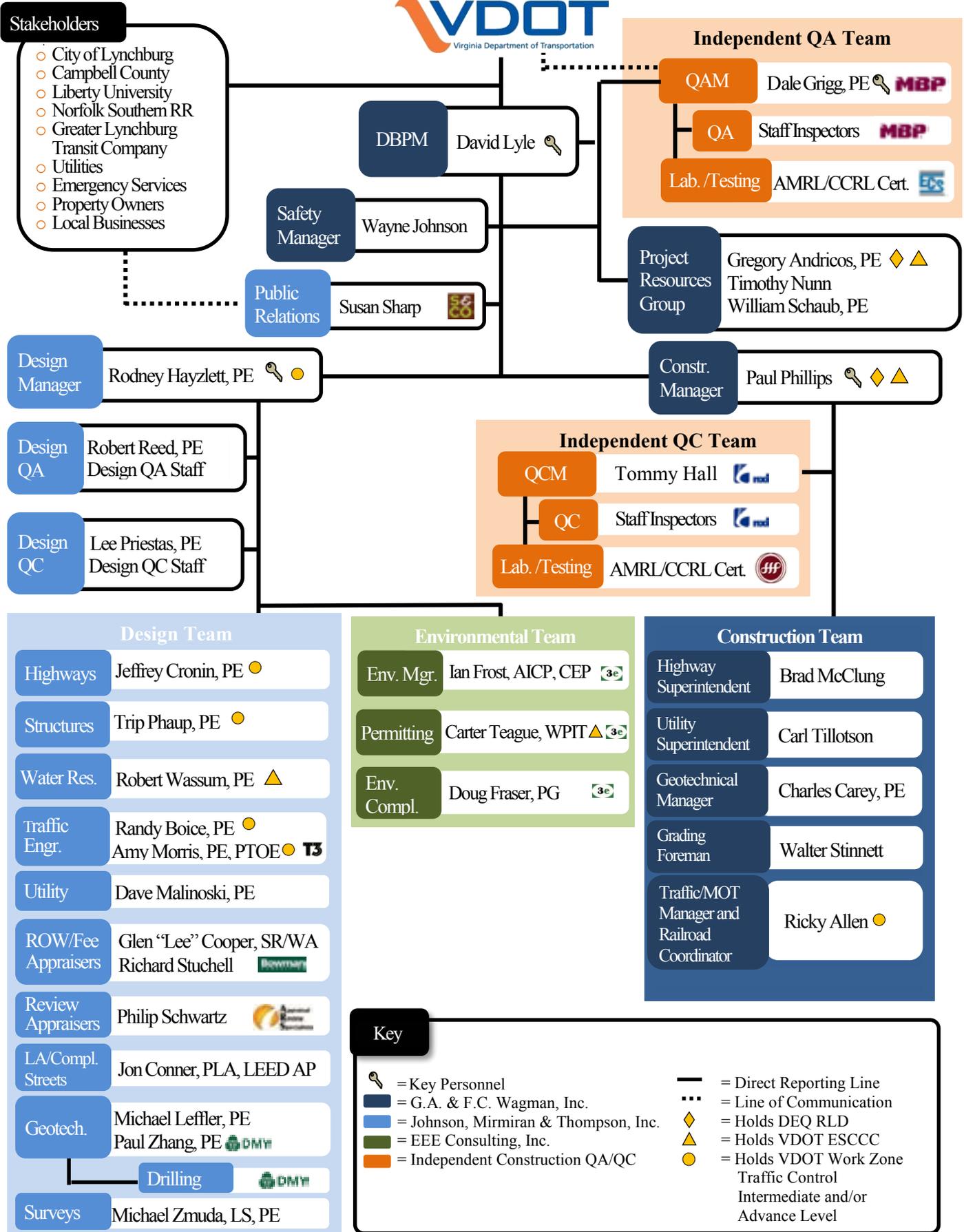
Our proposed key staff members consisting of a DBPM, Independent QAM, DM and CM who average nearly 20 years of design and construction knowledge including significant experience with VDOT, the Lynchburg District, and innovative project delivery methods. Our DBPM, Mr. David Lyle (Wagman), and DM, Mr. Rodney Hayzlett, PE (JMT), teamed to design and construct the \$15.5M Route 61 Bridge Replacement over New River, Route 460 and Old Virginia Avenue DB for VDOT. Our proposed QAM, Dale Grigg, PE, with McDonough Bolyard Peck, Inc. (MBP) and CM, Mr. Paul Phillips (Wagman) have a previous working relationship in the Lynchburg District. Paul was the Project Superintendent on two of the Madison Heights Bypass projects that were in the VDOT Lynchburg District constructed from 1998 to 2001. At the time these projects were being built, Paul worked with Dale who was the Lynchburg District Construction Engineer for VDOT. Additionally, Dale worked at the Lynchburg District in various positions including District Material Engineer, District Construction Engineer, and as Acting District Administrator from 1987 to 2007. Project responsibilities of the proposed DBT's key staff are listed below:

Key Personnel (Resume in Appendices)	Project Responsibilities
<b>David Lyle (Wagman)</b> <i>Design-Build Project Mgr.</i> <ul style="list-style-type: none"> <li>○ 22+ Years of Experience</li> <li>○ DB, DBB, VA</li> <li>○ Lynchburg District Exp.</li> </ul>	David is responsible for overall project design, construction quality management and contract administration. He will be the single POC and the DBT and will be responsible for the overall project design, construction quality management and contract administration. <b>Relevant Experience</b> - David has 20 years of construction experience working in the Lynchburg District, including 15 years on DB projects.
<b>Dale Grigg, PE (MBP)</b> <i>Quality Assurance Manager</i> <ul style="list-style-type: none"> <li>○ 41+ Years of Experience</li> <li>○ VA Registered PE</li> <li>○ DB, DBB, VA</li> <li>○ Lynchburg District Exp.</li> </ul>	Dale is responsible for the QA inspection and testing of all materials used and work performed on the project including monitoring the QC program. He will ensure that all work is performed in conformance with the contract requirements and the "approved for construction" plans and specifications, VDOT's Minimum Requirements for QA/QC on DB & PPTA projects and specifications. <b>Relevant Experience</b> - Dale has over 20 years of experience working in the Lynchburg District for VDOT.
<b>Rodney Hayzlett, PE (JMT)</b> <i>Design Manager</i> <ul style="list-style-type: none"> <li>○ 20+ Years of Experience</li> <li>○ VA Registered PE</li> <li>○ DB, DBB, VA</li> <li>○ Lynchburg District Exp.</li> </ul>	Rodney will manage individual design disciplines and will ensure that the overall project design is in conformance with contract documents. He will also establish and oversee the QA/QC program for all pertinent design disciplines. <b>Relevant Experience</b> - Rodney has served in similar roles on several DB projects and his roadway design experience includes roundabouts; sidewalks/shared use paths; and drainage projects.
<b>Paul Phillips (Wagman)</b> <i>Construction Manager</i> <ul style="list-style-type: none"> <li>○ 19+ Years of Experience</li> <li>○ VA DEQ RLD Cert. 41910</li> <li>○ VDOT ESCCC Cert. 1-06626</li> <li>○ DB, DBB, VA</li> <li>○ Lynchburg District Exp.</li> </ul>	Paul will be on the project site full-time for the duration of construction operations and will be responsible for managing the construction process including the QC activities to ensure that the materials used and the work performed meet contract requirements and the "approved for construction" plans and specifications. <b>Relevant Experience</b> - Paul has over 19 years of experience in the road construction industry.

#### 3.3.2 Organizational Chart

The organizational chart image provided on the next page shows the "chain of command" while identifying major functions to be performed by the DBT. The organizational chart also shows the reporting relationships of Key Personnel responsible for the management of design, construction, and QA/QC activities. The DBT has clearly defined roles and relationships.

### 3.3 Offeror's Team Structure



### 3.3.2 Organizational Chart Narrative

**Reporting Relationships of Key Personnel** - The DBT organization is optimized to present clear, logical, reporting relationships to manage the design and construction of the Odd Fellows Road Improvement projects, while maintaining distinct responsibilities and project controls. The project organization is structured to facilitate timely and effective communication among all personnel, regardless of position. Practical lines of communication running between design, construction, and the independent QA/QC support staff, along with direct reporting to the DBPM allows all levels to function as a team. Our organizational structure is a successful model implemented by Wagman and JMT on similar DB projects.

The organizational chart further depicts that the main production staff interfaces with the DBPM will be comprised of the **Design Manager (DM)**, the **Independent Quality Assurance Manager (QAM)** and the **Construction Manager (CM)** allowing effective communication among the Key Personnel. The DM, the CM, and the QAM will support the DBPM in their respective areas of expertise. The DBPM will rely on the DM, the CM, and the QAM to effectively coordinate their individual Team elements and will use these Key Personnel to communicate to all Team members during design and construction.

**DBPM** - The DBT organizational chart starts with VDOT at the pinnacle of the hierarchy. The DBT recognizes that all final decisions rest with VDOT. The DBT's primary interface with VDOT will be through the **DBPM, Mr. David Lyle**. In accordance with sound management practices and VDOT guidance, the DBPM serves in the most crucial role, one that defines success for all aspects of the project. The DBPM is the principal conduit for communication with VDOT, and exercises direct control over the design, construction, quality assurance and public outreach functions.

One feature of the DBT proposal is the independence of the key support staff and specialty professionals whose roles are to assure that the highest levels of quality and safety are maintained throughout design and construction phases of the project. DBT members have years of experience with integrated quality and safety programs that have been refined and incorporated in best management practices for delivering innovative and award-winning DB projects including the \$112.5M Fairfax County Parkway Extension.

**Independent QAM** - McDonough Bolyard Peck, Inc. (MBP) is the Team's Independent Construction QA firm for this project. MBP commits **Mr. Dale Grigg, PE to serve as the Independent QAM**. He will report directly to the DBPM and attend all project meetings. Mr. Grigg will oversee a QA staff that will include a lead senior inspector, project inspectors, and a records administrator. Additionally, he will oversee the activities of the independent AMRL/CCRL certified off-site materials sampling and testing laboratory, **ECS Mid-Atlantic, LLC (ECS)**. The QAM will have the authority to suspend field activities in the event QA tasks or issues are not complete or construction work is found to be non-conforming.

**DM** - The DBT organizational chart clearly defines that all design disciplines for the project will report to the **DM, Mr. Rodney Hayzlett, PE**. The approach to staffing these disciplines hinges on the concept of matching the requirements of this project to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. While the majority of the disciplines will be covered by JMT professionals, the Design Team does include several specialty subconsultants who will augment JMT and report directly to the DM. The DM will report directly to the DBPM. During the design phase of the project, the DM will interface directly with each of the discipline leaders, whether that individual is a JMT staff member or a subconsultant contracted with JMT. Rodney will also establish and oversee the QA/QC program for design. The responsibilities of the Design QA/QC Team will be separated between QA & QC.

**CM – Mr. Paul Phillips** is the CM for the project who will oversee all major construction activities and will manage the Construction Quality Control (CQC) program. The Superintendents, Traffic/MOT Manager, and Construction Quality Control Manager (QCM) from NXL Construction Services, Inc. will all report directly to the CM. His responsibilities will include CPM schedule development and updating,

### 3.3 Offeror's Team Structure



resource planning and allocation (materials, labor, and equipment), budgetary and cost control, subcontractor scheduling, MOT, ESC, and shop drawing review. The CM will report directly to the DBPM. The CM will also be responsible for Construction QC activities including CQC testing and off-site materials sampling and testing performed by Hurt & Proffitt, Inc. The Independent Construction QCM will report directly to the CM. Paul is a VA certified ESCCC and RLD.

Assisting the DBT is a hand-picked group of highly-qualified support personnel that are experts in their field of expertise. Please see the table below for a brief description of the qualifications and experience:

Project Role	Support Personnel	Reporting Role to:	Experience
Project Resource Group	<b>Greg Andricos, PE (Wagman)</b>	DB Project Manager	22+ years of experience in design and construction serving as DBPM on four DB projects (\$190M) in Northern VA and DC with JMT.
	<b>Timothy Nunn (Wagman)</b>		36+ years of experience in the construction of projects. He has completed projects statewide with over 20 years of experience in the Lynchburg District. Additionally, he has worked on previous DB projects with JMT.
	<b>Bill Schaub, PE (JMT)</b>		34+ years of experience including as Design Manager on numerous DB projects in Northern VA, DC and MD.
Public Relations	<b>Susan Sharp (S&amp;CO)</b>		35+ years of experience developing and implementing public participation programs.
Indep. QCM	<b>Tommy Hall (NXL)</b>	Constr. Manager	18+ years of experience working in the construction field including QA and QC on a variety of projects.
Geotechnical Manager	<b>Charles Carey, PE (Wagman)</b>		40+ years of experience inclusive of DB projects with earth retention or support of railroad structures.
Environ. Manager	<b>Ian Frost, AICP, CEP, CE (EEE)</b>	Design Manager	35+ years of experience representing VA on statewide and regional programs. He has a long standing relationship with JMT and members of Wagman's staff.
Highway Engineer	<b>Jeff Cronin, PE (JMT)</b>		17+ years of experience in all aspects of roadway design projects in VA.
Structural Engineer	<b>Trip Phaup, PE (JMT)</b>		25+ years of structural engineering experience (railroad bridges). Trip and our DBPM David Lyle first crossed paths at VA Tech and have worked together since 1988.
LA/Compl. Streets	<b>Jon Conner, PLA, LEED AP (JMT)</b>		28+ years of experience in landscape architecture and is a member and part of the National Speaker's Bureau of the National Complete Streets Coalition (NCSC).
Utilities	<b>David Malinoski, PE (JMT)</b>		34+ years of experience in the management and design of utility, transportation and site improvement projects.
Geotech. Engr	<b>Mike Leffler, PE (JMT)</b>		34+ years of experience in geotechnical engineering, construction materials testing, and constr. management.
Traffic Engr.	<b>Randy Boice, PE (JMT)</b>		22+ years of experience in traffic engineering including transportation mgmt. plans and traffic control devices.

All of JMT's Design Team members are registered professionals in their areas of expertise in VA and have decades of transportation infrastructure experience including innovative project delivery methods. JMT is a VDOT Prequalified ROW Acquisition firm and employees of our specialty subconsultants; Mr. Richard Stuchell of Bowman Consulting is VDOT Prequalified to perform appraisal services and Mr. Philip Schwartz of Appraisal Review is VDOT Prequalified to perform appraisal review services.

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# 3.4

## Experience of Offeror's Team

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### Relationship of Wagman and JMT

Wagman and JMT have a solid, long term, work history of teaming and partnering on transportation and, in particular, roadway and bridge projects including DB. The proposed individuals share the same history of working as a team. The successful completion of the following projects demonstrates that the DBT possesses the skills and knowledge to provide VDOT with an exceptional team for the design and construction of the Odd Fellows Interchange and Roadway Improvements project. In addition, our focus on process, quality, planning, and scheduling make them an excellent team. Both organizations and our proposed key staff are very experienced with the DB process and have a proven cooperative work history.

### Highlighted DBT Work History



**Route 61 (MacArthur Avenue) over New River, Route 460, and Old Virginia Avenue Bridge Replacement and Approaches (DB), Narrows, VA** – The Wagman/JMT DBT designed and constructed this DB project involving replacing a 1,200-foot long bridge and approaches over the New River and Route 460 with a wider, jointless bridge for VDOT. The scope included performing preliminary and final design for bridge, road and utilities; acquiring all environ. permits and approvals; providing QA/QC for design and construction; acquiring all required permanent/temporary ROW; and performing multiphase MOT and overall project management. JMT incorporated a number of aesthetic, context-sensitive solutions into the project including overlooks on the bridge over the river, a park and ride facility, a bioretention facility, sidewalks, bike lanes and street lighting.



**U.S. 209 Bridge Replacement and Approaches over Raymondskill Creek in Delaware Water Gap National Recreation Area (DB), Pike County, PA** – The Wagman/JMT DBT designed and constructed this bridge project which involved the replacement of the superstructure and rehabilitation of the substructure for a 56-year-old existing bridge, which carried U.S. 209 over Raymondskill Creek, located within NPS Delaware Water Gap Recreational Area. Route 209 was reconstructed and widened with improvements to an at-grade intersection.

Wagman and JMT have also coordinated and worked together on other DB projects and several Design-Bid-Build (DBB) projects including:

- **I-95/I-495/I-295/MD 210 Interchanges, (Woodrow Wilson Memorial Bridge), Prince George's County, MD** - During construction JMT worked with Wagman on VE proposals to reduce cost and schedule. The redesign of the approach fill using geofoam resulted in owner savings of \$2M+.
- **I-695/I-95 Interchange (Section 100) Express Toll Lanes, Baltimore County, MD** - JMT coordinated with Wagman (managing JV partner) during the construction. The collaboration resulted in accepted value engineering proposals totaling owner savings of \$2M+.
- **Multiple Virginia Transportation Projects** - JMT supported D.W. Lyle Corporation (acquired by Wagman in 2013) with surveying services on several projects including I-495 HOT Lanes (DB).

### Wagman's Experience in VDOT's Lynchburg District

Personnel acquired by Wagman in the acquisition of Key Construction and D.W. Lyle have been successfully bidding and delivering quality projects in the Lynchburg District since the Mid 1990's and enjoy an excellent working relationship with VDOT Lynchburg District Staff. Examples of several recent projects utilizing current Wagman project management and field construction staff are:

- Rte. 265 Franklin Turnpike Extension, City of Danville and Pittsylvania Co.
- Rte. 60 over David's Creek, Appomattox Co.
- Rte. 41, City of Danville
- Piedmont Drive over Fall Creek, City of Danville
- Rte. 360 and Rte. 58, Halifax Co.
- Rte. 92 over Bluestone Creek, Charlotte Co.
- Rte. 29 Bus. over 29 Bypass, Pittsylvania Co.
- Rte. 265/29/360 Danville Bypass

## 3.4 Experience of Offeror's Team



All of these projects were successfully completed on time and exemplify G.A. & F. C. Wagman, Inc.'s commitment to delivering safe, high quality projects in a cooperative team approach with VDOT.

### JMT's DB Experience in Virginia

JMT is experienced with various procurement methods employed by owners, including DB, DBB, PPP, one-step, two-step best value, and stipulated sum competitions. JMT routinely develops plans and alternative technical concepts for projects which result in a competitive advantage being provided to our contractor partners and overall best value to owners. JMT has a documented reputation for the development of innovative solutions for our projects, on time and within budget. JMT has been involved in projects that have included a variety of project delivery methods for our clients including many mega-projects along the Mid-Atlantic Region for nearly 20 years. Highlighted DB projects that JMT has participated as the Lead Designer and/or member of the Design Team in VA include:

- **FHWA-EFLHD/VDOT, Fairfax Co. Pkwy. Extension (DB), Springfield, VA (\$112.5M)** – JMT was the lead designer for this award-winning project, which completed a vital link to I-95. *DBT's proposed DM, Rodney Hayzlett, PE and Project Resource Group Members, Bill Schaub, PE & Greg Andricos, PE received "Star Partner" Awards for their exceptional dedication, teamwork, and professionalism.*
- **FHWA-EFLHD/VDOT, Mark Center Short and Mid-Term Improvements (DB), Alexandria, VA (\$7.8M)** – JMT was the lead designer for roadway infrastructure improvements in support of BRAC.
- **VDOT, Route 3 Widening (D-B), Culpeper District, VA (\$2.7M)** – JMT provided lead design for the widening of Route 3 from two lanes to four lanes, a 5.5 mile section of roadway.
- **VDOT, Route 15/460 Approaches and Bridge over Buffalo Creek in the Town of Farmville, VA (\$2.9M)** – JMT was the lead designer and provided design for the bridge replacement, while maintaining the daily traffic for 3<sup>rd</sup> St. (Route 15/460) over Buffalo Creek.
- **VDOT, Coalfields Expressway/Corridor Q, Poplar Creek Section (PPTA-DB), Bristol District, VA (\$1.6M)** – JMT was the lead designer for 4.3 miles of divided, four-lane principal arterial on brand new alignment through extremely mountainous terrain.
- **PWCDOT/VDOT James Madison Highway (Route 15) Improvements (PPTA), Prince William County, VA (\$52M)** – JMT as a subconsultant, designed two river crossing structures constructed by Wagman (D.W. Lyle). Also provided Stage II services for an additional bridge designed by others, ROW services, and utility designating services.

Additionally JMT served as the lead designer on several successful DB projects involving bridge structures over railroads in DC including the 11<sup>th</sup> Street Corridor mega project; and the 9<sup>th</sup> Street and Taylor Street Bridge Replacements projects for which Greg Andricos, PE (Project Resource Group member) served as DBPM. All three of these projects were over active freight/passenger rail lines.

### JMT's Roundabout Design Experience

JMT is a leader in context sensitive solutions/complete streets, using a multidiscipline team of engineers, landscape architects and environmental specialists to ensure that highway improvements blend into the community and environmental contexts. JMT has completed a multitude of roundabout designs under task assignments under On-Call Statewide Design Term Contracts for VDOT and has been recognized for the following award-winning roundabout projects: **U.S. 301/MD 291 Interchange, Kent County, MD** (Diamond interchange in which JMT designed two roundabouts) and **Downtown Enhancements, Rehoboth Beach, DE** (Project included Delaware's first roundabout). For the Rehoboth project, JMT's roundabout design included a replica of the former Cape Henlopen Lighthouse, serving as a gateway and traffic calming device.

The example projects described above demonstrate that members of the DBT's key and support staff have a solid, long-term relationship delivering relevant, successful transportation projects in Virginia. The DBT's Work History Forms demonstration projects of similar scope and complexity are located in the Appendices Section of this SOQ.



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# 3.5

## Project Risks

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Our DBT has evaluated the project and identified the following project risks as being the most critical:

### **RISK NO. 1 – NORFOLK SOUTHERN RAILROAD COORDINATION AND SCHEDULING**

Odd Fellows Road crosses over two mainline tracks of Norfolk Southern Railroad (NSRR)'s Piedmont Division at the northern end of the project. The Railroad (RR) ROW width is approximately 240 feet where Odd Fellows Road crosses the tracks. The track in this area carries both NSRR freight rail traffic as well as Amtrak passenger rail traffic. The bridge (a 4-span structure 235 feet long, was constructed in the early 1960's and repaired in the late 1980's) carrying Odd Fellows Road over NSRR will be replaced with a new structure that includes a sidewalk, 4-lanes of traffic, and a shared use path.

**Why the risk is critical and the impact the risk will have on the Project:** Demolition and construction activities across the Railroad ROW will be performed over/around existing NSRR tracks. All work will need to be designed, approved, and physically constructed in accordance with *NSRR's Public Projects Manual (NPPM)*. NSRR is involved in numerous other capital improvement projects throughout VA and other areas of their system which will limit the availability of their resources to support this project through the design, approval, and field support. Therefore, coordination between the DBT, VDOT and NSRR will be required to avoid impacts to NSRR's operational schedule, including Amtrak service, track facilities, or the Project Schedule. Elements of concern to NSRR include:

- **Preliminary Engineering Review Schedule** - According to the “*Overhead Grade Separation Schedule for Review*” included in *Appendix C of NPPM*, the DBT will need to plan for as much as 41 weeks of review time from sending concept package to the NSRR to receiving a signed agreement. The DBT will need to engage NSRR early and work closely with them in order to streamline the review process and control the schedule for receiving project approval.
- **Design Details** - Appendix H of NPPM describes the design criteria for bridges crossing over NSRR facilities in great detail. Key design elements of interest include:
  - **Horizontal Clearances** - Span configurations for the bridge will need to provide the minimum clearances to track centerlines; location of pier footings with respect to the track zone of influence, and whether sheeting or shoring is required; need for pier protection in the form of crash walls.
  - **Vertical Clearances** - Roadway profile and superstructure depths will need to be established to provide at least 23 feet of vertical clearance.
  - **Drainage** - The project must be designed to eliminate drainage outfalls onto the NSRR ROW.
  - **Track Protection** - Pedestrian fencing will need to be provided on both sides of bridge.
- **Construction Activities** - During construction, the most critical aspect of working around the RR will be safety for NSRR operations, Contractor operations, and for the traveling public. In addition, the DBT will coordinate a number of critical activities with the NSRR that may include:
  - **Construction Engineering** - Attendance by NSRR at project meetings, including preconstruction meeting; DBT submittal reviews by NSRR including plans for: demolition of bridge without fouling track (rail, ties, ballast); demolition/construction of bridge without hindering rail traffic; temporary support of excavation; onsite construction monitored by NSRR.
  - **Flagging Services** - Onsite protective flagging will be provided by NSRR. We understand that NSRR provides flagging for all leased railroad activities.
  - **Track Work** - NSRR track modifications, such as a temporary crossing, may be required to accommodate construction.
  - **Communications, Signal and Electrical, and T-cubed Changes** - Relocations or modifications to NSRR Communications facilities, NSRR Signal or Electrical facilities, or NSRR Fiber Optic Communications may be required for construction of the project.

**Mitigation strategies the DBT may implement to address the risk:** To mitigate the risk of impact to RR facilities, to minimize VDOT's and NSRR's efforts, and to control the project schedule, the DBT will employ the following strategies:

- **Preliminary Engineering Review Schedule** - The DBT will initiate coordination with Mr. Scott Overbey, NSRR Public Project Engineer for the VA region, in NSRR's office in Atlanta, GA, as early as possible. Understanding the specific requirements for submittals will minimize the NSRR's review times, critical to controlling this risk. The DBT will meet with Scott as required to facilitate this process.
- **Design Details** -JMT will provide all design services in-house including structural/geotechnical engineering. With JMT performing all aspects of the structural design, the DBT will be able to ensure that all options are properly vetted, and the most efficient design is selected that result in minimal impacts to existing Railroad facilities. Careful consideration will be given to the type of displacement and settlement generated by the selected foundation system to ensure there is no settlement or track misalignment as a result of the foundation installation either during or after construction. Additionally, the DBT will be performing pre-construction surveys, monitoring during construction to evaluate means and methods, and providing designs that will reduce potential conflicts with Railroad facilities.

The DBT's design will incorporate all applicable AASHTO and VDOT design standards, *NPPM requirements*, and *AREMA Manual for Railway Engineering* criteria when designing the structure and foundation. **JMT's Structural Engineer, Mr. Trip Phaup, PE** has experience in the analysis, design, and preparation of prelim. /final plans, special provisions, construction cost estimates and inspection for a variety of railway projects. In the past, he assisted VDOT in updating *VDOT's Structure and Bridge Division's Design Aids Volume V – Part 2 – File No. 06.06* series related to *Geometrics, Bridges over Railroads, Clearances and Crash Wall Requirements*. He has worked on a number of NSRR projects under contract with VDOT or working directly for the RR and as a result of this work is very familiar with *NPPM* intended for use on public projects which may impact NSRR property. As a result of his experience, the DBT will be able to mitigate potential concerns/risks associated with the design details.

Recognizing the importance of maintaining NSRR facilities, the DBT will also take advantage of Wagman's in-house geotechnical capabilities to provide an additional level of design oversight. **Wagman's Geotechnical Mgr., Mr. Charles Carey, PE** will ensure that any Support of Excavation (SOE) systems are properly designed and integrated with the foundation design. He will also provide oversight to ensure that any SOE system design conforms to *NPPM*. Mr. Carey has 40 years of experience including projects with earth retention support of railroad structures which will ensure conformance to NSRR requirements.

The DBT will further mitigate design risk by designating a RR Coordinator to interface with both VDOT and NSRR early and throughout the design process. Proper coordination and design review ensures that the DBT selects and designs the most optimal structure type and foundation. VDOT and NSRR will be invited to participate in constructability and over-the-shoulder reviews to resolve design issues early resulting in timely approvals of submissions without re-submissions.

- **Construction** - The first step in mitigating risk during construction will be to invite NSRR to participate in a formal project partnering program to ensure NSRR that the DBT will construct the project safely while accommodating their operating schedules and requirements.

The second step in mitigating risk during construction will be developing a *Project Specific Safety Plan* including engineered plans for SOE, formwork, falsework, and erection and equipment position. The safety plan will conform to the DBT's corporate safety policies and *NPPM* and will be submitted to VDOT and NSRR for review and approval. While performing bridge demolition and construction adjacent to RR facilities during operating hours, the DBT will install mechanical swing stops in the cranes performing these operations which prevent crane booms from moving into an alignment that fouls the tracks. The DBT will implement appropriate site security measures as required to prevent unauthorized entry into the construction site or NSRR ROW. In addition, the DBT will use a shielding system to ensure that no objects or debris fall on NSRR ROW.

A third step in mitigating risk during construction will be monitoring and controlling settlement during construction of pier foundations adjacent to NSRR facilities. The DBT will develop a comprehensive plan to instrument and monitor settlement or movement of RR facilities. The plan will be developed in conjunction with NSRR and in accordance with *NPPM* and will employ pre-/post-construction surveys and monitoring during construction.

**Role the DBT expects VDOT or other agencies may have in addressing these project risks.** NSRR will be made an integral part of the DBT. NSRR/VDOT participation in a formal partnering program should be anticipated. Participation in the railway coordination effort should be anticipated by all related agencies. In addition, participation by NSRR/VDOT in over-the-shoulder reviews will be critical to help timely reviews of submissions and minimize the number of re-submissions.

### **RISK NO. 2 – UTILITY COORDINATION**

As presented on the plans provided with the RFQ, the project contains several private and public utilities that fall within the Limits of Disturbance (LOD). The DBT has preliminarily identified the following utilities: Water and Sanitary owned by the City of Lynchburg's Dept. of Water Resources; telephone owned by Verizon Virginia, Inc.; electric owned by Appalachian Power; Gas owned by Columbia Gas of Virginia, Inc.; cable TV owned by Comcast and fiber optic lines owned by Lumos Networks and Mid-Atlantic Broadband Cooperative. The existing utilities comprise of both overhead and underground.

**Why the risk is critical and the impact the risk will have on the Project:** A critical risk to the project includes identification of potential utility conflicts with the new work. Protection of utilities is critical to the success of any project, and includes both direct and indirect impacts, such as those that may be caused by vibrations during construction or heavy equipment passing over utilities. The roadway areas will require the identification and mapping of all known overhead/underground utilities to determine that they are adequately protected from new construction impacts and to ensure proper overhead/underground clearances. This includes service lines to area homeowners and businesses potentially impacted. Protection of existing utilities is critical so as not to risk any loss of service to homeowners and businesses located within not only the LOD, but end users for a given utility well beyond the limits of the project.

Another risk presented by utility relocations is to the project schedule. Failure to provide timely assistance by any of the respective utility owners can create major impacts to completing areas of work on the project. Proper upfront work and planning is required in order to identify the utility relocations, develop a plan of relocation, acquire ROW and easements, and schedule the utility company relocation.

**Mitigation strategies the DBT may implement to address the risk:** To manage this risk, the DBT intends to provide early and constant coordination with affected utility companies commencing at the proposal phase and continuing throughout design development and construction. The DBT will implement comprehensive design and construction strategies to aid in the management of the utility relocation process through partnering and open communication. Our team will investigate alternative designs to avoid or minimize impacts to existing utilities. Utility coordination efforts will begin at the project kickoff (KO) meeting. Representatives from the affected utilities and VDOT utility personnel will be invited to the KO meeting to participate in utility discussions. Follow-up meetings will be held as necessary with the utility companies and VDOT to develop our relocation designs and to confirm that utility designs by others are not in conflict with proposed construction.

The DBT has assigned **Mr. David Malinoski, PE of JMT**, with specific responsibilities for utility coordination. He will lead a Utility Task Force (UTF) during design and throughout construction, to define potential impacts, evaluate avoidance solutions and facilitate relocations. JMT's in-house Subsurface Utility Engineering (SUE) Team will detect and designate the location of existing utilities and implement a Level A test-hole program to obtain the precise depth of utilities. This program data will enable a complete review of

conflicts and will provide data for the UT-9 forms that will be provided to the utility companies prior to the UFI meeting(s). The UTF will work with the owners to explore methods, such as phasing the relocations, to expedite utility related plans and estimates (P&E) and advance the project schedule. The UTF will also work diligently with the ROW acquisition team to ensure proper ROW and easements are acquired in a timely manner for the relocation of the utilities.

Our early and aggressive coordination efforts will occur well before actual construction allowing for minimal impacts to the project schedule as well as to all affected parties. The DBT is familiar with the UFI process and the preparation of the documents required by VDOT's *Utility Manual of Instructions – Utility Relocation Policies & Procedures*. We will diligently pursue the relocation effort in accordance with the Manual's and the RFP's requirements, as team members did on the Route 1 Widening Project and the Fairfax County Parkway Project.

### **Role the DBT expects VDOT or other agencies may have in addressing these project risks:**

We do not expect any uncommon efforts on the part of VDOT unless unforeseen circumstances arise. We anticipate that VDOT will participate in the utility relocation planning efforts, including planning meetings and UFI meetings. VDOT will be invited to any meetings with the utility companies and will be welcomed to attend. The success of the utility relocation effort is also contingent upon timely review and approvals by VDOT's Utility Division. Both Wagman and JMT have extensive experience coordinating with VDOT's Utilities Managers in past projects, the use of the Right-of-Way and Utilities Management System (RUMS) and as a result the DBT request for VDOT approval will be timely and complete, allowing for a quick and effortless VDOT review and approval process.

### **RISK NO. 3 – MAINTENANCE OF TRAFFIC (MOT)**

The first physical impact of the project that the public will encounter will be the MOT. A critical risk for this project is ensuring safety through the work zones during construction while minimizing impacts to the traveling public including vehicular, pedestrian, and bicycles, optimizing traffic operations, and maintaining access to businesses within the work zone.

**Why the risk is critical and the impact the risk will have on the Project:** The Odd Fellows Road corridor impacted by this project effects a large number of well-established businesses and industries. The DBT will develop a plan that will address the current traffic flow (vehicular including trucks, pedestrian, bicyclist and rail) while still allowing for the roadway improvements. Providing work zones that are safe, limit the interruption to stakeholders, and still maintain a level of constructability that allows the DBT to maintain schedule and efficiently execute the construction is critical. Creating a well-executed Traffic Management Plan will have the tremendous impact to the success of the entire project.

**Mitigation strategies the DBT may implement to address the risk:** To mitigate this risk, the DBT will develop a thorough Traffic Management Plan (TMP) that demonstrates that all modes of traffic can be safely conveyed through work zones while ensuring access to the University, businesses and residents. In order to understand and accommodate all traffic modes, the DBT will evaluate current traffic volumes and patterns to identify peak traffic demands and trends that must be considered. Consideration will be given to how many businesses are directly affected by specific work zones and these work zones will be sized accordingly. The TMP will be developed to balance the needs of the construction schedule with the safe and timely conveyance of the public through the construction zones.

There are three roundabouts on this project that are to be constructed at existing intersections. Emphasis will be placed on notifying the public and stakeholders well ahead of time that these roundabouts will be installed as part of this project. Tactical use of the current single lane traffic flow along with staged construction, careful use of existing right-of-way, and proper guide signs during the construction phase will minimize the risks associated with these intersection improvements.

The DBT will make specific efforts to minimize the impact construction has on access to Liberty University. Working within the traffic patterns of the University presents a number of challenges that requires special attention. Notification of specific construction milestones and traffic shifts will be vital to the safety of the students, staff, and general public. University activities, such as athletic events and graduation ceremonies produce situations where a large influx of people that are unfamiliar with the surrounding area will enter the construction zone. Careful consideration will be given to ensure these visitors are aware of work zone restrictions and travel routes through the project limits. Proactive communication and proper design of work zones will reduce the risk of unexpected changes that could adversely impact University operations and cause disruptions to the construction schedule. Safety and communication will be the top priority during design of work in this area.

Bridge designs over the NSRR line and existing Rte. 460 will be analyzed to ensure that adequate access is provided for pier/abutment construction while maintaining required clear zones. The DBT will coordinate with NSRR and VDOT during the development of the TMP so that potential risks are identified, minimized to the extent possible and adequately addressed. Our TMP will consist of the following three main components:

- **Temporary Traffic Control Plans (TTCP)** will provide the sequence of construction activities. The proposed construction along with any proposed lane closures will be shown with the appropriate traffic control devices. Sections will be provided to demonstrate how each phase of construction interacts with the existing condition and the ultimate completed project. The TTCP's will address areas where temporary drainage could be trapped during any phase of construction. The DBT VDOT-certified Traffic Control Designers will review each plan for constructability and conformance to RFP requirements, adherence to the VDOT Work Area Protection Manual and MUTCD criteria. The TTCP's will include ADA and MUTCD compliant details such as traffic management stage narratives/schedules, work zone signage, detour routes, access to local homes and businesses, public notification requirements, alternate routes, maintenance of pedestrian and bike routes, coordination with emergency services, local schools, Greater Lynchburg Transit Co. transportation systems.
- **Public Communication Plan** is critical for traffic, incident, and congestion management. Lane closures/new traffic patterns will need to be communicated to all users of the corridor in advance of their implementation. Exploring the use of alternate routes in the immediate area for traffic flow is also an option that will be considered. Through the use of proper public notification, these alternate routes can be communicated to the public and suggested to the stakeholders as options that will decrease congestion and allow for more productive working conditions. Decreasing the amount of interaction between the public and the work zones will increase safety, minimize delays to the traveling public, and promote increased productivity.
- **Transportation Operations Plan** provides a process to notify the Traffic Operations Center (TOC) to place detours and lane closure information on the 511 system. A list of local emergency response agencies will be included in the plan along with procedures to respond to traffic incidents that may occur in the work zone. Traffic analysis will be performed for each phase of construction to confirm that the proper LOS is being maintained at each intersection within the project limits. The traffic analysis along with any traffic incidents will provide the tools necessary for modifying the TTCP if required along with providing historical data for future projects.

### **Role the DBT expects VDOT or other agencies may have in addressing these Project risks:**

We would ask that VDOT consider participating in any public outreach events and Coordination/Task Force meetings between stakeholders and provide oversight and review of the TMP. The DBT will communicate regularly with VDOT Public Affairs to inform them of project progress, events, concerns, media opportunities, etc.

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# 3.6

## Third Party Coordination

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### Identify the Third Parties

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The three proposed segment improvements for the Odd Fellow Road Interchange at U.S. Route 29/460 and Road Improvements project in the City of Lynchburg will provide temporary disruption to Third Party stakeholders within and adjacent to the project limits. Major Third Parties affected by this DB project include: the City of Lynchburg, Liberty University, Norfolk Southern Railroad (NSRR), Greater Lynchburg Transit Company, numerous commercial interests within and adjacent to the project limits, residents, utility companies, and the motoring public.

Listening to and addressing the concerns of the Third Parties will be paramount to a successful project. The DBT recognizes the importance of effective public relations and knows that the success of the project will hinge greatly upon the proper and timely dissemination of information to the public about the construction schedule and its impacts on their daily lives and activities.

### Approach to Third Party Coordination

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To address these important concerns, the team includes **Sharp & Company, Inc. (S&CO)** whose principals provide more than 50 years of combined experience in the field of public relations, including extensive experience with VDOT projects. Third Party involvement is critical for two reasons: first, it ensures developing the right project, one that truly meets the community's needs and reflects the community's input; second, it helps move projects from planning to actuality. The goal of community engagement is to share information and gather input from people and organizations affected by a project in order to create and implement a process that Third Party stakeholders will help champion.

Good, efficient, and proactive project coordination is key to the successful completion of the Odd Fellows project. The DBT recognizes that stakeholders, Third Parties, and the general public will all want this project completed as safely and as quickly as possible with minimal interruptions. The key to successfully coordinating with Third Parties is good and frequent proactive communication. The DBT plans to include all identified Third Parties as part of our partnering effort along with VDOT and other project stakeholders. The DBT will conduct an initial Third Party coordination meeting as part of our partnering effort that will introduce the project plans and provide an opportunity to review and ask questions as well as to voice any concerns. In addition to partnering meetings, the DBT plans to hold in-person meetings with all Third Parties as needed on a regularly-scheduled basis to ensure proper dissemination of project information and status as well as to discuss and address any concerns that may arise.

Part of the Project Work Plan will include a Public Communication Plan. The Public Communication Plan will outline procedures for advanced notification to the public and Third Party stakeholders of project status, milestone dates, traffic pattern changes and schedule. The DBT will solicit input from Third Parties during partnering sessions and other joint meetings and will incorporate any feedback into the Public Communication Plan. All Third Party representatives will have a direct line of communication with project key staff, including the DBPM and the CM. Communication avenues will be developed during the partnering meetings to ensure that Third Parties will have continuous availability to key project staff from NTP to final completion. The DBT will also create and regularly communicate via an e-blast notification system that targets representatives of the Third Parties. The overall goal of the DBT's Plan will be to provide for regular communication with Liberty University, elected officials, emergency personnel, major employers, residents and other Third Parties to keep them apprised of project progress.

In addition to direct communication with the Third Parties, the DBT will also, if VDOT elects, develop a stand-alone website or provide content to VDOT that would be included as part of a VDOT-maintained project site. The website would become a public resource to convey project status and updates, project schedules, milestone dates, maintenance of traffic information, alternate routes, anticipated traffic interruptions, nighttime construction activities, etc. The website would also allow for Public comments to be submitted which could be sent to VDOT and the DBT via email. The DBT would assist VDOT by

drafting replies to comments and VDOT would review and reply. If established as a stand-alone website, the layout and content will be developed for review and approval from VDOT before it is accessible to the public. Content will be updated on a regular basis to keep it current. In addition to the general procedures outlined above, some Third Parties will require specific coordination efforts. They are as follows:



**City of Lynchburg** - The City of Lynchburg is approximately 50 square miles in size and is an important economic, cultural, and educational component of the Commonwealth of Virginia. In recognizing the importance of the City of Lynchburg and the coordination effort that will be required by this project, the DBT will actively engage the City of Lynchburg's City Manager as well as the City Council immediately upon award of the project. The DBT's initial goal will be to convey the project's plans to the City's government and to establish proper lines of communication. Further involvement will be fostered through partnering and in-person meetings.



**Liberty University** - The DBT will make specific efforts to minimize the impact of construction traffic on the Liberty University property. Working within the limits of an educational institute presents a number of challenges that will require special attention and coordination. The DBT will reach out to key Liberty University staff immediately upon award of the project to develop the proper communication channels. Notification of specific construction milestones and occurrences will be vital to the safety of the students, staff, and general public. Performances, athletic events, and graduation ceremonies produce situations where a large influx of people that are unfamiliar with the surrounding area will enter the construction zone. Careful consideration will be given to how to best notify these people (as well as the everyday public) of work zone restrictions and specific travel routes through the project limits. Efforts to delineate and identify the work zone will be made to reduce the risk of exposure and coordination with the University will decrease disruptions to the construction schedule. Safety will be the top priority when the design of this work is carried out.



**Norfolk Southern Railroad (NSRR)** - NSRR will be made an integral part of the DBT. NSRR and VDOT participation in a formal partnering program should be anticipated. Participation in the railway coordination effort should be anticipated by all related agencies. In addition, participation by NSRR and VDOT in over-the-shoulder reviews will be critical to help minimize the number of re-submissions. Timely evaluation and approval of submittals will be required to ensure a successful project. Please refer to section 3.5 for a more detailed description of NSRR coordination.



**Greater Lynchburg Transit Company (GLTC)** - The DBT will coordinate design and construction with the needs of the GLTC. This includes informing them of the project and any anticipated delays and any modifications that could impact their route planning or bus stops. Key staff members of the DBT are intimately familiar with this coordination strategy having recently provided similar efforts with City of Alexandria Transit Company's DASH services during the design of the Mark Center Short and Mid-Term improvements project. Early involvement of these commuter services in the design process allowed modifications to the plans that better accommodated the buses.

**Businesses & Residents** – The DBT will reach out to local business and residents to discuss access as well as to plan for any disruptions. During this process, the DBT will provide a project overview to traffic reporters and other media and schedule regular updates. The DBT will ensure that access is provided to all local residences, facilities and businesses in the area during all phases of construction.

### Approach to Incorporating the Third Parties to Play in the Delivery of the Project

The approach to incorporating the Third Parties will be as outlined above. Descriptive and precise procedures for coordinating Third Parties will be outlined within the Project Work Plan as part of a collaborative development effort between VDOT, the DBT and the Third Parties. These procedures will be followed and enforced by the DBT to ensure proper and timely coordination.

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# Appendices

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**ATTACHMENT 3.1.2**

**Project: 9999-118-240, R201, C501, B628**

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

**ATTACHMENT 3.1.2**

**Project: 9999-118-240, R201, C501, B628**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendices
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendices
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendices
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendices
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendices
<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
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices
Organizational chart	NA	Section 3.3.2	yes	3-4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6

**ATTACHMENT 3.1.2**

**Project: 9999-118-240, R201, C501, B628**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				7-8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-13
<b>Third Party Coordination</b>				
Narrative describing approach to third party coordination	NA	Section 3.6.1	yes	14-15

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# Attachment 2.10

## Acknowledgement of the RFQ, Revision and/or Addenda

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**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

**RFQ NO.** C00105515DB78  
**PROJECT NO.:** 9999-118-240, R201, C501, B628

**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 06/30/2014  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
SIGNATURE

David W. Lyle  
Vice President, Division Manager

August 7, 2014  
DATE

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# 3.2.6

## Affiliated and/or Subsidiary Companies of the Offeror

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# 3.2.7

## Certification Regarding Debarment Forms (Primary and Lower Tier)

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ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

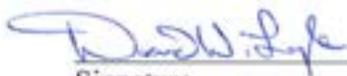
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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



August 7, 2014

Vice President, Division Manager

Signature

Date

Title

G.A. & P.C. Wagman, Inc.

Name of Firm

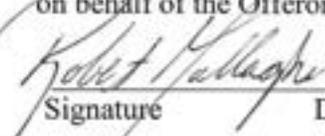
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

	August 7, 2014	Senior Vice President
Signature	Date	Title

Johnson Mirmiran & Thompson, Inc.  
\_\_\_\_\_  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

	July 17, 2014	Branch Manager
Signature	Date	Title

MBP  
Name of Firm

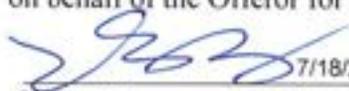
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

	7/18/2014	Vice President
Signature	Date	Title

DMY Engineering Consultants Inc.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

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

<u>J. Randy Wirt</u>	<u>7/24/2014</u>	<u>Chief Engineer</u>
Signature	Date	Title

ECS Mid-Atlantic, LLC  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

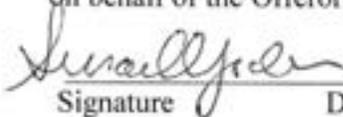
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

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

 July 21, 2014  
Signature Date

Chief Administrative Officer  
Title

**T3 Design Corporation**

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

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

M. T. Harty      7/21/14      President  
Signature      Date      Title

NXL Construction Services, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

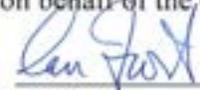
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

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



Signature

07/22/2014

Date

President

Title

EEE Consulting, Inc.

Name of Firm



ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

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

 7/23/2014 VICE PRESIDENT / COO  
Signature Date Title

BOWMAN CONSULTING GROUP, LTD.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

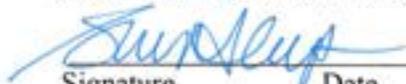
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

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

	7-22-2014	President
Signature	Date	Title
Sharp & Company, Inc.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 9999-118-240, R201, C501, B628

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

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

	July 23, 2014	Managing Partner
Signature	Date	Title

Appraisal Review Specialists, LLC

Name of Firm

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# 3.2.8

## VDOT Prequalification Certificate

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=====  
W374  
WAFF CONTRACTING, INC.  
PREQ. EXP : 10/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
P. O. BOX 237                    030 - PILE DRIVING AND CAISSONS  
EDENTON, NC 27932-0000        082 - SHORING AND SHEETING  
PHONE : 252-482-7071  
FAX : 252-482-4816

BUSINESS CONTACT: WEMPLE, PATRICK JOHN  
EMAIL: PWEMPLE@WAFFGROUP.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A

=====  
W002  
G. A. & F. C. WAGMAN, INC.  
PREQ. EXP : 10/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
3290 NORTH SUSQUEHANNA TRAIL    003 - MAJOR STRUCTURES  
YORK, PA 17406-9754            007 - MINOR STRUCTURES  
PHONE : 717-764-8521           011 - CLEARING AND GRUBBING  
FAX : 717-764-2799            080 - DEMOLITION OF STRUCTURES  
                                  101 - EXCAVATING

BUSINESS CONTACT: BECKER, TODD EUGENE  
EMAIL: ESTIMATING@WAGMAN.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A  
=====

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# 3.2.9

## Surety Letter

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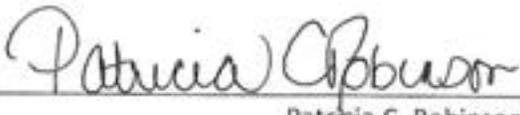
Virginia Department of Transportation  
1401 E. Broad Street  
Richmond, VA 23219

Re: A Design-Build Project  
Contract ID #C00105515DB78  
State Project No.: 9999-118-240, R201, C501, B628  
Odd Fellows Road Interchange at US Route 29/460 and Road Improvements  
Along US Route 29/460  
From: 0.6 Miles East of Candler Mountain Road  
(Route 501 North)  
To: 0.5 Miles West of Campbell Avenue  
(Business Route 460/501)  
And  
Along Odd Fellows Road  
From: Top Ridge Road (Frontage Route 794)  
To: Lynchburg Expressway (Business Route 29/501)  
City of Lynchburg, Virginia

Dear Sirs:

As surety for G.A. & F.C. Wagman, Inc., Continental Casualty Company, with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining 100% Performance and 100% Labor and Materials Payment Bonds in the amount of \$32,000,000 (estimated contract value) and said bonds will cover the project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this projects.

Sincerely,  
Continental Casualty Company

By:   
\_\_\_\_\_  
Patricia C. Robinson  
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

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

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

- In Unlimited Amounts -

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

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

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 15th day of August, 2013.

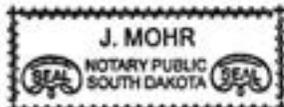


Continental Casualty Company  
National Fire Insurance Company of Hartford  
American Casualty Company of Reading, Pennsylvania

*Paul T. Bruflat*  
Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 15th day of August, 2013, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires June 23, 2015

*J. Mohr*  
J. Mohr Notary Public

CERTIFICATE

I, D. Bult, 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 21st day of July, 2013.



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

*D. Bult*  
D. Bult Assistant Secretary

## 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."

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# 3.2.10

## SCC and DPOR Tables and Supporting Registrations

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**ATTACHMENT 3.2.10**

**State Project No. 9999-118-240, R201, C501, B628**

**SCC and DPOR Information**

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>G.A. &amp; F.C. Wagman, Inc.</b>	F-019898-8	Corporation	Active	3290 North Susquehanna Trail York, PA 17406	Class A Contractors	2701015887	01-31-2015
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	F149901-3	Corporation	Active	9201 Arboretum Pkwy. Suite 310 Richmond, VA 23236	ENG, LS	0411000029	02-29-2016
				72 Loveton Circle Sparks, MD 21152	ENG, LA, ARC, LS	0407001314	12-31-2015
				13921 Park Center Rd. Suite 140 Herndon, VA 20171	ENG, LS	0411000441	02-29-2016
				272 Bendix Rd., Ste 260 VA Beach, VA 23452	LS, ENG	0411000440	02-29-2016
<b>McDonough Bolyard Peck, Inc.</b>	03518008	Corporation	Active	711D Fifth St NE Roanoke, VA 24016	ENG	0411000605	02-29-2016
<b>DMY Engineering Consultants, Inc.</b>	0768895-5	Corporation	Active	45662 Terminal Drive Suite 110 Dulles, VA 20166	ENG	0407005631	12-31-2015
<b>ECS Mid-Atlantic, LLC</b>	S120821-6	Limited Liability Company	Active	20436 Lynchburg Highway Lynchburg VA 24502	ENG	0405001624	12-31-2015
				5320 Peter's Creek Road Suite F Roanoke, VA 24019	ENG	0411000381	02-29-2016
<b>T3 Design Corporation</b>	0658539-2	Corporation	Active	10340 Democracy Lane Suite 305 Fairfax, VA 22030	ENG	0405001624	12-31-2015

## ATTACHMENT 3.2.10

### State Project No. 9999-118-240, R201, C501, B628

#### SCC and DPOR Information

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
NXL Construction Services, Inc.	0349742-7	Corporation	Active	114 East Cary Street Suite 200 Richmond, VA 23219	ENG, LS	0407003031	12-31-2015
				110 Wenn Drive Christiansburg VA 24073	ENG	0411001067	02-29-2016
EEE Consulting, Inc.	0504941-6	Corporation	Active	8525 Bell Creek Road Mechanicsville, VA 23116	ENG	0407003798	12-31-2015
Hurt & Proffitt, Inc.	0142895-2	Corporation	Active	2524 Langhorne Road Lynchburg, VA 24501	LS, ENG	0407003927	12-31-2015
Bowman Consulting Group, Ltd.	04481982	Corporation	Active	14020 Thunderbolt Place Suite 300 Chantilly, VA 20151	ENG, LS, LA	0407003863	12-31-2015
** Sharp & Company, Inc.	F176141-2	Corporation	Active	794 Nelson Street Rockville, MD 20850	N/A	N/A	N/A
Appraisal Review Specialists, LLC	T049068-2	Limited Liability Company	Active	3058 Mount Vernon Rd. Suite 12 Hurricane, WV 25526	Appraisal Business Registration	4008001735	04-30-2016

\*\* Sharp & Company, Inc. does not provide professional services.

**ATTACHMENT 3.2.10**

**State Project No. 9999-118-240, R201, C501, B628**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>	<b>Rodney Nelson Hayzlett</b>	Richmond, VA	5048 Long Creek Lane Chester, VA 23831	ENG	0402032936	01-31-2015
<b>McDonough Bolyard Peck, Inc.</b>	<b>Dale Hardy Grigg, Jr.</b>	Roanoke, VA	509 Ramblewood Rd. Forest, VA 24551	ENG	0402023310	06-30-2016

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.1  
SCC Business Entity  
Registration Information

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Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/24/14

18:56:56

CORP ID: F019898 - 8 STATUS: 00 ACTIVE STATUS DATE: 10/08/10  
 CORP NAME: WAGMAN, INC., G. A. & F. C.

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

STREET: BANK OF AMERICA CENTER AR RTN MAIL:  
 16TH FLOOR, 1111 EAST MAIN STREET  
 CITY: RICHMOND STATE : VA ZIP: 23219  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 09/11/12 LOC : 216  
 ACCEPTED AR#: 213 54 5686 DATE: 09/30/13 RICHMOND CITY  
 CURRENT AR#: 213 54 5686 DATE: 09/30/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	1,700.00					4,000,000

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 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/24/14

18:58:48

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

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

STREET: 9201 ARBORETUM PKY STE 140 AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23236  
 R/A STATUS: 2 OFFICER EFF. DATE: 09/06/07 LOC : 120  
 ACCEPTED AR#: 213 56 5183 DATE: 02/20/14 CHESTERFIELD CO  
 CURRENT AR#: 213 56 5183 DATE: 02/20/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					1,000

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 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

08/03/14

22:40:58

CORP ID: 0351800 - 8 STATUS: 00 ACTIVE STATUS DATE: 02/05/09  
 CORP NAME: McDonough Bolyard Peck, Inc.

DATE OF CERTIFICATE: 12/29/1989 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 500.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: REES BROOME, PC

STREET: 1900 GALLOWS RD STE 700 AR RTN MAIL:

CITY: TYSONS CORNER STATE : VA ZIP: 22182  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 09/01/12 LOC : 129  
 ACCEPTED AR#: 213 16 0294 DATE: 10/30/13 FAIRFAX COUNTY  
 CURRENT AR#: 213 16 0294 DATE: 10/30/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	1,570.00					250,000

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 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/24/14

19:04:41

CORP ID: 0768895 - 5 STATUS: 00 ACTIVE STATUS DATE: 09/06/13  
 CORP NAME: DMY ENGINEERING CONSULTANTS INC.

DATE OF CERTIFICATE: 09/06/2013 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND: Y  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE AR RTN MAIL:  
 SUITE 110  
 CITY: DULLES STATE : VA ZIP: 20166  
 R/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 153  
 ACCEPTED AR#: 000 00 0000 DATE: LOUDOUN COUNTY  
 CURRENT AR#: 000 00 0000 DATE: STATUS: ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 00 10,000

---

 (Screen Id:/Corp\_Data\_Inquiry)



# Commonwealth of Virginia State Corporation Commission



08/01/14

LLCM3220

LLC DATA INQUIRY

07:38:41

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04  
LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

14 50.00

(Screen Id:/LLC\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

08/01/14

07:33:13

CORP ID: 0658539 - 2 STATUS: 00 ACTIVE STATUS DATE: 06/18/12  
 CORP NAME: T3 Design Corporation

DATE OF CERTIFICATE: 05/18/2006 PERIOD OF DURATION: INDUSTRY CODE: 70  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: PATRICIA TIMBROOK

STREET: 10340 DEMOCRACY LANE STE 305 AR RTN MAIL:

CITY: FAIRFAX STATE : VA ZIP: 22030 2518  
 R/A STATUS: 2 OFFICER EFF. DATE: 07/30/13 LOC : 303  
 ACCEPTED AR#: 214 52 7748 DATE: 05/29/14 FAIRFAX CITY (F  
 CURRENT AR#: 214 52 7748 DATE: 05/29/14 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 14 100.00 5,000

---

 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

08/01/14

07:35:01

CORP ID: 0349742 - 7 STATUS: 00 ACTIVE STATUS DATE: 11/17/89  
 CORP NAME: **NXL CONSTRUCTION CO., INC.**

DATE OF CERTIFICATE: 11/17/1989 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: NICOMEDES L DE LEON

STREET: 9606 GEORGE'S BLUFF RD AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23229  
 R/A STATUS: 2 OFFICER EFF. DATE: 10/08/98 LOC : 143  
 ACCEPTED AR#: 213 16 4432 DATE: 11/12/13 HENRICO COUNTY  
 CURRENT AR#: 213 16 4432 DATE: 11/12/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					5,000

---

 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/24/14

19:07:58

CORP ID: 0504941 - 6 STATUS: 00 ACTIVE STATUS DATE: 08/04/04  
 CORP NAME: EEE CONSULTING, INC.

DATE OF CERTIFICATE: 06/23/1998 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 700.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

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

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 52 6530 DATE: 05/23/14 HENRICO COUNTY  
 CURRENT AR#: 214 52 6530 DATE: 05/23/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00					333,000

---

 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

08/01/14

07:36:40

CORP ID: 0142895 - 2 STATUS: 00 ACTIVE STATUS DATE: 03/26/98  
 CORP NAME: HURT & PROFFITT, INC.

DATE OF CERTIFICATE: 01/09/1973 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 180.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: TERRANCE J DUNN

STREET: 1045 COTTONTOWN RD AR RTN MAIL:

CITY: LYNCHBURG STATE : VA ZIP: 24503  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 01/10/12 LOC : 109  
 ACCEPTED AR#: 214 50 2835 DATE: 01/07/14 BEDFORD COUNTY  
 CURRENT AR#: 214 50 2835 DATE: 01/07/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	670.00					100,000

---

 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

08/03/14

22:46:29

CORP ID: 0448198 - 2 STATUS: 00 ACTIVE STATUS DATE: 07/23/10  
 CORP NAME: BOWMAN CONSULTING GROUP, LTD.

DATE OF CERTIFICATE: 06/07/1995 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 700.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: ROBERT A HICKEY

STREET: 3863 CENTERVIEW DR STE 300 AR RTN MAIL:

CITY: CHANTILLY STATE : VA ZIP: 20151  
 R/A STATUS: 2 OFFICER EFF. DATE: 05/13/04 LOC : 129  
 ACCEPTED AR#: 214 52 3185 DATE: 04/30/14 FAIRFAX COUNTY  
 CURRENT AR#: 214 52 3185 DATE: 04/30/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00					360,000

---

 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/24/14

19:09:18

CORP ID: F176141 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/04/13  
 CORP NAME: SHARP & COMPANY INCORPORATED

DATE OF CERTIFICATE: 07/23/2008 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: KAREN A DONER

STREET: ROTH DONER JACKSON PLC AR RTN MAIL:  
 8200 GREENSBORO DR STE 820  
 CITY: MCLEAN STATE : VA ZIP: 22102  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/02/12 LOC : 129  
 ACCEPTED AR#: 214 09 4352 DATE: 06/17/14 FAIRFAX COUNTY  
 CURRENT AR#: 214 09 4352 DATE: 06/17/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	130.00					10,000

---

 (Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**



08/01/14

LLCM3220

LLC DATA INQUIRY

07:40:21

LLC ID: S431367 - 4 STATUS: 00 ACTIVE STATUS DATE: 11/30/12  
LLC NAME: Appraisal Review Solutions, LLC

DATE OF FILING: 11/30/2012 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 5880 Mechunk Ridge Lane

CITY: Keswick STATE: VA ZIP: 22947-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: ROBIN L. ELLIOTT

STREET: 5880 MECHUNK RIDGE LANE

RTN MAIL:

CITY: KESWICK STATE: VA ZIP: 22947-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 11/30/12 LOC: 101 ALBEMARLE COUNT

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC\_Data\_Inquiry)

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# .2

## DPOR Registration Information

---

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
01-31-2015

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

NUMBER  
2701015887

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

GA & FC WAGMAN INC  
3290 NORTH SUSQUEHANNA TRAIL  
YORK, PA 17406-9754



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
02-29-2016

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

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



*Nick A. Christner*  
Nick A. Christner, Interim Director

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
12-31-2015

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

NUMBER  
0407001314

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

PROFESSIONS: ENG, LA, ARC, LS

JOHNSON MIRMIRAN & THOMPSON INC  
72 LOVETON CIRCLE  
SPARKS, MD 21152



*Geodes N. Dixon*  
Geodes N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000441

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  
13921 PARK CENTER RD  
SUITE 140  
HERNDON, VA 20171



*Nick A. Christner*  
Nick A. Christner, Interim Director

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000440

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  
272 BENDIX ROAD  
SUITE 260  
VIRGINIA BEACH, VA 23452



*Nick A. Christner*  
Nick A. Christner, Interim Director

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000605

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

PROFESSIONS: ENG

MCDONOUGH BOLYARD PECK INC  
711D FIFTH ST NE  
ROANOKE, VA 24016



*Nick A. Christner*  
Nick A. Christner, Interim Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2015

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

NUMBER

0407005631

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

PROFESSIONS: ENG

DMY ENGINEERING CONSULTANTS INC  
45662 TERMINAL DRIVE  
SUITE 110  
DULLES, VA 20166



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000832

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

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC  
20436 LYNCHBURG HWY STE L  
LYNCHBURG, VA 24502



*Nick A. Christner*  
Nick A. Christner, Interim Director

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**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
02-29-2016

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

NUMBER  
0411000381

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

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC  
5320 PETERS CREEK RD STE F  
ROANOKE, VA 24019



*Nick A. Christner*  
Nick A. Christner, Interim Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

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

NUMBER  
0405001624

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

PROFESSIONS: ENG

T3 DESIGN CORPORATION  
10340 DEMOCRACY LANE  
SUITE 305  
FAIRFAX, VA 22030



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2015

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

NUMBER

0407003031

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC  
NXL CONSTRUCTION SERVICES INC  
114 E CARY ST STE 200  
RICHMOND, VA 23219



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON

02-29-2016

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

NUMBER

0411001067

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

PROFESSIONS: ENG

**NXL CONSTRUCTION COMPANY INC  
110 WENN DRIVE  
CHRISTIANSBURG, VA 24073**



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

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

NUMBER  
0407003798

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

PROFESSIONS: ENG

EEE CONSULTING INC  
8525 BELL CREEK RD  
MECHANICSVILLE, VA 23116



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
12-31-2015

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

NUMBER  
0407003927

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

PROFESSIONS: LS, ENG

HURT & PROFFITT INC  
2524 LANGHORNE RD  
LYNCHBURG, VA 24501



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

EXPIRES ON  
12-31-2015

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

NUMBER  
0407003896

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

PROFESSIONS: ENG, LS, LA

BOWMAN CONSULTING GROUP LTD  
14020 THUNDERBOLT PLACE  
SUITE 300  
CHANTILLY, VA 20151



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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---

# .3

## DPOR Key Personnel Registration Information

---

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON  
06-30-2016

NUMBER  
0402023310

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

DALE HARDY GRIGG JR  
509 RAMBLEWOOD RD  
FOREST, VA 24551



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THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

*Jay W. DeBorja*  
Jay W. DeBorja, Director

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

**DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON

01-31-2015

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



*Gordon N. Dixon*  
Gordon N. Dixon, Director

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(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

---

# .4

## DPOR Real Estate Appraisal Registration Information

---

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
COMMONWEALTH OF VIRGINIA

EXPIRES ON  
04-30-2016

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

NUMBER  
4008001735

REAL ESTATE APPRAISER BOARD  
APPRAISAL BUSINESS REGISTRATION

APPRAISAL REVIEW SPECIALISTS LLC  
3058 MOUNT VERNON ROAD  
SUITE 12  
HURRICANE, WV 25523



*Nick A. Christner*  
Nick A. Christner, Interim Director

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APPRAISAL REVIEW SPECIALISTS LLC  
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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION  
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# 3.3.1

## Key Personnel Resume Forms

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## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
<b>a.</b>	Name & Title: <b>David W. Lyle</b> Vice President, Division Manager
<b>b.</b>	Project Assignment: <b>Design-Build Project Manager (DBPM)</b>
<b>c.</b>	Name of Firm with which you are now associated: <b>G.A. &amp; F.C. Wagman, Inc.</b>
<b>d.</b>	Years experience: With this Firm <u>1</u> Years With Other Firms <u>22</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>G.A. &amp; F.C. Wagman, Inc.</b> <b>Start Date:</b> June 2013 <b>End Date:</b> Present <b>Position:</b> <i>Vice President, Division Manager</i> In June of 2013, G.A. & F.C. Wagman, Inc. acquired Key Construction Company, Inc. and D.W. Lyle Corporation in June 2013. Both firms operate under the Wagman name.  <b>Key Construction Company, Inc.</b> <b>Start Date:</b> August 2011 <b>End Date:</b> June 2013 <b>Position:</b> <i>President</i> <b>Start Date:</b> January 2006 <b>End Date:</b> July 2011 <b>Position:</b> <i>Vice President</i> In January of 2006, D.W. Lyle Corporation became a subsidiary of Key Construction Company, Inc.  <b>D.W. Lyle Corporation (Subsidiary of Key Construction Company, Inc.)</b> <b>Start Date:</b> January 2006 <b>End Date:</b> June 2013 <b>Position:</b> <i>President</i> <b>Start Date:</b> March 1999 <b>End Date:</b> January 2006 <b>Position:</b> <i>Executive Vice President</i>  <b>Responsibilities:</b> Mr. Lyle is a 3rd generation bridge contractor, who grew up in the bridge and highway construction business, has served the company in roles of progressive responsibility. David has developed a wide range of skills, which include estimating, planning, engineering collaboration, resource allocation, project management, budgeting, and cost controls that allow him to efficiently and effectively manage construction projects from start to completion.  Mr. Lyle has continuously been employed for over 22+ years in positions of progressive responsibility, from Superintendent, Construction & General Superintendent, VP-Construction, Executive Vice President and President of D.W. Lyle Corp. In addition to those duties, he has served on the VTCA Board of Directors and as Chairman of the VTCA Contractors Leadership Committee. He has over 17 years of service on the VTCA/VDOT Joint Structures & Bridge Sub-Committee (currently Sub-Committee Vice Chairman) and has acquired an intimate knowledge of VDOT's specifications and standards, environmental regulations, policies and procedures. Hundreds of low bid VDOT projects have been successfully delivered to the citizens of Virginia during the past 23 years. He has participated in the estimating, design, management and construction of design-build projects since 1999. Mr. Lyle's successful participation in 10 DOT design-build construction projects in multiple states and the pursuit of many other design-build projects creates a depth of experience and "lessons learned".  <b>Summary of Relevant Experience</b> <ul style="list-style-type: none"><li>○ 23 years Construction Management.</li><li>○ He worked in the Lynchburg District since the mid-1990's.</li><li>○ He successfully participated in 10 D-B projects over the past 15 years.</li><li>○ He served on VTCA Board of Directors (2003).</li><li>○ He serves on VTCA Structure and Bridge Committee (1997-present)</li><li>○ He serves on VTCA Contractor Leadership Committee (2004-2006)</li></ul>
<b>e.</b>	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1988/Construction Management</b>
<b>f.</b>	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>N/A</b>
<b>g.</b>	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 specific responsibilities and authorities 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 at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>  * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

## SIMILAR SCOPE ACTIVITIES

<p><b>(1.) VDOT, U.S. 360 and U.S. 58 Bypass, Halifax County, VA (\$24.6M) – Bridge Project Manager.</b> Mr. Lyle managed the construction, allocation of resources, budget and cost controls and supervised the project bridge construction staff. The project included the demolition of an existing bridge and the construction of two, two-lane bridges 2,134 feet long containing 5,005 cubic yards of concrete, 1.7 million pounds of reinforcing steel and 7.2 million pounds of plate girders in a highly environmentally sensitive area across the Dan River and its flood plains. This project also featured construction of a MSE wall and a tie back reinforced retaining wall. Additionally, grading, paving, curb and gutter, water and sewer installation, and drainage structures were completed on the heavily traveled highway. It is worth noting that the team implemented value engineering on the MSE wall construction on this \$24.6 million project that was completed seven months ahead of schedule and under budget. Supervised 1 bridge superintendent.</p> <p><b>Firm:</b> Key Construction Company, Inc. / <b>Project Dates:</b> August 2003 to December 2006</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Structures and/or Bridges</li> <li>✓ Environmental</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way</li> <li>✓ Utilities</li> <li>✓ Landscaping</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> </ul>
<p><b>(2.) Route 61 Bridge Replacement and Approaches over New River (DB), Giles County, VA (\$15M) – Design-Build Project Manager.</b> Mr. Lyle managed the original SOQ and successful short listing by VDOT. He managed the design team and estimating team to provide the winning design-build combination of Technical and Price Proposal. He successfully continued working with the JMT Design Team, VDOT District Staff, 3rd Parties and Construction Team to deliver an economical, high quality project. The project team successfully executed a plan with outstanding environmental success. The project team was able to use a variety of construction techniques and features such as large Bulb T concrete girders, drilled shafts, MSE walls, Post and Panel retaining Walls, phased construction and innovative value added, context sensitive solutions for VDOT and 3rd Party stakeholders.</p> <p><b>Firm:</b> Key Construction Company, Inc. / <b>Project Dates:</b> November 2010 to August 2014</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Structures and/or Bridges</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Utilities/ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> <li>✓ Landscaping</li> </ul>
<p><b>(3.) Prince William County DOT, Route 15 (DB), Haymarket, VA (\$4.7M) – Contract Manager.</b> Mr. Lyle managed the estimating, value engineering, construction, budget and cost controls of 5 new bridges and 3 bridge demolitions. He supervised a project manager and several superintendents in the successful completion of the new bridge construction and existing bridge demolitions. He served as the D.W. Lyle Corp. liaison to Prime Contractor and design team. In this role, he reviewed bridge designs for constructability, economy of construction process, economy of materials, completeness, accuracy and conformance to contract documents. The project was completed on time and under budget.</p> <p><b>Firm:</b> D.W. Lyle Corporation / <b>Project Dates:</b> August 2007 to July 2009</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures and/or Bridges</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ TCD/TMP</li> <li>✓ Utilities/ Geotechnical</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> <li>✓ Landscaping</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> <li>✓ Environmental</li> </ul>
<p><b>(4.) VDOT, Route 288 PPTA, Chesterfield, Goochland and Powhatan County, VA (\$19.6M) – Contract Manager/Co-Coordinator for Project Bridge Team.</b> On behalf of the Project Bridge construction team, Mr. Lyle participated in all initial bridge scoping, bridge design reviews, value engineering, estimating, project negotiation, project Q/C team, project scheduling, and participated in wide variety of “unknown conditions” resolutions during construction. He managed the estimating, contract negotiation, budget and cost controls for D. W. Lyle Corporation. He supervised a work force that included 1 project manager, 2 project engineers, 1 survey party chief, 5 bridge superintendents and 1 grade superintendent to complete 16 bridges, MSE retaining walls, and bridge approach fills. The project was completed ahead of time and under budget.</p> <p><b>Firm:</b> D.W. Lyle Corporation / <b>Project Dates:</b> January 2000 to November 2003</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way</li> <li>✓ Utilities/ Geotechnical</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> <li>✓ Roadway Lighting</li> <li>✓ Landscaping</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> </ul>
<p><b>(5.) HOT Lanes I-495 and Dulles Toll Road Interchange (DB P3) Subcontractor to Fluor Lane, LLC (\$42M) - Contract Manager.</b> Mr. Lyle managed the estimating and procurement of this project centered at I-495 and Dulles Toll Road in Tysons Comer, VA, one of the busiest interchanges in the United States. The project included 16 bridges and 160,000+ SF of MSE wall, storm drainage, and a significant amount of select structural fill material. During contract execution, he supervised 1 Project Manager, 1 Project Engineer and multiple Superintendents for safety, quality control, cost control, overall budget adherence, schedule and contract compliance.</p> <p><b>Firm:</b> D.W. Lyle Corporation / <b>Project Dates:</b> March 2010 to November 2012</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Structures and/or Bridges</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ TCD/TMP</li> <li>✓ QA/QC</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> </ul>

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.								
a.	Name & Title: <b>Dale H. Grigg, P.E.</b> Branch Manager							
b.	Project Assignment: <b>Independent Quality Assurance Manager (QAM)</b>							
c.	Name of Firm with which you are now associated: <b>McDonough Bolyard and Peck, Inc.</b>							
d.	Years experience: With this Firm <b>3</b> Years With Other Firms <b>38</b> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>McDonough Bolyard and Peck, Inc. (MBP)</b> <b>Start Date:</b> April 2011 <b>End Date:</b> Present <b>Position:</b> <i>Branch Manager</i> <b>Responsibilities:</b> As Branch Manager, oversees a variety of transportation programs, providing direct client coordination and quality assurance (QA) for a staff of more than 60 construction professionals. <b>NXL Construction Services, Inc. (NXL)</b> <b>Start Date:</b> Jan. 2008 <b>End Date:</b> April 2011 <b>Position:</b> <i>Director of Construction Management Services</i> <b>Responsibilities:</b> As Director for construction management services, he served as Contract Manager and directed quality assurance and quality control (QA/QC) activities on all forms of transportation projects. Mr. Grigg assessed project needs and coordinated construction engineering and inspection (CEI) staff. As an independent QAM for joint design-build projects, he ensured all contract requirements and specifications were appropriately administered and applied; all required QC testing and independent QA was carried out in accordance with applicable requirements ensuring construction quality standards were met; and payments appropriately processed. <b>Virginia Department of Transportation (VDOT) Lynchburg District</b> <b>Start Date:</b> Sept. 2006 <b>End Date:</b> Dec. 2007 <b>Position:</b> <i>Acting District Administrator</i> <b>Responsibilities:</b> As Acting District Administrator, his responsibilities included oversight of construction, maintenance, and operations activities for primary and secondary road networks employing over 650 full time employees and contract services with an annual budget of \$150 million. <b>Virginia Department of Transportation (VDOT) Lynchburg District</b> <b>Start Date:</b> June 1996 <b>End Date:</b> Sept. 2006 <b>Position:</b> <i>District Construction Engineer.</i> <b>Responsibilities:</b> As District Construction Engineer, Mr. Grigg was responsible for ten county/two city road and bridge construction programs including all preliminary engineering functions (survey, road and bridge design, right of way acquisition, environmental studies and permit acquisition, pavement and geotechnical design). He provided oversight of all construction and maintenance contracts.							
<b>Summary of Relevant Experience</b>								
<table style="width: 100%; border: none;"><tr><td style="width: 33%; border: none;">○ He is a registered PE in Virginia</td><td style="width: 33%; border: none;">○ He has nearly 40 years of CM</td><td style="width: 33%; border: none;">○ He worked on several DB VDOT</td></tr><tr><td style="border: none;">○ He has 20 years of experience working for VDOT's Lynchburg District.</td><td style="border: none;">and QA/QC experience on all forms of transportation projects.</td><td style="border: none;">projects.</td></tr></table>			○ He is a registered PE in Virginia	○ He has nearly 40 years of CM	○ He worked on several DB VDOT	○ He has 20 years of experience working for VDOT's Lynchburg District.	and QA/QC experience on all forms of transportation projects.	projects.
○ He is a registered PE in Virginia	○ He has nearly 40 years of CM	○ He worked on several DB VDOT						
○ He has 20 years of experience working for VDOT's Lynchburg District.	and QA/QC experience on all forms of transportation projects.	projects.						
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1976/Civil Engineering</b>							
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1992/Virginia Registered Professional Engineering No. 0402 023310</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 specific responsibilities and authorities 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 at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.							

## SIMILAR SCOPE ACTIVITIES

<p><b>(1.) VDOT, Midtown Connector Locally Administered Project, Lynchburg, VA (\$16M) - Quality Assurance Manager.</b> Mr. Grigg served as QAM for QA/QC inspection and testing services. His responsibilities included attending weekly/monthly construction coordination meetings; coordinating out of plan utility adjustments; preparing the project quality management plan for construction; representing the City at pre-construction meetings and monthly partnering/progress meetings; performing on-going project QA and final acceptance audits; performing project records audits; and verifying compliance with the contract provisions in concert with approved quality management plan, project schedule, and project budget. This 3.5-year, \$16 million project involved the widening of an existing multi-lane urban connector to a three- and four-lane context sensitive facility, approximately one mile in length.</p> <p><b>Firm:</b> McDonough Bolyard and Peck, Inc. / <b>Project Dates:</b> May 2012 to Present</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way/Utilities</li> <li>✓ Landscaping</li> <li>✓ Public Involvement/PR</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> <li>✓ QA/QC</li> </ul>
<p><b>(2.) VDOT, I-81 Operational Improvements (DB), Salem District, VA (\$70 M) – Quality Assurance Manager.</b> As QAM, developed the project’s QA/QC plan; performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents including verifying and approving monthly pay packages; prepared and submitted final records; and managed the QA inspection team including an office engineer and had direct oversight of the design builder’s QC inspection staff. The project involved the construction of a parallel truck climbing lane including drainage and roadway shoulder improvements, retaining walls, and the replacement of three bridges.</p> <p><b>Firm:</b> NXL Construction Services, Inc. / <b>Project Dates:</b> April 2010 to April 2011</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way</li> <li>✓ Utilities</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> <li>✓ Geotechnical</li> </ul>
<p><b>(3.) VDOT, Region 3 Bridge Rehabilitation (DB), Culpeper, Staunton and Northern Virginia Districts (\$9 M) – Quality Assurance Manager.</b> As QAM, developed the project’s QA/QC plan, performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages; and prepared and submitted final records. The project involved 23 bridges located in three VDOT Districts with a duration of approximately 22 calendar months.</p> <p><b>Firm:</b> NXL Construction Services, Inc. / <b>Project Dates:</b> Feb. 2010 to April 2011</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Structures and/or Bridges</li> <li>✓ Environmental</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics/Landscaping</li> <li>✓ TCD/TMP</li> <li>✓ QA/QC</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> <li>✓ Public Involvement/PR</li> </ul>
<p><b>(4.) VDOT, Route 36 Improvements (DB), Richmond District, VA (\$8 M) – Quality Assurance Manager.</b> As QAM, developed the project’s QA/QC plan to perform QA testing and inspection in accordance with VDOT’s design-build guidelines. This VDOT/ARRA design-build project included construction improvements to Route 36 and Route 144 near Fort Lee’s Sisisky Gate located in Prince George County, VA. Services included the preparation of project’s QA/QC plan; performance of QA testing and inspection in accordance with VDOT’s August 2008 design-build guidelines; and the preparation, maintenance, and submission of associated project documentation. Also managed and developed the project QA/QC plan as well as assisted with the QA process for the development of project plans.</p> <p><b>Firm:</b> NXL Construction Services, Inc. / <b>Project Dates:</b> June 2010 to April 2011</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way/Utilities</li> <li>✓ Landscaping</li> <li>✓ Public Involvement/PR</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> <li>✓ QA/QC</li> </ul>
<p><b>(5.) VDOT, Pacific Boulevard Widening (DB), Northern District, VA (\$3.3 M) – Quality Assurance Manager.</b> As QAM, developed the project’s QA/QC plan; performed QA testing and inspection in accordance with VDOT’s design-build guidelines; prepared, maintained, and submitted associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages; and preparation and submission of final records. The project involved the widening of Pacific Boulevard from two to four lanes from Sterling Boulevard (Route 846) to Relocation Drive (Route 775), a five-foot sidewalk and a ten-foot multi-use path in the NOVA District. Approximately nine calendar months of construction-related activities.</p> <p><b>Firm:</b> NXL Construction Services, Inc. / <b>Project Dates:</b> May 2010 to April 2011</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way/Utilities</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> <li>✓ Overall Project Mgmt.</li> <li>✓ Constr. Engr. and Insp.</li> </ul>

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a. Name & Title: <b>Rodney N. Hayzlett, P.E.</b> Vice President		
b. Project Assignment: <b>Design Manager (DM)</b>		
c. Name of Firm with which you are now associated: <b>Johnson, Mirmiran &amp; Thompson, Inc.</b>		
d. Years experience: With this Firm <u>12</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):		
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>		
<b>Start Date:</b> March 2013 <b>End Date:</b> Present <b>Position:</b> <i>Vice President</i>		
<b>Responsibilities:</b> Mr. Hayzlett was promoted to Vice President in March of 2013. Section Head for Virginia Highways Group. He has been instrumental in the successful management and design of many VDOT, Federal, county and municipal transportation projects including Design-Build procurements. His real strength and passion is in the design of urban projects, and his experience ranges from civil/site transportation projects to secondary roadways to principal arterials including interchange design.		
<b>Johnson, Mirmiran &amp; Thompson, Inc.</b>		
<b>Start Date:</b> Dec. 2001 <b>End Date:</b> March 2013 <b>Position:</b> <i>Senior Associate/Civil Engineer</i>		
<b>Responsibilities:</b> Mr. Hayzlett worked on numerous transportation projects including public involvement policy, environmental documentation and permitting preparation, along with roadway and hydraulic design. Clients have included federal, state and local agencies throughout Virginia including the FHWA (Eastern Federal Lands Highway Division), VDOT, Metropolitan Washington Airports Authority, Chesterfield County, Henrico County, James City County, Loudoun County, Prince William County, Spotsylvania County, City of Newport News, City of Norfolk, City of Poquoson, City of Richmond, City of Suffolk, City of Virginia Beach and Town of Herndon. He is well versed in AASHTO design standards and specifications.		
<b>Stantec Consulting, Inc.</b>		
<b>Start Date:</b> March 1994 <b>End Date:</b> Dec. 2001 <b>Position:</b> <i>Project Manager</i>		
<b>Responsibilities:</b> Mr. Hayzlett managed and designed advanced technical urban and rural roadway and drainage projects for Virginia Transportation projects using MicroStation, GEOPAK, and AutoCAD software. Projects varied in scope from minor improvements to interstate-type roadways on new locations, reconstruction and widening, and major drainage improvements.		
<b>Summary of Relevant Experience</b>		
<ul style="list-style-type: none"><li>○ Registered PE in Virginia</li><li>○ Worked on several DB projects in Virginia</li></ul>	<ul style="list-style-type: none"><li>○ 20+ years of highway transportation infrastructure experience including roundabout design</li></ul>	<ul style="list-style-type: none"><li>○ Worked on 5 DB projects in the Virginia region over the past 5 years</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1993/Civil Engineering</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1999/Virginia Registered Professional Engineering No. 0402 32936</b> Work Zone Traffic Control Certification No. 121609006 VDOT Guardrail Inspection No. ISP-1116100-20		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.		

## SIMILAR SCOPE ACTIVITIES

<p><b>(1.) VDOT, Route 3 Widening (DB), Culpeper District, VA (\$23.6M) – Lead Highway Engineer.</b> Mr. Hayzlett was responsible for providing professional engineering services for the widening of approximately 5 miles of Route 3 from a two-lane undivided highway to a four-lane divided highway with graded shoulders, median crossovers and turn lanes. Route 3 is a Rural Minor Arterial and passes through several historic and civil war battlefield sites. Impacts to these sites were lessened by reducing the median width and shifting the alignment. An open typical section with graded median and ditches was utilized for the majority of the corridor with limited areas of closed drainage systems as needed to minimize environmental impacts to adjacent wetlands and streams. Milling and overlaying the existing pavement is being used as much as possible to salvage as much of the existing pavement section as feasible in an effort to reduce project costs and speed up the delivery of the project. Existing utilities needing relocation include overhead electric distribution and transmission lines, overhead telephone facilities and underground fiber optic lines belonging to four different utilities. Route 3 is also crossed by 3 major large diameter high pressure gas mains.</p> <p><b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc./ <b>Project Dates:</b> Nov. 2013 – On-Going</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way</li> <li>✓ Utilities</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> <li>✓ Constr. Engr. and Insp.</li> <li>✓ Overall Project Mgmt.</li> </ul>
<p><b>(2.) Route 61 Bridge Replacement and Approaches over New River, Giles County, VA (\$15M) – Lead Roadway Engineer.</b> Responsible for the design of the road approaches and associated elements for the Route 61 Bridge Replacement Design-Build project in the Town of Narrows, Giles County, VA. This project will replace the existing, structurally deficient bridge that crosses the New River, Route 460, and Old Virginia Avenue with a new, 1140', two-lane Bridge with sidewalks and includes reconstruction of the roadway approaches at both ends of the proposed structure. The design scope of services includes survey, subsurface utility engineering, road design, bridge design, drainage and stormwater management design, hydrologic and hydraulic analysis, geotechnical engineering, environmental permit acquisition, utility coordination and relocations, right-of-way acquisition, signing and marking, and public involvement.</p> <p><b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc. / <b>Project Dates:</b> Nov. 2010 to August 2014</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Structures and/or Bridges</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way/Utilities</li> <li>✓ Landscaping</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> <li>✓ Overall Project Mgmt.</li> </ul>
<p><b>(3.) FHWA-EFLHD/VDOT, Fairfax County Parkway Extension (\$112.5M) – Project Engineer/ Roadways.</b> Responsible for the design and roadway construction of a segment of the Parkway between Rolling Road (Route 638) on the north and Fullerton Road on the south. This project is the final segment required to complete the Parkway, and includes construction of a four-lane divided, limited access highway, designed to facilitate future widening to 6 lanes within the project right-of way. The project includes relocation of portions of Hooes Rd. and Rolling Rd.; a multipurpose trail along a portion of the road; interchanges at Rolling Rd. and the EPG access road; and bridges at Fullerton Road and Accotink Creek. <i>Received a “Star Partner” award for their exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA &amp; USACE.</i></p> <p><b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc./ <b>Project Dates:</b> Oct. 2008 to July 2011</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Structures and/or Bridges</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way</li> <li>✓ Utilities</li> <li>✓ Public Involvement/PR</li> <li>✓ Landscaping</li> </ul>
<p><b>(4.) VDOT, Route 15/460 Approaches &amp; Bridge over Buffalo Creek (DB), Town of Farmville, VA (\$2.9M) – Project Engineer/Roadways.</b> Responsible for this DB Bridge and approach roadways with our Contractor. The project is for a bridge replacement at the same location as the existing bridge. The replacement bridge is a 3-span, 270' long and 58'-8" wide structure. The approach work was minimal but the maintenance of traffic was critical in maintaining two way traffic throughout construction and in maintaining access for the fire station at the northeast corner of the existing bridge.</p> <p><b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc./ <b>Project Dates:</b> Jan. 2007 to August 2008</p>	<ul style="list-style-type: none"> <li>✓ Design-Build</li> <li>✓ Roadway/Surveys</li> <li>✓ Environmental</li> <li>✓ Structures and/or Bridges</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics</li> <li>✓ TCD/TMP</li> <li>✓ Right-of-Way / Utilities</li> <li>✓ Public Involvement/PR</li> </ul>
<p><b>(5.) VDOT, Route 229 Rixeyville Road, Town of Culpeper, VA (\$343K) – Project Manager.</b> Mr. Hayzlett was responsible for the design a two-lane roundabout at the Route 229 and Route 29/15 intersection in the Town of Culpeper to replace the existing signalized intersection that can no longer handle the traffic demands with the geometric challenges that exist. He developed the SIDRA models which confirmed that a roundabout would provide a better LOS over a redesigned “T” intersection. Other services included an analysis of SWM, drainage design, phased ESC plans, temporary and permanent sign, signal (temporary signal during construction), pavement marking plans, lighting and a public hearing materials.</p> <p><b>Firm:</b> Johnson, Mirmiran &amp; Thompson, Inc. / <b>Project Dates:</b> Jan. 2010 to July 2013</p>	<ul style="list-style-type: none"> <li>✓ Roadway/Surveying</li> <li>✓ Roundabouts</li> <li>✓ Environmental</li> <li>✓ Sidewalk/Shared Use Path</li> <li>✓ Geotechnical</li> <li>✓ Hydraulics/Landscaping</li> <li>✓ TCD/TMP</li> <li>✓ Utilities</li> <li>✓ Public Involvement/PR</li> <li>✓ QA/QC</li> </ul>

h. 9 to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not required for Design Manager.**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a. Name & Title: <b>Paul E. Phillips</b> Senior Project Manager		
b. Project Assignment: <b>Construction Manager (CM)</b>		
c. Name of Firm with which you are now associated: <b>G.A. &amp; F.C. Wagman, Inc.</b>		
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>18</u> Years Please list chronologically (most recent experience 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 experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>G.A. &amp; F.C. Wagman, Inc.</b> <b>Start Date:</b> June 2013 <b>End Date:</b> Present <b>Position:</b> <i>Senior Project Manager</i> <b>Responsibilities:</b> Mr. Phillips provides management oversight for all aspects of construction, including safety, quality, schedule and cost. He manages the submittal process which includes preparing and submitting shop drawings, CPM schedules, change orders, RFI's and progress payments. He has taken the lead on project estimating and cost proposal preparation. Through this 19 year work experience, Mr. Phillips developed a wide range of skills, which include estimating, planning, resource allocation, and project management, that allow him to efficiently and effectively manage construction projects from start to completion. Much of his focus for the past 19 years has been on VDOT projects and design-build projects. As such, he has acquired an intimate knowledge of VDOT's specifications and standards, its safety and environmental regulations, as well as its policies and procedures. He has successfully applied this knowledge on numerous projects in rural and urban environments, and on projects large and small. <b>Key Construction Company, Inc.</b> <b>Start Date:</b> May 2012 <b>End Date:</b> June 2013 <b>Position:</b> <i>Senior Project Manager</i> <b>Responsibilities:</b> Mr. Phillips came to Key in March of 2012 as a Senior Project Manager. His past experience in the construction field and his desire to grow and expand his career is what brought him to Key. His experience with VDOT, DB, PPTA, PPEA, NCDOT, and private site projects is being applied to current projects and also in the pursuit of future projects. <b>English Construction Company, Inc.</b> <b>Start Date:</b> May 1995 <b>End Date:</b> May 2012 <b>Position:</b> <i>Project Manager</i> <b>Responsibilities:</b> Mr. Phillips partnered directly with municipalities, private owners, and academic institutions to create opportunities by applying experience, knowledge, and presenting a confidence level that resulted in mutually beneficial partnerships and business relationships. Mr. Phillips has extensive involvement with Capital Improvement Committees for municipalities allowing them to achieve goals by presenting solutions to their immediate needs and aiding them in cost effective decision making. His strong background in identifying all aspects of a project in great detail allowed for the development of an accurate and complete quantitative analysis that was used to create a schedule of values for bidding and scheduling purposes. He coordinated/facilitated meetings with owners, engineers, and subcontractors to update progress, discuss schedule, and address outstanding issues. He was responsible for bidding and managing DB, hard bid, and negotiated contracts from beginning stages and following through to completion. This included oversight of project superintendents, scheduling of equipment and personnel, execution/coordination of subcontracts/purchase orders, and processing of monthly invoices and schedule updates.		
<b>Summary of Relevant Experience</b>		
<input type="checkbox"/> Multiple VDOT DB projects	<input type="checkbox"/> VDOT Intermediate Work Zone	<input type="checkbox"/> First Aid and CPR
<input type="checkbox"/> DB Construction Manager	<input type="checkbox"/> VDOT ESCC Certified	<input type="checkbox"/> Fall Protection & Ridding Training
<input type="checkbox"/> Phased Construction	<input type="checkbox"/> Primavera P6 and Expedition	<input type="checkbox"/> Excavation Training
<input type="checkbox"/> HCSS Heavy Bid & Heavy Job	<input type="checkbox"/> Survey and Stakeout Experience	<input type="checkbox"/> Virginia DEQ RLD Certified
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/ 1993/Construction Management</b>		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Virginia DEQ Responsible Land Disturber No. 41910 / VDOT ESCC No. 1-06626</b>		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> <b>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</b>		

## SIMILAR SCOPE ACTIVITIES

- (1.) Route 61 Bridge Replacement and Approaches over New River (DB), Giles County, VA (\$15M) –Project Manager, Grading.** Mr. Phillips was brought onto this project shortly after it was awarded. The project team recognized that his experience in excavation and roadwork on similar projects would be of great benefit and therefore assigned him the task of overseeing and administering all aspects of the project that specifically dealt with grading. These activities included excavation, water/sewer, storm drainage, erosion control, aggregate, incidental concrete, asphalt paving, striping, and traffic control. Mr. Phillips' previous experience with phased construction and working in environmentally sensitive areas such as those that surround this project were critical factors that were utilized on this project. Applying this experience and integrating the grading activities in with the phased bridge work were vital to the project schedule as well as the overall constructability.  
**Firm:** Key Construction Company, Inc. / **Project Dates:** November 2010 to August 2014
- ✓ Design-Build
  - ✓ Roadway/Surveys
  - ✓ Structures and/or Bridges
  - ✓ Sidewalk/Shared Use Path
  - ✓ Utilities/ Geotechnical
  - ✓ Environmental/Hydraulics
  - ✓ TCD/TMP
  - ✓ Public Involvement/PR
  - ✓ QA/QC
  - ✓ Constr. Engr. and Insp.
- (2.) VDOT, APM Terminal Roadway (DB), Portsmouth, VA (\$7.2M) – Construction Manager.** He worked closely with design engineers, provided constructability analysis for potential concepts, and helped create the design that was ultimately used for the construction of this project. Although English was not the Prime Contractor for this project, Tidewater-Skanska chose to use English's design once they realized the advantages that it provided over their original concept. Due to the circumstances, Tidewater-Skanska chose English to perform the grading on this project while they self-performed the bridge construction. His involvement throughout the design, review, and bidding process, led him to being chosen as the PM for construction of the roadway. His duties included locating and acquiring a suitable borrow source, oversight of all field personnel, processing purchase orders and scheduling material orders, and scheduling subcontractors. The schedule was a critical part of this project and required a tremendous amount of in-depth analysis and monitoring to maintain schedule and production rates. Much time was spent attending scheduling meetings, analyzing upcoming activities, and identifying ways to be more efficient. Obtaining QA documentation and scheduling QC efforts prior to and throughout the project was also a critical part of the required duties. Teamwork was vital to the success of the project and working closely with all parties helped identify opportunities that normally would have been overlooked.  
**Firm:** English Construction Company, Inc. / **Project Dates:** Aug. 2005 to Nov. 2006
- ✓ Design-Build
  - ✓ Roadway/Surveys
  - ✓ Environmental
  - ✓ Hydraulics
  - ✓ TCD/TMP
  - ✓ Right-of-Way/Utilities
  - ✓ Geotechnical
  - ✓ Landscaping
  - ✓ Public Involvement/PR
  - ✓ QA/QC
  - ✓ Constr. Engr. and Insp.
  - ✓ Overall Project Mgmt.
- (3.) NCDOT, I-95/Keen Road Interchange (DB), Four Oaks, NC (\$5.2M) – Construction Manager.** He investigated the project prior to bidding and located a borrow source that was close to the project ROW which played a key part in the successful bid and overall construction of the project. He processed, approved, and executed purchase orders and subcontracts for all aspects of work. Also provided oversight of all project personnel including hiring of local employees. He aided one local business in becoming an approved NCDOT subcontractor and utilized their skill and local knowledge to our advantage. He generated all monthly invoices as well as schedule updates. Also provided QA documentation and kept records of all QC activities. Coordinated operations with NCDOT and worked closely with their traffic and safety division when performing work along I-95. He also coordinated road closures and detours with local government to reduce the impact to local traffic. He worked closely with the bridge subcontractor to coordinate lane closures, night work, and all aspects associated with building a new bridge over an active interstate.  
**Firm:** English Construction Company, Inc. / **Project Dates:** June 2002 to Oct. 2004
- ✓ Design-Build
  - ✓ Roadway/Surveys
  - ✓ Environmental
  - ✓ Hydraulics
  - ✓ TCD/TMP
  - ✓ Right-of-Way/Utilities
  - ✓ Geotechnical
  - ✓ Public Involvement/PR
  - ✓ QA/QC
  - ✓ Roadway Lighting
  - ✓ Landscaping
  - ✓ Constr. Engr. and Insp.
  - ✓ Overall Project Mgmt.
- (4.) VDOT, Route 210 Interchange for the Madison Heights Bypass, Amherst, VA (\$42M) – Project Superintendent.** He was responsible for the construction of the entire interchange project including a new bridge over Rte. 29 and the rehabilitation of an existing bridge over the James River. He hired local employees and established accounts with local businesses and suppliers. Acquired permits for borrow source and constructed access roads for transport of material. He coordinated re-construction of Route 29 NB lanes including complete demolition and re-building while under traffic. He performed survey/layout work for roadway, storm drainage, and bridge construction. He coordinated utility work with the local municipality including new sewer and water mains as well as services for existing properties. He also constructed a box culvert adjacent to an existing stream in an environmentally sensitive area with limited work space and access. For the duration of the project, he maintained relations with VDOT, local business owners, and local property owners as this project affected a large number of properties and greatly impacted local traffic.  
**Firm:** English Construction Company, Inc. / **Project Dates:** Aug. 1998 to Oct. 2001
- ✓ Roadway/Surveys
  - ✓ Environmental
  - ✓ Sidewalk/Shared Use Path
  - ✓ Geotechnical
  - ✓ Hydraulics
  - ✓ TCD/TMP
  - ✓ Right-of-Way
  - ✓ Utilities
  - ✓ Public Involvement/PR
  - ✓ QA/QC
  - ✓ Landscaping
  - ✓ Constr. Engr. and Insp.
  - ✓ Overall Project Mgmt.
- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.
- VDOT, Warren County, VA - Rte. 340 over Shenandoah River/Contract Administrator (April 2014- July 2017\*)
  - VDOT, Hanover County, VA - Rte. 54 Superstructure Replacement/Contract Administrator (May 2014–Dec. 2015\*)
- \* Paul's role as Contract Administrator on these two projects will be reassigned, so he will be available full-time for the duration of construction of the proposed Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements project.

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# 3.4.1

## Work History Forms

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# 3.4.1 (a)

## Lead Contractor Work History Forms

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**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 and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
<b>(1.) Intercounty Connector (ICC MD 200) I-270/I-370 to MD 97 Contract A (DB) Contract #AT3765960</b>  Montgomery County, MD	Parsons Transportation Group/Jacobs Joint Venture	<b>Maryland State Highway Admin.</b> 707 N. Calvert Street Baltimore, MD 21202 <i>Ms. Melinda Peters, ICC Project Manager/MSHA Administrator</i> T 410.545.0400 F 410.209.5001 E <a href="mailto:mpeters@sha.state.md.us">mpeters@sha.state.md.us</a>	August 2010	December 2012 (Actual)	\$464,000	\$464,000 (Actual)	\$102,107 Intercounty Constructors Joint Venture Lead Contractor Wagman Fee

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.



**Scope/Project Description** - ICC Contact A was the first of 5 contracts planned to create the \$1.5 Billion 18.8 mile ICC that ultimately connected the I-270 corridor in Montgomery County, MD to the I-95/ U.S.1 corridor in Prince George's County, MD. Wagman was an equity member of a fully-integrated construction joint venture known as the Intercounty Constructors, and as such, was joint and severable with each partner and financially responsible for the project.

The project was 7.3 miles long with 18 structures, 350,000 SF of noise walls, utility relocations, ROW acquisition, environmental permitting and monitoring, drainage, over 3 million CY of excavation, and construction of four interchanges. On the western end of the project, there was 1.5 miles of existing I-370 to widen and reconstruct. I-370 was widened to the median to create an additional lane and eight existing structures were widened to the median (**the bridge over CSXT was also widened to the outside**). After the bridges were widened, latex concrete overlay was placed. **Wagman self-performed this work, as we are the largest Latex Modified Concrete supplier in the mid-Atlantic region.** The interface of I-370 and the new ICC required us to widen to the median and to the outside and reconstruct four additional structures to accommodate new ramps for the new interchange to the WMATA station in Rockville, MD. Major traffic control and traffic switches were required on the western end to minimize impacts to the traveling public. The project included extensive ITS and signalization within the project limits and beyond the project limits to inform the motorists and maintain traffic flow. In addition to vehicular MOT, **Wagman also had to interact with the railway (CSXT) on a daily basis to ensure proper coordination between construction activities and rail traffic. Wagman assigned a field engineer with the task of railway coordination.** Many innovative ideas were utilized to reduce cost and minimize impacts to the environment, such as open-bottom culverts, underground storm-water management structures to reduce thermal impact to adjacent streams, redesign of the interchange with existing I-370 and the MAR access road to eliminate structures and reduce the quantity of retaining walls. As a Joint Venture Partner, Wagman was responsible for the design and construction of the entire project. Wagman utilized the ATC Process to redesign a three level interchange into a two level trumpet interchange reducing bid cost, but also reducing long term maintenance costs for the owner. A Complete TMP was developed for the project that included all phases of construction and project completion. Context Sensitive Solutions was incorporated to ensure compliance with the aesthetic requirements and the projects commitment check list. The project utilized three dimensional modeling to assist with survey and earth moving operations. We were able to adjust the vertical and horizontal alignment to eliminate excess excavated material.



**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Similar Scope Activities list to the right outlines work completed on the ICC project that will be similar to the Odd Fellows Road project. The design and coordination efforts demonstrated by the G.A. & F.C. Wagman staff on the ICC-A project illustrates their competency in regards to performing cooperative team work and coordinating with Third Party entities on design build projects. Wagman worked closely with MDSHA on a comprehensive, Third Party coordination effort to include organizing meetings, generating newsletters, providing website content, and addressing daily concerns. The proposed staff and their demonstrated experience with similar scope items will ensure continuity within the DBT and within its approach and will result in an experienced team that is integrated and has a proven history of completing projects on time and within budget.



**Relevant and Verifiable Evidence of Good Performance** - Wagman and members of the Intercounty Constructors helped to increase the mobility between I-270 and I-95 in this heavily traveled corridor. The ICC DB project was an extremely environmentally and community sensitive project and extensive measures were planned to minimize the environmental impact of this project. Wagman had the ability to self-perform drilled shafts, driven piles, and predrilled pile foundations, which was key to successful project completion. ICC Contract A included the signature Arch Bridge for the ICC Project. Contract A was recognized with the following national and local awards:

- 2012 National Design-Build Award Design-Build Institute of America (DBIA)
- 2012 Exemplary Ecosystem Initiatives Award Federal Highway Administration (FHWA)
- 2012 Alliant Build America Award - Associated General Contractors of America (ACG)
- 2011 Northeast Region's Best Overall Project (Transportation) - Engineering News Record, Northeast Region (ENR Northeast)
- 2011 President's Award for Highways - American Association of State Highway and Transportation Officials (AASHTO)
- 2010 Intercounty Connector Safety Award – EFCO Corporation

**SIMILAR SCOPE ACTIVITIES**

- |  |   |
|--|---|
| ✓ Design-Build                                       | ✓ Utilities   |
| ✓ Roadway  | ✓ ROW Acquisition   |
| ✓ Survey   | ✓ Public Involvement/ PR including third party coordination |
| ✓ Structures and/or Bridges including over Railroads | ✓ Landscaping   |
| ✓ Coordination with Railroads                        | ✓ QA/QC   |
| ✓ Environmental                                      | ✓ Construction Engr. and Inspection                         |
| ✓ Geotechnical                                       | ✓ Overall Project Mgmt.                                     |
| ✓ Hydraulics   | ✓ Staged Reconstruction/ Widening                           |
| ✓ TCD/TMP  |   |

**LESSONS LEARNED ON THE ICC CONTRACT PROJECT**

- **Railway Coordination** had to interface daily with CSXT for almost 4 years during the construction of the structures over and adjacent to the rail. Wagman learned how to develop and maintain field relationships with railway representatives.
- **Maintenance and Protection of Traffic** had to create a full TMP reflecting the entire project from preliminary construction access to final design. Developed MOT plans to accommodate construction and construction access on existing I-370 to access the median.
- **Utility Coordination** required the development of a Utility Task Force that was established to manage design and construction of utilities. Through design discipline cooperation, we were able to reduce impacts to utilities and minimize relocations.



**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	
(2.) <b>U.S. 360 &amp; U.S. 58 Project # 6360-041-E15, C501, B608, B609, B610</b>  Halifax County, VA	Virginia Department of Transportation (VDOT)	<b>VDOT Lynchburg District</b> 4219 Campbell Ave. Lynchburg, VA 24501 <i>Mr. Terry Meadows, Jr., PE*</i> <i>District Construction Engineer</i> 434-947-6559 <a href="mailto:terry.meadows@vdot.virginia.gov">terry.meadows@vdot.virginia.gov</a> * Mr. J.D. Barkley, II <i>previous Project Manager has since retired</i>	August 2007	January 2007	\$24,300	\$24,600  (Increased contract value due to approved change orders)	\$24,600

**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.**



**Scope/Project Description** - Key Construction Co., Inc. (acquired by G.A. & F.C. Wagman, see below) was the prime contractor on this long anticipated VDOT bridge and roadway project that completed Route 360 as a four-lane highway system from Richmond to Danville. The original 2,000 LF + bridge spanned across the Dan River, its flood plains and the Norfolk Southern Railroad. The original bridge was demolished and replaced with two 2,100 LF + structures. In addition, the original Vaughan Street bridge across Route 360 was demolished and replaced with a wider, longer structure. In total, there were 5,000 CY of concrete, 1.7 million pounds of reinforcing steel and 7.2 million pounds of steel plate girders utilized. The project also included staged roadway construction converting 1.5 miles of roadway from two lane rural design to four lane urban design. Of significance, there were three major intersections contained within this project, the westernmost being the major intersection of Routes 58, 360 and 501. The roadway and approach work included clearing and grubbing, grading, drainage, curb and gutter, sanitary water and sewer utilities, storm sewer, paving, and guardrail as well as construction of an MSE wall and a tie back retaining structure.

One exceptional lesson learned on this project involved our subcontractor selection process. The contractor experienced performance and scheduling issues from a subcontractor during the project. As a result of this experience, Wagman developed a more comprehensive and structured subcontractor selection process inclusive of selection, control, and recovery procedures to ensure quality subcontractor performance.



This project required a substantial amount of third party coordination between VDOT, Halifax County and Norfolk Southern Railroad. Through the establishment of communication channels early in the project, Wagman was able to foster efficient and proactive coordination. The coordination required with Norfolk Southern involved the submission of shop drawings and work plans to ensure there would be no impact to Norfolk Southern Railroad's infrastructure. Additionally, frequent communication practices as well as the establishment of relationships between Norfolk Southern Railroad representatives and our field personnel resulted in smooth interaction when scheduling escorts and flagmen. The early communication, proactive coordination and establishment of field relationships are all practices that will be implemented on the Odd Fellows Roadway Improvements project.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - This highly visible project, located in very sensitive environmental surroundings, required the best cooperative efforts between the Contractor, VDOT, private utility companies, local governmental agencies, and the general public's cooperation to deliver a successful job. The phased MOT required for roadway construction on this project was very similar to that required on the Odd Fellows Interchange and Road Improvement projects. The Contractor's proven performance on this project with its experienced management and construction staff is verifiable evidence of its ability to build the proposed project in a safe and timely manner.

**Relevant and Verifiable Evidence of Good Performance** - Value Engineering the traffic phasing and sequence of construction provided a more efficient construction process. This value engineering, combined with excellent planning and experienced construction staff, contributed in project completion 7 months prior to contract completion requirements.



*Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by G.A. & F.C. Wagman, Inc. in 2013. These strategic acquisitions supplement our construction capabilities in Virginia and other southern states. G.A. & F.C. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen G.A. & F.C. Wagman team's overall capabilities. G.A. & F.C. Wagman is justified in utilizing a Key Construction Co. D.W. Lyle Corporation past project to satisfy the relevant project experience on this project due to the retention of the acquired firms' personnel and resources. Our past experience and combined resources will allow us to successfully deliver the Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements.*

**SIMILAR SCOPE ACTIVITIES**

- ✓ Roadway
- ✓ Survey
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Utilities
- ✓ Landscaping
- ✓ ROW Acquisition
- ✓ Public Involvement/ Relations including third party coordination
- ✓ QA/QC
- ✓ Overall Project Management

**LESSONS LEARNED ON THE U.S. 360 & U.S. 58 PROJECT**

- **Subcontractor Selection Process** structured to ensure quality and reliable subcontractors.
- **Effective Communications and Coordination** with all stakeholders – VDOT, City and County officials, utility owners, retailers association and the general public ensure success.
- **Signalized Intersections** in heavily traveled corridors requires continuous communication and coordinated efforts.
- **Innovative Use of Retaining Walls** of various types to maximize use of available right-of-way that provided cost and time savings.



**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. Construction Contract Completion Date (Original)	e. Construction 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	
(3.) <b>Route 265 Franklin Turnpike Extension</b> Project #(NFO) 6265-071-V05-B643, C501  Pittsylvania County, VA	Virginia Department of Transportation	<b>VDOT Lynchburg District</b> 4219 Campbell Ave. Lynchburg, VA 24501 <i>Mr. Terry Meadows, Jr., PE*</i> <i>District Construction Engineer</i> 434-947-6559 <a href="mailto:terry.meadows@vdot.virginia.gov">terry.meadows@vdot.virginia.gov</a> <i>* Zachary P. Weddle, P.E. previous Project Manager has since retired</i>	December 2011	November 2011	\$18,295	\$18,900  (Increased contract value due to approved change orders)	\$ 18,900

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.



**Scope/Project Description** - This Key Construction Co., Inc. (acquired by G.A. & F.C. Wagman, Inc.) contract, the final phase of the Franklin Turnpike Extension, completed a much needed and anticipated east/west corridor through northern Danville connecting Route 41 Franklin Turnpike and Route 293 Main Street to the Route 29 Bypass in Pittsylvania County. There was approximately 2800 LF of reconstruction along existing Route 41 and Route 293. Additionally, there was approximately 6,400 LF of new construction on this \$18.9 million project. Scope of work included 25 AC clearing and grubbing, 300,000 CY roadway excavation, 6,500 LF storm drain, 9,000 LF water line, 2,900 LF sewer line, 8,300 LF gas line, 17,800 LF underdrain, 39,500 TN stone base, and 52,400 TN asphalt. Two bridges, each 600 feet in length with 1.2 million LB re-steel and 5,900 CY concrete, were also a part of this contract. The five-phased reconstruction of Routes 41 and 293 inclusive of the intersection of Routes 41 and 293, required a tremendous planning and coordination by the contractor during construction. Successfully coordinating water, sewer, and gas line utility relocations along with storm drain, grading, curb and gutter, stone, asphalt and signalization activities along these heavily travelled routes while maintaining safe passage through the work zone and providing access to residences, businesses, and churches was essential to timely contract execution. Key's placement of highly skilled and experienced personnel on the project site to manage and perform this critical area of work proved to be highly effective for the company and all the stakeholders.

Activities within the new construction area of the project included large diameter storm drainage pipe, heavy excavation and embankment placement, and bridge construction across a creek and the Norfolk Southern Railroad (NSRR). The large diameter storm drainage pipe was installed via jack and bore under railroad tracks that required coordination with NSRR as well as settlement monitoring and QC. The heavy excavation, which included blasting, required coordinated monitoring efforts; the bridge required coordination with the NSRR; and the excavation, storm drainage installation and the bridge construction all required close adherence to environmental regulations.

This project required a substantial amount of third party coordination between VDOT, Pittsylvania County, and NSRR. Through the establishment of communication channels early in the project, Wagman was able to foster efficient and proactive coordination. The coordination required with Norfolk Southern involved the submission of shop drawings and work plans to ensure there would be no impact to Norfolk Southern Railroad's infrastructure. Additionally, frequent communication practices as well as the establishment of relationships between NSRR representatives and our field personnel resulted in smooth interaction when scheduling escorts and flagmen. The early communication, proactive coordination and establishment of field relationships are all practices that will be implemented on the Odd Fellows Roadway Improvements project.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The reconstruction of Routes 41 and 293 almost exactly replicate requirements necessary for the Odd Fellows Interchange and Road Improvement project's relevant features included phased MOT, utility relocations, signalization, and providing continuous access to property owners during construction. The proposed staff, most of whom worked on the Route 265 project, exhibit the knowledge, experience, and proven history to deliver the proposed project successfully.

**Relevant and Verifiable Evidence of Good Performance** - A large contributing factor to the success of this project was the fact that the Contractor and VDOT personnel involved in this developed a mutually respectful relationship while working together on previous projects. Dedication to a sincere formal partnering process and adherence to the CPM schedule enhanced this previous positive working relationship between the Department and the Contractor. Additionally, coordination and cooperation with the many stakeholders involved, including VDOT, the City of Danville, Norfolk Southern Railroad, local business owners, and the traveling public, contributed significantly to the successful early completion of the project.

*Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by G.A. & F.C. Wagman, Inc. in 2013. These strategic acquisitions supplement our construction capabilities in Virginia and other southern states. G.A. & F.C. Wagman retained the key personnel from these acquisitions whose knowledge, resources, and experience strengthen G.A. & F.C. Wagman team's overall capabilities. G.A. & F.C. Wagman is justified in utilizing a Key Construction Co. D.W. Lyle Corporation past project to satisfy the relevant project experience on this project due to the retention of the acquired firms' personnel and resources. Our past experience and combined resources will allow us to successfully deliver the Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements.*

**SIMILAR SCOPE ACTIVITIES**

- ✓ Roadway
- ✓ Survey
- ✓ Environmental
- ✓ Landscaping
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Utility Relocation
- ✓ Public Involvement/ Relations including third party coordination
- ✓ Signalization
- ✓ Overall Project Mgmt.
- ✓ Staged Reconstruction/ Widening

**LESSONS LEARNED ON THE ROUTE 265 PROJECT**

- **Effective Communications and Coordination** with all stakeholders – VDOT, City and County officials, utility owners, retailers association and the general public generate successful results for all.
- **Signalized Intersections** in heavily traveled corridors requires considerable planning for a well-executed plan of construction.
- **Formal Partnering** can be a very effective tool when properly carried out between VDOT and our company.



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# 3.4.1 (b)

## Lead Designer Work History Forms

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**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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(1.) Route 600 (South Boston Road)/Route 53 (Thomas Jefferson Parkway) Roundabout</b> Fluvanna County, VA	J.L. Kent & Sons, Inc.	<b>VDOT Culpeper District</b> 1601 Orange Road Culpeper, VA 22701 <i>Mr. Christopher Byington</i> T 540-829-7599 F 540.727.3351 E <a href="mailto:chris.byington@vdot.virginia.gov">chris.byington@vdot.virginia.gov</a>	April 2013	May 2013 (Actual)  Due to construction delay.	\$1,500	\$1,023 (Actual)	\$214 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.

**JMT is the Lead/Prime Designer. Design work was performed from Richmond, VA.**



**Scope/Project Description** - JMT under the VDOT Statewide Design Contract was assigned the design of a roundabout at the Route 600/Route 53 intersection. The primary purpose of this project was to improve the existing unsignalized "T" intersection of Route 600 (South Boston Road) and Route 53 (Thomas Jefferson Highway). JMT responsibilities included the development of the preliminary design of the roundabout through the Right of Way stage. Later as the project progressed the department requested JMT take the project to completion and into construction.

Route 600 and 53 were both rural 2 lane collector roads with minimum shoulders, poor horizontal and vertical curvature. Placement of the roundabout at this intersection was challenging with this existing conditions coupled with a 55 MPH posted speed on both of these routes. The project realigned Route 53 to the south on both approaches to the roundabout to eliminate the current sharp horizontal curves and improve poor vertical sight distances. To reduce high speed on the approaches, JMT used a series of successively tighter horizontal curves to encourage traffic to slow down before the intersection proper. The roundabout was designed to accommodate a mix of passenger and truck traffic. JMT analyzed truck movements through the roundabout utilizing Autoturn to ensure the layout would accommodate larger vehicles and still operate efficiently for the bulk of the passenger traffic.

JMT developed a Type B Transportation Management Plan (TMP) for construction of the roundabout. A detour of the existing traffic was not possible for construction of the roundabout at the existing intersection. Route 600 and 53 served as main collectors for local traffic. To facilitate construction, JMT developed a shifted alignment for Route 53 that moved the majority of the proposed roundabout off line. This allowed the faster construction and minimized interruption with local traffic.

The roadway plans included drainage design for both open and closed storm systems, ditches, inlets, culverts, and erosion and sediment control. To address public comments from the Public Hearing about the project's cost JMT developed a preliminary design for a conventional signalized "T" intersection and generated a cost comparison of the two designs. The cost comparison revealed similar costs coupled with improved safety with the roundabout design.



**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements project. The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** - This project has relevance because it demonstrates JMT's extensive roundabout design experience for transportation projects within public right-of-way.

**SIMILAR SCOPE ACTIVITIES**

- ✓ Roundabout
- ✓ Roadway
- ✓ Survey
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ TCD/TMP
- ✓ Utilities
- ✓ ROW Acquisition
- ✓ Public Involvement/ PR including third party coordination
- ✓ Landscaping
- ✓ QA/QC
- ✓ Overall Project Management

**ROUTE 600/53 PERSONNEL PROPOSED FOR ODD FELLOWS ROAD IMPROVEMENTS PROJECT**

- Rodney Hayzlett, PE (JMT) – Project Manager
- Jeffrey Cronin, PE (JMT) – Project Engineer
- Randy Boice, PE (JMT) – Traffic Engineer
- Lee Priestas, PE (JMT) - QA/QC
- Michael Zmuda, LS, PE (JMT) – Project Surveyor



**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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(2.) Fairfax County Parkway Extension (Design-Build) Springfield, VA</b>	Cherry Hill Construction, Inc.	<b>FHWA-EFLHD</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Robert Morris</i> T 703.404.6302 F 703.404.6217 E <a href="mailto:robert.morris@fhwa.dot.gov">robert.morris@fhwa.dot.gov</a>	July 2011	July 2011 (Actual)	\$73,756	\$112,416 (Actual) <i>Increased due to additional Scope by Owner</i>	\$11,538 JMT Design Fee

**h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.**

**JMT is the Lead/Prime Designer. Design work was performed from Headquarters in Sparks, MD and Herndon, Richmond & VA Beach, VA.**



**Scope/Project Description** - JMT was responsible for complete design of the Project including work in the following disciplines: highway, structural, water resources, traffic, multipurpose trail, lighting designs, surveys, utility designations, subsurface utility engineering, geotechnical engineering, environmental analysis and permitting (led by EEE). JMT also provided services to finalize conveyance of the ROW from the Army to VDOT. To meet the requirements of BRAC the Fairfax County Parkway (FCP) project had an extremely aggressive schedule of 750 calendar days to design, permit, relocate utilities, and construct the parkway. The design team initiated design upon notice of award beginning in Oct. 2008 and delivered approval for construction plans that allowed construction of the western end (west of Accotink Creek) of the Project to commence in April 2009. Full plan approval for the remainder of the contract was received on Aug. 2009, approximately 3 months ahead of schedule. This accelerated design schedule allowed earlier construction starts that enabled the opening of segments I/II on September 20, 2010, nearly a month ahead of schedule. The Project corridor begins at Rolling Rd/Franconia-Springfield Parkway and proceeds southeastward on a new alignment and ends just east of Fullerton Rd. The design included a new interchange at FCP and Barta Road for access to West North Loop Road National Geospatial-Intelligence Agency (NGA) interior roadway network within the new NGA facility. Extensive design collaboration/coordination with the U.S. Army for this access point was required and included coordination for security lighting, overheight vehicle detection, geometry and utility connections. A majority of this roadway was located on the southern portion of the Fort Belvoir North Area. The work involved in the FCP included: grading, drainage and paving, bridges, noise walls, lighting, traffic signals, landscaping, signing/ striping and extensive environmental services. The environmental challenges were further complicated by the fast-track schedule, involvement of multiple stakeholders, and complex environmental and regulatory issues. The FCP alignment cut through the Fort Belvoir North Area and crossed five former firing ranges and testing sites including three RCRA sites that had significant groundwater and soil contamination, and stringent Land Use Controls required by an EPA Consent Order to protect human health and the environment. Design services included a comprehensive investigation of the nature and extent of the contamination on several of these areas, including groundwater modeling to evaluate the impact of construction on the fate and transport of multiple contaminated groundwater plumes. The project also included widening of I-95 to accommodate a new exit lane designed as a certified Defense Access Road to provide direct access to the NGA. The DB Team completed the following work:

- Design of a 4-lane divided, limited access highway, designed to facilitate future widening to 6-lanes within the project ROW; Relocation of portions of Rolling Road; Interchange at FCP with Barta Road; New Bridges at
- Fullerton Road, Accotink Creek/Barta Road; and multipurpose trail alongside a portion of the road.
- Construction of Ramp A/Loop D at the Barta Road Interchange.
- Provided an access road for approx. 1.0 mile beginning at the existing exit ramp connecting SB I-95 to WB FCP to a new alignment to the W. South Loop Road, included widening of existing Br. 675.
- Consisted of constructing Ramp C of the Boudinot Drive interchange. This ramp was approximately 0.3 miles long and provides access from Fullerton Road to SB FCP.
- Provided access to northbound FCP from Boudinot Drive by extending Boudinot Drive beneath the FCP and constructing Loop B. Also provided a connection from FCP northbound to Boudinot Drive via Ramp B; and
- Access from southbound FCP to Boudinot Drive via Ramp D and a new bridge crossing Accotink Creek.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements project. The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** - This project has relevance because of the DB method of innovative project deliver, involved EFLHD as the project representative and VDOT as the project owner; involved a new project through a portion of the Army's Fort Belvoir in northern Virginia. *Several members of EFLHD and the DBT received the "Star Partner" awards for their exceptional dedication, teamwork and professionalism in support of the project's goals by the NGA and USACE.* This project was recognized with several awards from DBIA – Merit Award; DBIA Mid-Atlantic Region – Transportation Award; VTCA – Transportation Engineering Awards for VDOT Projects Greater than \$10M; ACEC/VA – Merit Award; ACEC/MW – Honor Award for Excellence; and the ACEC/MD – Honor Award.

**SIMILAR SCOPE ACTIVITIES**

- |                                  |  |
|----------------------------------|--|
| ✓ Design-Build                   | ✓ ROW Acquisition  |
| ✓ Roadway                        | ✓ Public Involvement/PR including third party coordination |
| ✓ Survey                         | ✓ Landscaping  |
| ✓ Structures and/or Bridges      | ✓ QA/QC  |
| ✓ Environmental                  | ✓ Construction Engineering and Inspection                  |
| ✓ Geotechnical                   | ✓ Overall Project Management                               |
| ✓ Hydraulics                     |  |
| ✓ TCD/TMP                        |  |
| ✓ Sidewalks and Shared Use Paths |  |
| ✓ Utilities                      |  |

**FCP PERSONNEL PROPOSED FOR ODD FELLOWS ROAD IMPROVEMENTS PROJECT**

- Gregory Andricos, PE (Individual Exp.) – DBPM
- William Schaub, PE (JMT) – Designer of Record
- Arthelius (Trip) Phaup, PE (JMT) – Structr. QA/QC
- Rodney Hayzlett, PE (JMT) – Project Engineer
- Randy Boice, PE (JMT) – Traffic Engr./ITS
- Michael Leffler, PE (JMT) – Geotechnical Engr.
- Jon Conner, PLA., LEED AP (JMT) – LA
- Michael Zmuda, LS, PE (JMT) – Project Surveyor
- Ian Frost, AICP, CEP, LEED AP (EEE) – Env. Mgr.
- Carter Teague, WPIT (EEE) – Permit Coordinator
- Doug Fraser, PG (EEE) – Hazardous Materials



**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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
<b>(3.) 9<sup>th</sup> Street Bridge Replacement over New York Avenue and Amtrak and CSXT Railways (Design-Build)</b> Washington, DC	Cherry Hill Construction, Inc.	<b>FHWA-EFLHD</b> 21400 Ridgetop Circle Sterling, VA 20166-6511 <i>Mr. Ken Atkins, Project Manager</i> T 703.404.6307 F 703.404.6217 E <a href="mailto:kenneth.atkins@fhwa.dot.gov">kenneth.atkins@fhwa.dot.gov</a>	July 2010	May 2011 (Actual) <i>Project Extended at Owners Request</i>	\$43,960	\$58,444 (Actual) <i>Owner increased scope by adding ROW acquisition and Railroad services by Amtrak and CSXT</i>	\$4,806 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.

**JMT was the Lead/Prime Designer. Design work was performed from Headquarters in Sparks, MD.**



**Scope/Project Description** - The Federal Highway Administration-Eastern Federal Lands Highway Division (EFLHD) representing the District Department of Transportation (DDOT) selected the DBT including JMT as the lead designer for this challenging \$58.4M DB project. The clients desired to replace a seven-span structure that was constructed in 1941 while maintaining roadway traffic along a congested arterial as well as freight and passenger railroad operations near Washington DC's Union Station and Amtrak's Ivy City Yard. Extensive computations were developed and submitted that described the construction and demonstrated means and methods acceptable to both railroads CSXT and Amtrak.

The DBT was issued Notice to Proceed on September 6, 2006 and JMT completed its 100% design milestone approximately one-month ahead of schedule. The project included context sensitive designs for numerous user enhancements including widened sidewalks and bicycle lanes, ADA compliant crosswalks, and aesthetic architectural elements. The project was kept on schedule due to a partnering between all project shareholders including the FHWA-EFLHD, DDOT, Amtrak, CSXT, and the U.S. Postal Services. JMT's major components of this project included:

- o **Highways & Bridges** - The project required the full depth reconstruction and widening of 1,700 feet of New York Avenue along with the realignment and construction of three new signalized intersections. All roadway design work and construction document preparation met the CADD standard requirements of the EFLHD. The new bridge concept, a 645' long four-span structure, was developed to minimize impacts to the railroads and utilities and to provide a more open section at New York Avenue. A new retaining wall along 9<sup>th</sup> Street resulted in alleviating impacts to stormwater management facility owned by the U.S. Postal Service's Brentwood facility.
- o **Traffic Engineering/ITS** - Developed MOT, signing, pavement marking, and signal plans. The MOT plans involved both detours of traffic and maintaining traffic along the existing roadways, and included designs for temporary construction signing and markings, barricades, channelization devices, and phasing for the project. Traffic signal plans were developed for four intersections and included the various temporary signal phases of construction. All plans were developed to DDOT/MUTCD standards.
- o **Water Resources Management** - Responsible for the new and reconstructed drainage system, ESC, SWM and environmental permits and approvals for complete replacement of the 9<sup>th</sup> Street Bridge and the reconstruction of New York Avenue and realignment of the Mt. Olivet, 9<sup>th</sup> Street and Brentwood Parkway intersection.
- o **Utility Relocation and Coordination** - Completed the relocation design for the existing 8 and 16 inch water mains owned by the DC Water.
- o **Survey and Mapping** - Supplied survey support in the form of miscellaneous topographical surveys, baseline stakeout and boundary surveys; and the preparation of multiple right-of-way plats for the new easements and fee simple takes that were required for construction.
- o **Visualizations** - JMT's in-house graphic artists developed and provided presentations and displays for Advisory Neighborhood Commission meetings using graphic software programs including 3-D photo realistic renderings (before and after) A project website was created and maintained throughout the project duration.

**Demonstrate a Well Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience** - The Personnel listed on the right side of this form will be assigned to the Odd Fellows Road Interchange at U.S. Route 29/460 and Road Improvements project. The Similar Scope Activities lists work completed that will be needed on this DB project. The proposed staff and their demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget.

**Relevant and Verifiable Evidence of Good Performance** - The DBT focused on achieving a streamlined, four-span bridge over CSXT, Amtrak and New York Avenue, along with the reconstruction and widening of New York Avenue and the realignment and construction of three new signalized intersections for this gateway project leading into our Nation's Capital. The project also included context sensitive solutions and numerous user enhancements including widened sidewalks and bicycle lanes, ADA compliant crosswalks, and aesthetic architectural elements that included local artist who created brass eagles that adorn the four corners of the bridge.

**Statement from Victor Mendez, FHWA Administrator - Source AASHTO Journal 7.29.2011**

*The 9<sup>th</sup> Street Bridge is an important connector within the nation's capital, serving residents and businesses located in the Trinidad, Ivy City, and Brentwood neighborhoods, according to the Federal Highway Administration. "Shoring up our roads and bridges is essential to the nation's economic competitiveness," Mendez said in a statement. "The more we can improve our infrastructure, especially in busy metropolitan areas, the more we'll help move economic recovery along."*

**SIMILAR SCOPE ACTIVITIES**

- |  |  |
|--|--|
| ✓ Design-Build                             | ✓ Utilities  |
| ✓ Roadway                                  | ✓ ROW Acquisition  |
| ✓ Survey                                   | ✓ Public Involvement/PR including third party coordination |
| ✓ Structures and/or Bridges over Railroads | ✓ Landscaping  |
| ✓ Coordination with Railroads              | ✓ QA/QC  |
| ✓ Environmental                            | ✓ Construction Engineering and Inspection                  |
| ✓ Geotechnical                             | ✓ Overall Project Management                               |
| ✓ Hydraulics                               |  |
| ✓ TCD/TMP                                  |  |
| ✓ Sidewalks and Shared Use Path            |  |

**9<sup>th</sup> STREET PERSONNEL PROPOSED FOR ODD FELLOWS ROAD IMPROVEMENTS PROJECT**

- o Gregory Andricos, PE (Individual Exp.) – DBPM
- o William Schaub, PE (JMT) – Design Manager
- o Jon Conner, PLA, LEED AP (JMT) – LA





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