



Statement of Qualifications

Route 659 (Belmont Ridge Road) — Reconstruct to Four Lanes

A Design-Build Project

From Route 642 (Hay Road) to Route 2150 (Gloucester Parkway)
Loudoun County, VA



State Project No.: 0659-053-262,
R204, C504, B670, B671
Contract ID No.: C00076244DB76

Submitted to:



Submitted by:



BRIDGING GENERATIONS • SINCE 1902

In Association With:







July 22, 2014

**Statement of Qualifications
3.2 Letter of Submittal**

Mr. Kevin C. Reichert, PE
Senior Project Delivery Engineer
Virginia Department of Transportation
Alternate Project Delivery Office
1401 East Broad Street
Richmond, VA 23219

Letter of Submittal / Route 659 (Belmont Ridge Road) – Reconstruct to Four Lanes from Route 642 (Hay Road) to Route 2150 (Gloucester Parkway), Loudoun County, VA; State Project No. 0659-053-262, R204, C504, B670, B671; Contract ID No. C00076244DB76

Dear Mr. Reichert:

G.A. & F.C. Wagman, Inc. (Wagman) is pleased to submit one original paper version of our Letter of Submittal bearing original signatures, with full supporting documentation; eight abbreviated copies of our original Letter of Submittal; and one CD-ROM containing the entire Letter of Submittal along with attachments in a single, cohesive Adobe PDF file to the Virginia Department of Transportation (VDOT) to provide Design-Build (D-B) services for the Route 659 (Belmont Ridge Road) Reconstruction Project in Loudoun County, VA. We have carefully reviewed the Request for Qualifications (RFQ), RFQ Addendum 1 (June 23, 2014), and RFQ Questions and Answers (June 24, 2014); attended the Project Information Meeting on June 9, 2014; and visited the project site multiple times.

Wagman has assembled a strong, efficient team of highly qualified professionals with the necessary expertise to successfully meet this project's goals and objectives. Wagman has selected **Parsons Brinckerhoff, Inc. (PB)** as our lead design firm to provide all engineering services. Wagman and PB have excellent reputations for being industry leaders on projects like this with proven experience in delivering quality D-B projects. Other team members include GeoConcepts Engineering, Inc., Utility Professional Services, Inc., Bowman Consulting, Sharp & Company, Inc., DMY Engineering Consultants, Inc., Quinn Consulting Services, Inc., and Air Power, Inc.

In addition to a highly qualified and skilled collection of subconsultants, Wagman will maximize our Virginia-based resources. As part of Wagman's strategic plan to expand construction capabilities in Virginia, Wagman acquired Key Construction Co., Inc. and D.W. Lyle Corporation in 2013. Wagman retained key personnel, who bring a wealth of local knowledge, experience and strength to our team. Both Key Construction and D.W. Lyle are well-respected Virginia-based firms who now operate as a division of G.A. & F.C. Wagman, Inc.

SECTION 3.2.1 OFFEROR'S FULL LEGAL NAME

The Offeror's full legal name and address are G.A. & F.C. Wagman, Inc., 3290 N. Susquehanna Trail, York, PA 17406-9754. The Offeror will be the legal entity that will execute the contract with VDOT.

SECTION 3.2.2 POINT OF CONTACT

Wagman's official representative and designated Point of Contact for all project-related communications is Wagman's Executive Vice President, Gregory M. Andricos, PE; 3290 N. Susquehanna Trail, York, PA 17406-9754; 717.764.8521 (office); 717.825.8688 (mobile); 717.767.5457 (fax); and via gmandricos@wagman.com.

SECTION 3.2.3 PRINCIPAL OFFICER

G.A. & F.C. Wagman, Inc.'s Principal Officer with whom a D-B contract would be written is Vice President, Division Manager David W. Lyle; 5911 Nena Grove Lane, Chester, VA 23831-3715; 804.778.4444 (office); 804.731.3707 (mobile); 804.778.4929 (fax); and via dwlyle@wagman.com.

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

3290 N. Susquehanna Trail | Phone: 717-764-8521
York, PA 17406-9574 | Fax: 717-767-5457

WWW.WAGMAN.COM



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SECTION 3.2.4 STRUCTURE OF OFFEROR

G.A. & F.C. Wagman, Inc., an active, registered Corporation in the Commonwealth of Virginia, will take financial responsibility for this project. A single 100% performance bond and a single 100% 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.

SECTION 3.2.5 FULL LEGAL NAME OF BOTH CONTRACTOR AND LEAD DESIGNER

Lead Contractor's Full Legal Name: G.A. & F.C. Wagman, Inc.
Lead Designer's Full Legal Name: Parsons Brinckerhoff, Inc.

SECTION 3.2.6 AFFILIATES AND SUBSIDIARIES

Full legal names and addresses of our affiliated and/or subsidiary companies are provided in Attachment 3.2.6.

SECTION 3.2.7 SIGNED CERTIFICATION REGARDING DEBARMENT FORMS

Debarment Forms for Primary and Lower Tiered Covered Transactions are included in Attachment 3.2.7.

SECTION 3.2.8 OFFEROR'S VDOT PREQUALIFICATION

G.A. & F.C. Wagman, Inc. is prequalified (active status) with VDOT. Our Vendor Number is W002. An excerpt from VDOT's online Prequalified List is included in Attachment 3.2.8.

SECTION 3.2.9 SURETY OR INSURANCE COMPANY LETTER

A letter from our surety company is included in the attachments that provides evidence that we are capable of obtaining a performance and payment bond for the current estimated contract value, and that these bonds will cover the project and any warranty periods.

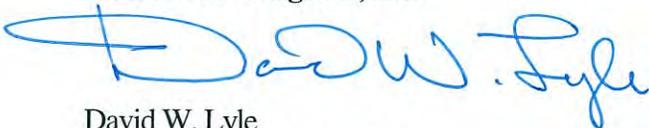
SECTION 3.2.10 VIRGINIA STATE CORPORATION COMMISSION AND VIRGINIA DPOR

SCC and DPOR registration information for all business entities on the Offeror's team are included in Attachment 3.2.10.

SECTION 3.2.11 COMMITMENT TO ACHIEVING A 13% DBE GOAL

G.A. & F.C. Wagman, Inc. formally commits to achieving VDOT's 13 percent Disadvantaged Business Enterprise participation goal for the entire value of the contract for the Route 659 (Belmont Ridge Road) Reconstruction Design-Build Project. Wagman and PB are well-respected firms with a proven track record of completing D-B projects while maximizing benefits, including streamlining the permit process, risk mitigation and expediting schedule. We will design and construct the Belmont Ridge Road Design-Build Project in a manner that ensures the greatest experience for all parties involved. We will create a transparent working relationship with VDOT and third party stakeholders to promote trust, confidence, and collaboration, while engaging and being sensitive to communities impacted during construction. The team recognizes the importance of schedule, especially the impacts of phasing and Maintenance of Traffic and the importance of safety for the duration of the project. We are confident that with our award-winning safety program and experienced workforce, we will deliver the Belmont Ridge Road project safely, on schedule, and on budget. Wagman and PB appreciate the long-term working relationships we have established with VDOT. Thank you for this opportunity to submit our Statement of Qualifications.

Respectfully Submitted,
G.A. & F.C. Wagman, Inc.



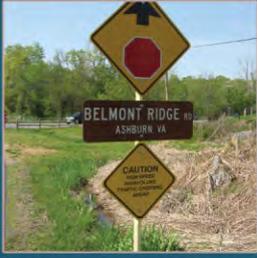
David W. Lyle
Vice President, Division Manager

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

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3.3 OFFEROR'S TEAM STRUCTURE

INTRODUCTION

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

Founded in 1902, Wagman continues today as a fourth generation, private family-owned general contractor, headquartered in York, Pennsylvania. Wagman is a heavy civil contractor, in the Mid-Atlantic and Southern regions, which has grown to become a nationally recognized leader within the industry. Wagman's core competencies include Design-Build, bridges, structures, highway excavation, drainage, marine construction, modified concrete, and geotechnical construction services. Wagman builds/rehabilitates bridges, highways, cut and cover tunnels, retaining walls, interchanges and many other structures. With over 100 years of bridge construction experience, the firm has evolved into one of the leading contractors in the markets we serve. As an experienced D-B contractor, Wagman has partnered to complete over \$1B in design and construction of numerous transportation projects in the greater NOVA/DC metropolitan area, excelling at overcoming challenges and providing innovative solutions and alternative designs. Our local resources and knowledge of the area, combined with decades of experience working with owners, contractors, and designers, allow us to be a valuable resource and provide competitive advantages as a team member. Wagman has been an integral part of some of the largest regional projects. Wagman's five contracts (2001-2009) on the Woodrow Wilson Bridge Project totaled over \$270M, making Wagman the most involved contractor, per dollar volume, for this renowned project. Notable D-B projects include MD Intercounty Connector Contract A (the first, large D-B MD highway project) and Intercounty Connector Contract B. Ninety percent of Wagman's workload in the past five years (out of our Virginia office) is VDOT projects.

PARSONS BRINCKERHOFF, INC. (PB)

Founded in 1885, Parsons Brinckerhoff, Inc. provides multi-disciplinary services for all types of transportation projects around the world. As a pioneer in developing major highways and roadways, the firm offers the full range of expertise necessary for a successful project. Parsons Brinckerhoff has designed the full spectrum of highways: small to large, urban to rural, simple to complex. The firm has played a key role in some of the Commonwealth's most significant transportation projects for VDOT—including the Woodrow Wilson Bridge, the Route 895 Pocahontas Parkway over the James River, and most recently, the Elizabeth River Tunnels project. With offices in Herndon, Virginia Beach and Richmond, Parsons Brinckerhoff continues to support VDOT's program for providing safe, well-maintained infrastructure for the traveling public.

The Wagman/PB Team is performing more than 85% of current contract work for repeat clients, illustrating our lasting ability to deliver quality, safety, and cost competitiveness to our customers. The Wagman/PB Team has been involved in some of the largest projects in the DC Metro area including the Woodrow Wilson Bridge and the Intercounty Connector. Our team takes pride in our total commitment to schedule and budget goals, and our ability to offer creative and innovative solutions to any design and/or construction obstacle. Assisting the team is a carefully selected group of highly qualified subconsultants that are experts in their field.

THE WAGMAN/PB TEAM			
	G.A. & F.C. Wagman, Inc. Offeror and Lead Contractor <i>VDOT Prequalified Vendor No. W002</i>		Parsons Brinckerhoff, Inc. Lead Designer
	Air Power, Inc. Rock Blasting/Breaking		Appraisal Review Specialists, LLC <i>VDOT Prequalified Review Appraiser</i>
	Bowman Consulting Right-of-Way Management and Acquisitions <i>VDOT Prequalified Fee Appraiser</i>		DMY Engineering Consultants, LLC Quality Control Manager; Materials/Laboratory Testing and Drilling <i>DBE No. MWAA DB2011-0012-2014</i> <i>SWaM No. 684372</i>
	EEE Consulting, Inc. Environmental and Permitting <i>SWaM No. 7052</i>		GeoConcepts Engineering, Inc. Geotechnical Engineering and Survey <i>DBE No. 626642</i>
	Metro Title Services, LLC Title Reports, Title Insurance, Closing and Settlement Services <i>SWaM No. 650805</i>		Quinn Consulting Services, Inc. Quality Assurance Manager <i>DBE/SWaM No. 626289</i>
	Seismic Surveys, Inc. Vibration Monitoring		Sharp & Company, Inc. Public Involvement <i>DBE No. MWAA DB2007-0011-2010</i> <i>SWaM No. 669711</i>
	So-Deep, Inc. Utility Designation <i>SWaM No. 652912</i>		Specialized Engineering Materials/Laboratory Testing <i>SWaM No. 681526</i>
	T3 Design Corporation Signage and Pavement Marking Plans; Lighting Plans <i>DBE and SWaM No. 652912</i>		Utility Professional Services, Inc. Utility Relocation and Coordination <i>DBE and SWaM No. 676087</i>

3.3.1 KEY PERSONNEL

The personnel assigned to this Route 659 (Belmont Ridge Road) Reconstruction Project are highly qualified design and construction professionals with extensive experience on similar projects. The Wagman/PB Team structure employs best management practices, emphasizes intra-team communications, and empowers team members to resolve issues at the most appropriate organizational level. Our proposed Design-Build Project Manager (DBPM) **Gregory M. Andricos, PE**, has over 23 years of experience performing D-B highway and bridge projects in northern Virginia, DC, and Maryland, which include projects for clients such as VDOT, EFLHD, MDSHA, and DDOT. In addition, our proposed Design Manager (DM), **Derek J. Piper, PE, AICP**, has 29 years of experience designing similar projects. Their combined experience will provide continuity and a seamless transition with the Wagman/PB Team.

Our DBPM Greg Andricos performed an identical role on the EFLHD/VDOT's (\$112.5M) Fairfax County Parkway, Phases I/II and IV D-B project, and received the "Star Partner" award for his exceptional dedication, teamwork, and professionalism in support of the project's goals by the NGA and USACE.

The Wagman/PB Team commits the following four Key Personnel (please refer to 3.3.1 – Key Personnel Resume Forms in the Attachment section of our submittal).

KEY PERSONNEL	PROJECT RESPONSIBILITIES
<p>Greg Andricos, PE DB Project Manager (Wagman)</p> <ul style="list-style-type: none"> ▪ 23+ Years of Experience ▪ VA Registered PE ▪ D-B, DBB, VA Megaproject Experience 	<p>Overall project design, construction quality management, and contract administration. He will be the single Point of Contact for VDOT and our team and will be responsible for the overall project design, quality management, and contract administration. Relevant Experience: Greg has delivered four similar D-B projects (\$190M) in Northern VA and DC including Mark Center Short and Mid-Interim Improvements D-B, Fairfax County Parkway D-B Phases I, II, and IV, Taylor Street Bridge Replacement D-B, and the 9th Street Bridge Replacement DB project.</p>
<p>Richard Allen, PE Quality Assurance Manager (Quinn Consulting)</p> <ul style="list-style-type: none"> ▪ 20+ Years of Experience ▪ VA Registered PE ▪ D-B, DBB, VA Megaproject Experience 	<p>Responsible for the QA inspection and testing of all materials used and work performed on the project including monitoring the QC program. Richard will ensure that all work is performed in conformance with the contract requirements and the “approved for construction” plans and specifications as well as VDOT’s Minimum Requirements for QA/QC on DB and PPTA projects and specs. Relevant Experience: Several mega projects in Northern VA including QAM on the I-95 Express Lanes D-B project and as a Senior Engineer on Dulles Metrorail’s Silver Line Phase I.</p>
<p>Derek Piper, PE, AICP Design Manager (PB)</p> <ul style="list-style-type: none"> ▪ 29+ Years of Experience ▪ VA Registered PE ▪ VDOT D-B Experience 	<p>Responsible for directing the design and coordinating the integration of design disciplines, including Lead Roadway and Lead Structural Engineers and the Design QA. Responsible for the design schedule and overall design quality. Relevant Experience: Design Manager for the I-264 Widening/Interchange at MLK Expressway project in VDOT’s Hampton Roads District. Derek also has significant experience with arterial widening projects involving utility relocations and right-of-way acquisition.</p>
<p>Paul Phillips Construction Manager (Wagman)</p> <ul style="list-style-type: none"> ▪ 19+ Years of Experience ▪ VA DEQ RLD Certification ▪ VDOT ESCCC Certification ▪ VDOT D-B Experience 	<p>Will be onsite for the duration of construction operations and will be responsible for managing the construction process including the QC activities to ensure materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. Relevant Experience: Paul was Project Manager on VDOT’s APM Terminal Roadway D-B project and on VDOT’s Route 210 and Madison Heights Bypass Interchange project.</p>

3.3.2 ORGANIZATIONAL CHART

The organizational chart on Page 8 shows the “chain of command” while identifying major functions that will be performed by the Wagman/PB Team. The chart also shows the reporting relationships of Key Personnel responsible for the management of design, construction, and QA/QC activities. We have clearly defined roles and relationships.

REPORTING RELATIONSHIPS OF KEY PERSONNEL

Our team's organization is optimized to present clear and logical reporting relationships to manage the design and construction of this project, while maintaining distinct responsibilities and project controls. Practical lines of communication run between design, construction, and the independent QA/QC support staff, along with direct reporting to the Design-Build Project Manager (DBPM) to allow all levels to function as a team.

The organizational chart further depicts that the main production staff interfaces with the **DBPM** will be the **Design Manager (DM)**, the **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: Our organizational chart begins with VDOT at the hierarchy's pinnacle. We recognize that all final decisions rest with VDOT. Our team's primary interface with VDOT will be through the **DBPM, Gregory M. Andricos, PE**. In accordance with sound management practices and VDOT guidance, the DBPM serves in the most crucial role, one that defines success for all project aspects. The principal conduit for communication with VDOT, the DBPM directly controls the design, construction, quality assurance and public outreach functions.

One feature of our proposal is the independence of the key support staff and specialty professionals whose role is to ensure that the highest levels of quality and safety are maintained in both the design and construction phases of the project. Team 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 D-B projects including the Fairfax County Parkway, Phases I/II and IV. Our DBPM worked in identical roles on that project, which received the following comments from David H. Law, PE, Virginia Megaprojects Safety Manager on their 9-24-2009 Audit: *"Overall safety on site is commendable. Excellent use of fall protection, excellent storage and housekeeping."*

INDEPENDENT QAM: **Quinn Consulting Services, Inc. (QCS)** is our team's independent construction QA firm. QCS commits **Richard M. Allen, PE** to serve as the **QAM**. He will report directly to the DBPM and attend all project meetings. He will oversee a QA staff including a lead senior inspector, project inspectors, and a records administrator, as well as oversee the activities of the independent AMRL/CCRL certified off-site materials sampling and testing laboratory, **Specialized Engineering**. The QAM has the authority to suspend field activities in the event QA tasks or issues are incomplete or construction work is found to be non-conforming.

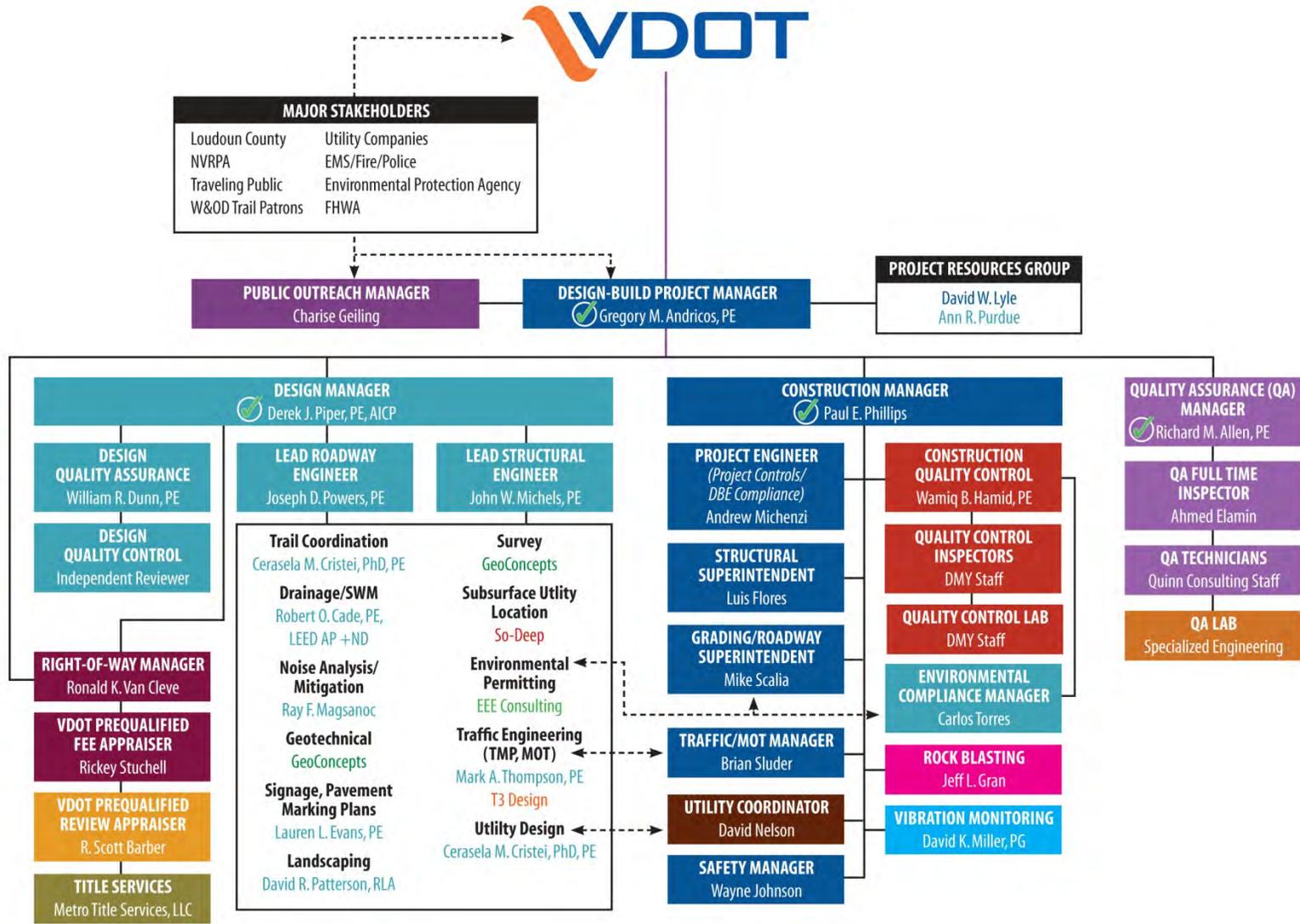
DM: The organizational chart clearly defines that all design disciplines for the project will report to the **DM, Derek J. Piper, PE, AICP**. The approach to staffing these disciplines hinges on the concept of matching the project requirements to the experience and depth of knowledge of staff best suited to fulfill these specific requirements. While PB professionals will cover the majority of the disciplines, the team includes several specialty subconsultants who will augment the team and report directly to the DM. The DM will report directly to the DBPM. Derek will also establish and oversee the QA/QC program for design. The responsibilities of the QA/QC Team will be separated between Design QC and QA.

CONSTRUCTION MANAGER (CM): **Paul E. Phillips** will be the project's CM, overseeing all major construction activities and managing the Construction Quality Control (CQC) program. The Superintendents, MoT Manager and Construction Quality Control Manager (QCM) will

report directly to the CM. His responsibilities will include CPM schedule development and updating, resource planning and allocation (materials, labor, and equipment), budgetary and cost control, subcontractor scheduling, MoT, erosion and sediment control, and shop drawing review. Reporting directly to the DBPM, the CM will be responsible for Construction QC activities including CQC testing and off-site materials sampling and testing. The Construction QCM will report directly to the CM. Assisting the team is a handpicked group of highly qualified support personnel. Please see the table below for highlights of their qualifications and experience.

KEY SUPPORT PERSONNEL	REPORTS TO	ROLE/EXPERIENCE
David W. Lyle (Wagman) <i>Project Resource Group</i> <ul style="list-style-type: none"> ▪ 21+ Years of Experience ▪ VA Megaprojects Experience 	DBPM	Team's POC and resource to the DBPM throughout this project. David is a VP/Division Manager for Wagman, and has strong knowledge of VDOT's specifications.
David Nelson (Utility Professional Services, Inc.) <i>Utility Coordinator</i> <ul style="list-style-type: none"> ▪ 25+ Years of Experience 	DBPM	Responsible for developing a utility relocation plan and coordinating with the various utilities and with VDOT.
Wamiq Hamid, PE (DMY) <i>Independent QCM</i> <ul style="list-style-type: none"> ▪ 18+ Years of Experience ▪ VA Megaprojects Experience 	CM	Will oversee the QC staff including construction services, field/laboratory testing (AMRL/CCRL certified).
Charise Geiling (Sharp & Company) <i>Public Involvement</i> <ul style="list-style-type: none"> ▪ 20 Years of Experience ▪ VA Megaprojects Experience 	DBPM	Responsible for stakeholder coordination and public participation activities. She will work at the direction of the team/VDOT.
Ian Frost, AICP, CEP (EEE) <i>Environmental Manager</i> <ul style="list-style-type: none"> ▪ 35+ Years of Experience ▪ 600+ Individual Tasks for VDOT 	DM	Ian will lead the environmental team. Provided environmental services on VDOT D-B and PPTA projects including Midtown Tunnel/Downtown Tunnel/Martin Luther King Freeway Extension, Route 3 Widening, Route 460 Corridor Improvement Project.
Ronald K. Van Cleve (Bowman) <i>Right-of-Way Manager</i>	DBPM	Ronnie will lead all elements of Right-of-Way Acquisition and Relocation Advisory and Assistance for the team.
David K. Miller, PG (Seismic Surveys, Inc.) <i>Vibration Monitoring</i> <ul style="list-style-type: none"> ▪ 25 Years of Experience 	CM	David will provide oversight for performing pre- and post-surveys and vibration monitoring during blasting or any vibration-producing activity.
Jeff L. Gran (Air Power, Inc.) <ul style="list-style-type: none"> ▪ 25+ Years of Experience 	CM	Jeff will provide oversight for all rock blasting and breaking activities for this project as well as assisting in pre and post surveys and vibration monitoring.

In recognition of the amount of rock excavation and the inherent risks, Wagman added Air Power, Inc. and Seismic Surveys, Inc. to assist with rock blasting and vibration monitoring on this project. Both firms have worked with Wagman on several previously completed construction projects and have extensive Northern Virginia rock blasting experience, making them an integral part of the Wagman/PB Team's overall risk mitigation efforts.





3.4 EXPERIENCE OF OFFEROR'S TEAM

Wagman and Parsons Brinckerhoff (PB) have a solid, long-term history of teaming and partnering on transportation and, in particular, roadway and bridge projects. The successful completion of these projects demonstrates that the Wagman/PB Team possesses the skills and knowledge to provide VDOT with an exceptional D-B team for the design and construction of the Belmont Ridge Road Project. In addition, Wagman and PB's experience and focus on process, quality, planning, and scheduling make them well qualified and well positioned to exceed expectations.

Wagman/PB Team's Work History

Wagman and PB have successfully delivered numerous projects with components similar to those that are required for the delivery of the Belmont Ridge Road Project. Notable partnering projects include the Woodrow Wilson Bridge – five separate contracts totaling \$270M (Maryland), Intercounty Connector (Contracts A and B) – over \$1B (Maryland), and Section 100 – I-95/I-695 Interchange - \$210M (Maryland). Our firms have also collaborated on projects outside of the Washington-Baltimore metropolitan area such as Route 52 in New Jersey - \$250M roadway and bridge project, and the Garden State Parkway over Great Egg Harbor Bridge Project in New Jersey - \$130M road and bridge project. Over the past ten years alone, Wagman and PB have worked together to deliver over \$ 1.5B of transportation projects.

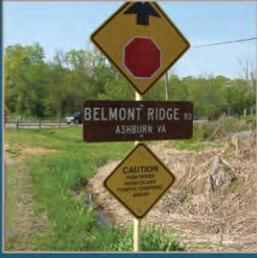
In order to maintain their exemplary record for delivering award-winning projects, including D-B, Wagman and PB have allocated their most experienced, senior executive managers to this project. Wagman has dedicated Design-Build Project Manager (DBPM) Greg Andricos, PE, and PB has devoted Design Manager (DM), Derek Piper, PE, AICP. Both have extensive experience on D-B highway and bridge projects in Virginia and within the region. Greg Andricos, PE, has over 11 years of competitive “Best Value” D-B experience with EFLHD and design-bid-build and Design-Build project experience for VDOT, EFLHD, MDSHA, and DDOT. This joint experience will provide strong leadership to the Wagman/PB Team and VDOT.

Wagman and PB both have an excellent reputation in the design and construction of similar projects, with proven existing and prior experience in delivering quality and “award-winning” D-B projects for VDOT, MDSHA and DDOT including:

- The Woodrow Wilson Memorial Bridge Project (VDOT / MDSHA)
- Intercounty Connector Contracts A and B (MDSHA)
- I-95/I-695 (Section 100) Express Toll Lanes (MdTA)
- Route 52 Causeway (NJDOT)
- Garden State Parkway over Great Egg Harbor Bridge Project (NJTP)

Wagman was part of the construction team for all of the above referenced projects, while PB was involved in the above referenced projects in a GEC Program Manager, or Quality Control role. Wagman and PB worked together to successfully deliver these projects. Close interactions on these projects demonstrate that members of the Wagman/PB Team's staff have a solid, long-term, history working on large transportation projects, and will be able to successfully deliver this D-B project.

Please see Attachment 3.4.1 for the Lead Contractor and Lead Designer Work History Forms that demonstrate projects of similar scope and complexity.



3.5 PROJECT RISKS

INTRODUCTION

The Wagman/PB Team recognizes that early identification and planned mitigation for project risks provides VDOT and the public assurance that we are capable of designing, managing, and constructing the project to ensure a successful completion. To evaluate risks, we have developed a preliminary Project Risk Register, a “living document” that will be updated throughout proposal development and during design and construction to continuously assess risk, define the potential for impact, develop mitigation strategies, and manage risk mitigation. The Wagman/PB Team has carefully considered the key elements for this project to determine three critical project risks. In our assessment, we determined that risks to Traffic Safety and Construction Staging, Stakeholder Involvement, and Environmental Approvals are the three risks with the greatest potential to impact project success. These critical risks, preliminary mitigation strategies, and the VDOT’s role in mitigation are presented below.

Critical Risk No. 1 – Traffic Safety and Construction Staging

Risk Description and Project Impact: Arterial widening projects, with high existing “per lane” traffic volumes operating immediately adjacent to the work zone, involve risks that must be addressed to provide safe and efficient traffic operations and a safe work environment. The changes in traffic patterns, potential vehicle queuing with a high percentage of trucks, construction of utility relocations, the requirement to maintain a safe crossing for the W&OD trail, pedestrian and bicycle traffic in the corridor, and construction access to work zones on both sides of BRR are challenges that must be addressed for the project to be successful. This section of BRR with substandard geometry currently carries approximately 14,000 vehicles per day (2013 data) and 5% trucks. However, the roadway section from Chesterton Street to Portsmouth Boulevard carries 17% trucks. Thus, implementation of work zone traffic controls and changes to traffic patterns have the potential to exacerbate existing traffic safety and travel delays. It is imperative that optimal measures are implemented to safely maintain adequate traffic levels of service during construction and to maintain a safe crossing for the W&OD trail.

Both PB and Wagman have successfully completed projects with extremely difficult Maintenance of Traffic (MoT) requirements with very high ADTs. The Wagman/PB Team will rely on this experience, personnel, and innovative methods to introduce and maintain a seamless, easily navigable travel way through the project during construction. Wagman and PB worked together to solve similar issues on the Woodrow Wilson Bridge Project. Working as a team, we were able to remove and replace mainline bridges on I-495 with minimal impact to the travelling public and conduct major traffic switches for new construction phases without disruption to traffic. As **mitigation**, a multi-phase MoT plan will be developed that demonstrates that all modes of traffic will be safely conveyed through the various work zones. The diverse needs of various forms of traffic will be studied as part of our Traffic Management Plan (TMP) development in order to understand the traffic flows, for all modes. The TMP will be developed to balance the needs of the construction schedule with the safe and timely conveyance of the public through the jobsite. The TMP will consist of Temporary Traffic Control Plans (TCP), which will adhere to RFP requirements, the VDOT Work Area Protection Manual and MUTCD criteria, as well as a Public Communication Plan and a Transportation Operations Plan. The Superintendents, MoT Manager, and Construction Quality Control Manager (QCM) will report directly to the CM. His responsibilities will include CPM schedule development and updating,

resource planning and allocation (materials, labor, and equipment), budgetary and cost control, subcontractor scheduling, MoT, ESC, and shop drawing review.

Maintenance of Traffic (MoT) during Construction: Construction adjacent to BRR will serve as a distraction for drivers in both directions, complicated by the temporary concrete barrier placed at the edge of the travel lanes. The barrier improves safety for motorists and construction workers; however, implementing barriers also slows traffic, adding to congestion and queuing. MoT during construction is a critical risk since implementation of the work zone effectively decreases capacity and increases the potential for crashes. Impacts to the project include additional queuing lengths beyond existing conditions, reduction in traffic safety, increased potential for incidents, and the negative public perception due to increased traffic during the construction period. The **mitigation strategy** for this risk includes wider temporary lane widths where possible, automated speed reduction DMS (Dynamic Message Signs) to post actual speed next to posted speed limit signs and diverting through traffic on BRR during construction. This can be addressed collaboratively with VDOT's public information personnel and our team's public information personnel using public notifications and DMS on each end of the corridor, prior to and during construction. Proper signing, delineation, and accurate pavement markings can assist motorists through the work zone. Finally, the Wagman/PB Team will work collaboratively with Luck Stone in an effort to divert truck traffic from the active work zone, to the extent practicable.

Maintenance of Traffic on W&OD Trail through the Work Zone: During construction of the roadway widening and the bridge over the W&OD Trail, pedestrian, bicycle and equestrian traffic on the trail must be maintained. This is a critical risk as the intersection of BRR and the W&OD Trail is a current safety hazard that will be complicated by adjacent and overhead construction. To mitigate existing safety issues, VDOT has installed advanced warning, flashing crossing lights, and additional pavement markings. However, safety concerns remain as many drivers do not understand the meaning of the flashing warning lights and fail to yield to the crossing traffic on the W&OD Trail. As the bridges over the W&OD Trail will be constructed in stages to maintain two lanes of traffic on BRR during construction, the conflicts with trail traffic will be exacerbated during the initial phase of bridge construction, when the northbound bridge is under construction. Impacts to the project include the continued safety concerns at the trail crossing, and the potential for reductions in sight distance for crossing traffic during construction of the northbound bridge. The **mitigation strategy** for this risk includes early and close coordination with NVRPA, advanced warning signs, possible implementation of a temporary/portable traffic signal, installation of a pedestrian activated set of warning beacons and safety barricades on both BRR and the W&OD Trail, advising users of the safety issues associated with this crossing. Additional signage could be placed on BRR directing drivers to yield to trail traffic. The Wagman/PB Team will also put in place a temporary detour path around the bridge construction zone. Recently, Wagman and PB worked together to create shared-use paths along I-495 and the ICC in Maryland to control traffic of motorists, bikers and pedestrians.

Bridge Construction Staging: From the plans provided with the RFQ, the project includes dual two-lane bridges over the W&OD Trail. This is a critical risk since the dual bridges will need to be constructed in stages to provide for two lanes of traffic on BRR during the construction period. This is a critical risk also due to the need to maintain pedestrian, bicycle, and equestrian traffic on the W&OD Trail. In addition, implementation of the work zone and construction of the northbound bridge over the trail will exacerbate safety issues associated with this crossing. This is a potential impact as coordination with the NVRPA will need to occur for temporary closings for safety reasons, to set bridge girders over the trail property. As **mitigation**, the project will

provide a positive barrier between the construction activities and the pedestrian facility (i.e. a box culvert or constructed cover over the path), advanced warning signs, and public information will be used as noted above. Girders will be installed during night operations, while the trail is closed.

Roadway Staging and Phasing: Roadway staging and phasing is critical since two travel lanes must be maintained at all times on BRR. Proceeding from south to north, the RFQ plans depict the existing roadway generally on the west of the proposed four-lane section, then transitioning to a proposed median area, then crossing through the northbound lanes and back into the median area, then occupying the southbound lanes from the W&OD trail crossing to the north end of the project. Maintaining two travel lanes will involve several traffic shifts for staging and phasing to allow for grading and paving operations. As **mitigation**, the Wagman/PB Team will use their significant experience to develop construction staging and phasing plans to minimize impacts to vehicular traffic. Our team will utilize VMS boards, DMS messages and work collaboratively with VDOT's public information staff to provide users with advance notice of changing traffic patterns, consistently throughout the duration of construction. Working together on I-495, Wagman and PB successfully conducted major traffic switches to rebuild the inner and outer loop of the Washington Beltway.

Access for Property Owners (Business and Developments): Fortunately, this section of BRR generally consists of relatively newer residential developments with controlled access points to the roadway. Thus, it appears that access conflicts will be limited to existing intersecting streets, the Loudoun Water (formerly City of Fairfax) water treatment plant, Luck Stone, and a limited number of residential properties with direct access to BRR. This is a critical impact due to additional constraints of providing access to property owners, while grading is underway throughout the corridor. Access for Luck Stone is a concern due to existing truck traffic volumes using this driveway and the lack of an alternative access. As **mitigation**, all of the connecting streets have alternative access, which can be used to divert traffic away from BRR. For Luck Stone and the treatment plant, our team will work collaboratively with Loudoun Water and Luck Stone to provide temporary driveways and minimize disruptions to their access. Such may involve weekend or night work for critical operations that have the potential to affect their access. Our team will coordinate directly with first responders, neighborhood associations, Luck Stone, and Loudoun County Water to maintain access.

VDOT's Role in Mitigating Critical Risk No. 1: The Wagman/PB Team expects VDOT to work in partnership to review and approve Maintenance of Traffic plans and the Transportation Management Plan, as well as oversight of mitigation strategies and their implementation. VDOT will provide public notifications about upcoming changes to traffic patterns and lane closures, using information provided by the Wagman/PB Team.

Critical Risk No. 2 | Stakeholder Involvement

Risk Description and Project Impact: Stakeholder involvement for the project is critical to our success. For the BRR Project, there are a number of key stakeholders who will affect project implementation. The Wagman/PB Team recognizes that issues and concerns of various stakeholders need to be addressed during design development and then carried forward through construction. The following includes a discussion of key stakeholders, how they may affect project development, and the mitigation proposed by our team to address concerns and issues.

Coordination with NVRPA: As presented in the Project Pre-Proposal Meeting, coordination with and project approvals by NVRPA are critical to project success. The project involves a new clear span structure over Section 4(f) and Section 6(f) property currently owned by NVRPA. The

Section 4(f) de minimus document and the project Memorandum of Understanding (executed by the State Historic Preservation Officer) will define allowable impacts and modifications to the property. This is a significant risk because constructing the bridge crossing, addressing minor drainage improvements, and maintaining access for trail users within narrowly defined constraints will involve close coordination with NVRPA. Since VDOT will be a signatory to the Section 4(f) and MOU documentation, VDOT will be involved in any interpretation of changes to what is currently anticipated. We understand that NVRPA has issued draft guidelines requiring specific natural light levels be maintained under the bridge crossings of the trail. We also understand that minor drainage improvements are needed within the trail right-of-way. As **mitigation** for this critical risk, the Wagman/PB Team proposes a Trail Task Force to address all issues involving trail access, plan approvals, temporary closures, etc. The Task Force would include the D-B Manager and Design Manager along with VDOT, NVRPA, and a representative of SHPO, so that issues involving the trail are presented and discussed in an open format, prior to formal submittals and temporary access impacts. We envision the Trail Task Force to be established during design and carried throughout the duration of construction.

Utility Relocations: As presented on the base survey plans provided with the RFQ, the project involves several utilities. First, Loudoun Water operates the Goose Creek Water Treatment Plant, which provides a source of drinking water for county residents. Existing overhead utilities are generally located outside of existing right-of-way and will be impacted by the project from the Luck Stone Driveway to the northern end of the project, and will be relocated as part of the project. In addition, the 20” Loudoun Water transmission main is located within the right-of-way and will be impacted by project grading (excavation and bridge embankments) in several locations from the water treatment plant to the north end of the corridor, and will need to be relocated in advance of grading operations. The existing Loudoun Water 20” prestressed concrete water main is located within the right-of-way from Hay Road north to the water treatment plant. This water main is a significant risk due to inherent problems with this type of pipe (prestressed concrete encasing steel bands) and the potential for failure, especially due to adjacent ground disturbances. The close proximity of subsurface rock and the brittleness of this water main pose a significant risk to the project. As **mitigation**, the Wagman/PB Team intends to provide continuous coordination with affected utility companies commencing at the proposal phase and continuing throughout design development and construction. In addition, our team has assigned David Nelson of Utility Professional Services, Inc. with specific responsibilities for utility coordination. A Utility Task Force will be established during design and continue through construction, to define potential impacts, evaluate solutions for minimizing impacts and facilitate relocations. Finally, a robust SUE Level A testing program will be implemented to confirm the depth of utilities with respect to proposed roadway grades and potential conflicts. The Wagman/PB Team is familiar with the UFI process and the preparation of the UT-9, UT-4, UT-11 and other 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 requirements.

Right-of-Way Acquisition: From a review of the preliminary plans, it appears that right-of-way acquisition will involve approximately 36 parcels, including several community association properties, Luck Stone, a commercial relocation, several minor residential “strip takes,” and construction easements and utility easements. If not managed properly, right-of-way acquisition is a critical risk, one that can impact the schedule for completion of the project. Our team intends to **mitigate** this risk by developing a sequence of construction that minimizes the need for rights-of-way and easements at the outset of construction. Much of the required right-of-way has

already been proffered to the County for the project. As such, the Wagman/PB Team will work proactively to obtain a right of entry agreement on these properties, in advance of formal acquisition of the required property. This will ease the pressure on obtaining all of the right-of-way in advance of construction. We will pursue these options in an effort to advance construction work to remain on schedule. Our team includes Bowman Consulting to assist with the right-of-way acquisition process. Bowman's extensive VDOT experience will help to streamline the process and further mitigate the risks associated with the acquisition.

Public Communications during Design and Construction: Public communications and stakeholder involvement will be pivotal to the project's success. This section of BRR is a highly traveled corridor providing access to several residential neighborhoods as well as access to the Luck Stone quarry. The public will also be interested in any impacts to the W&OD Trail and maintaining the use of this public recreational facility throughout construction. This risk is critical because with approximately 14,000 VPD using the existing two-lane facility, it is essential that changing traffic patterns, potential delays, and construction updates be effectively communicated to the traveling public. As **mitigation**, the Wagman/PB Team proposes a proactive approach to communicating with the public. First, a series of meetings will be scheduled with local communities (Goose Creek, Ashland Park, Belmont Green, Belmont Country Club, Belmont Station), Luck Stone, and first responders, to provide information on the project construction schedule and to establish lines of communication. Second, mitigation will include the use of VMS boards on each end of the corridor to advise motorists of upcoming changes in traffic patterns. Finally, our team will provide VDOT with information on lane closures and traffic pattern changes through the proper notification process.

Coordination with Adjacent Construction Projects: Two adjacent projects may be ongoing during the timeframe of the BRR Reconstruction Project including the Belmont Ridge Road and Route 7 interchange, and the Belmont Ridge Road and Dulles Greenway bridge M&R. The design development and construction of the BRR Project must consider the status of construction for the adjacent projects to appropriately address interfaces. These are critical risks because both design development (plans) and the construction of improvements will need to be coordinated with these adjacent projects. As **mitigation**, the Wagman/PB Team will schedule periodic meetings to exchange information on design development (Dulles Greenway bridge M&R) and construction interface points (Route 7 interchange), with particular emphasis on the coordination of MoT plans, as approach signage will overlap the adjacent construction.

Noise, Vibration, and Dust during Construction: This section of BRR traverses adjacent to several residential neighborhoods, so the neighborhood groups and specific property owners are expected to be concerned about noise, vibration, and dust during construction. This is a critical risk since rock is located in close proximity to existing ground surface, and rock excavation is anticipated for utility relocations and planned grading for the roadway. As **mitigation**, our team includes Air Power, Inc. for the rock blasting and breaking work. Air Power has extensive knowledge of and experience in dealing with rock in the Northern Virginia area. Wagman has extensive experience in rock removal over the past 100 years working in mid-Atlantic and southern states. As **mitigation** for vibration, the Wagman/PB Team proposes a program of construction vibration monitoring in specific areas where construction is occurring immediately adjacent to building structures. Our team includes Seismic Surveys, Inc. to provide pre- and post-construction surveys of any adjacent structures, as well as vibration monitoring during blasting or any other vibration-producing construction activities. Wagman has worked with Seismic Services on many projects in the past. Regarding dust control, the Wagman/PB Team's superintendent will perform daily monitoring and inspection of excavation areas to determine the

need for proactive dust control. Our team will keep in constant communication with neighboring properties through numerous venues including “Pardon Our Dust” meetings, VDOT website updates, and informational signage.

VDOT’s Role in Mitigating Critical Risk No. 2: Our team expects VDOT to provide representatives to the Trail Task Force and Utilities Task Force to assist in identifying and resolving issues during design development. For public communications, VDOT will have their standard role of overseeing dissemination of information to the public on changes in travel patterns and intermittent lane closures.

Critical Risk No. 3 | Environmental Approvals

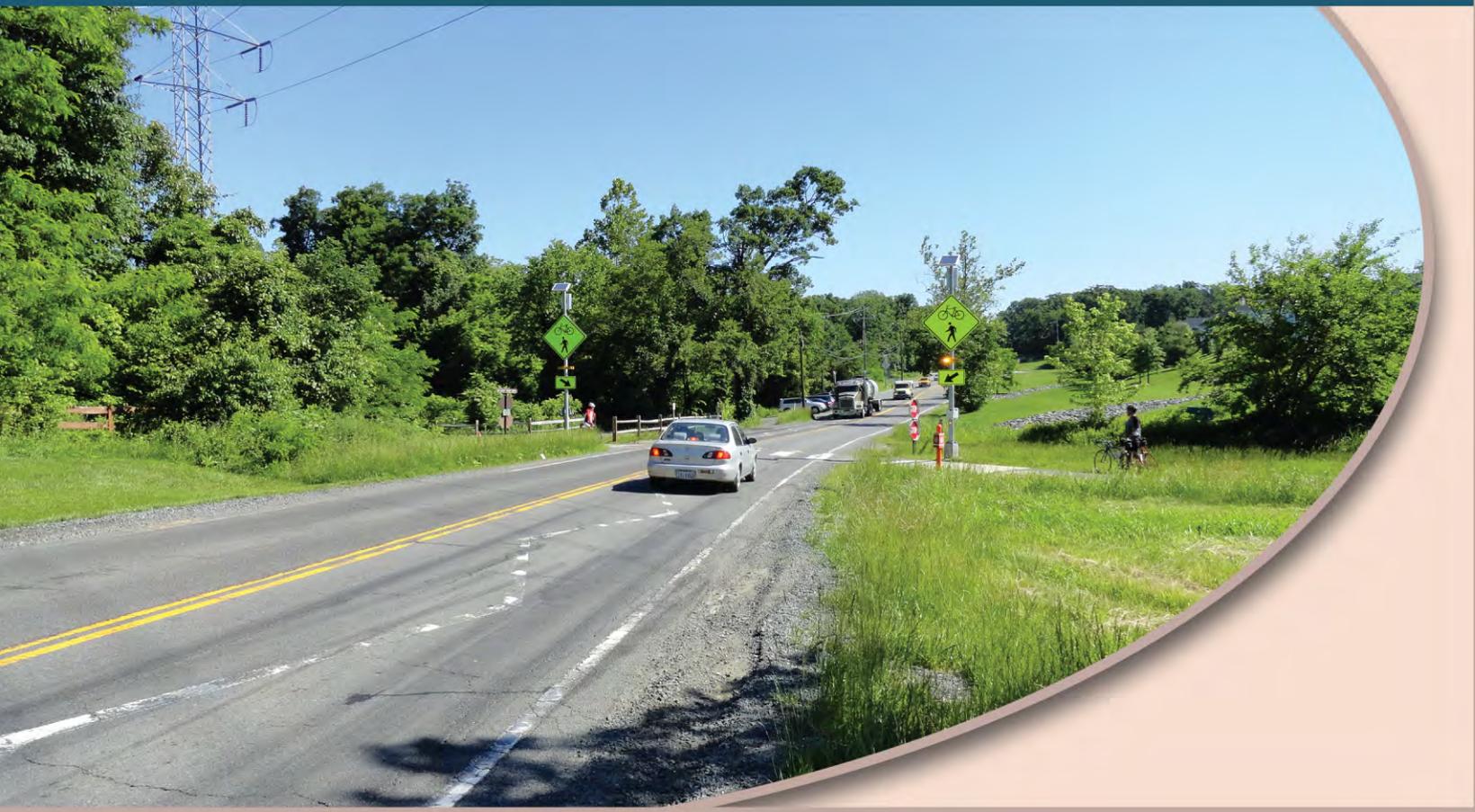
Risk Description and Project Impact: The various environmental approvals required for project implementation have the ability to affect the construction schedule. VDOT has performed a significant amount of work in updating the NEPA document and preparing the Preliminary NADR for the project; however, there are still several environmental approvals needed, in addition to obtaining NVRPA approval for any modifications to W&OD Trail property, as presented above under Critical Risk No. 2. The following is a summary of additional environmental approvals, why they represent a risk to the project, and the mitigation proposed by the Wagman/PB Team.

Stormwater Quality/Quantity under VSMP Regulations: The BRR Project involves the addition of one travel lane in each direction and inside shoulder areas, which will substantially increase the impervious area. The good news is that this project qualifies as a “grandfathered” project under the new VSMP Stormwater Regulations; however, challenges remain. This is a critical risk since, as the name indicates, BRR runs along a ridge with rock located close to the surface. It will be challenging to implement stormwater infiltration practices to meet water quality requirements and to construct stormwater basins in rock. As a **mitigation strategy**, the Wagman/PB Team concurs with VDOT plans to pursue stormwater quality credits for the project. As part of the hydraulic design, our team will evaluate locations of proposed stormwater management facilities and the feasibility of using infiltration in the median area, based on the location of the existing surface of rock.

Environmental Permitting (Wetlands and Stream Impacts): Based on the project’s location on a natural ridge, the close proximity of rock, and a field review of the project area, it appears that the project involves relatively minor wetland impacts - primarily in the area of the W&OD Trail crossing. Impacts to wetlands and streams will require Section 401/404 permits from the US Army Corps of Engineers. This remains a critical risk due to the complications of working within the right-of-way of the W&OD Trail, while addressing permit requirements. Obtaining environmental permits is a critical risk as the permits will be required in advance of any construction in wetland areas. As **mitigation**, the Wagman/PB Team will give a high priority to wetland delineation fieldwork including completion of the Uniform Stream Methodology forms, in order to obtain a final jurisdictional determination confirming the limits of waters of the US within the project area, and to determine wetland impact mitigation requirements. Our team includes EEE Consulting to assist in obtaining environmental approvals and permits. EEE Consulting is a highly regarded environmental consulting firm with extensive experience in the Northern Virginia region.

VDOT’s Role in Mitigating Critical Risk No. 3: The Wagman/PB Team expects minimal involvement from VDOT in mitigating these risks, outside of timely submittal review and approvals as well as participation in “over the shoulder” reviews. We do anticipate collaborating with VDOT to use stormwater quality credits for the project.





ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00076244DB76

PROJECT NO.: 0659-053-262, R204, C504, B670, B671

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 05/29/2014
(Date)

2. Cover letter of Addendum No. 1 – 06/23/2014
(Date)

3. Cover letter of _____
(Date)



SIGNATURE

July 21, 2014

DATE



ATTACHMENT 3.1.2

Project: 0659-053-262, R204, C504, B670, B671

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Attachments
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Attachments
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
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	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Attachments
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Attachments
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Attachments
Evidence of obtaining bonding	NA	Section 3.2.9	no	Attachments

ATTACHMENT 3.1.2

Project: 0659-053-262, R204, C504, B670, B671

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Attachment
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Attachment
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Attachment
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Attachment
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Attachment
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Attachment
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Attachment
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Attachment
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Attachment
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	5

ATTACHMENT 3.1.2

Project: 0659-053-262, R204, C504, B670, B671

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Attachment
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Attachment
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10



ATTACHMENT 3.2.6

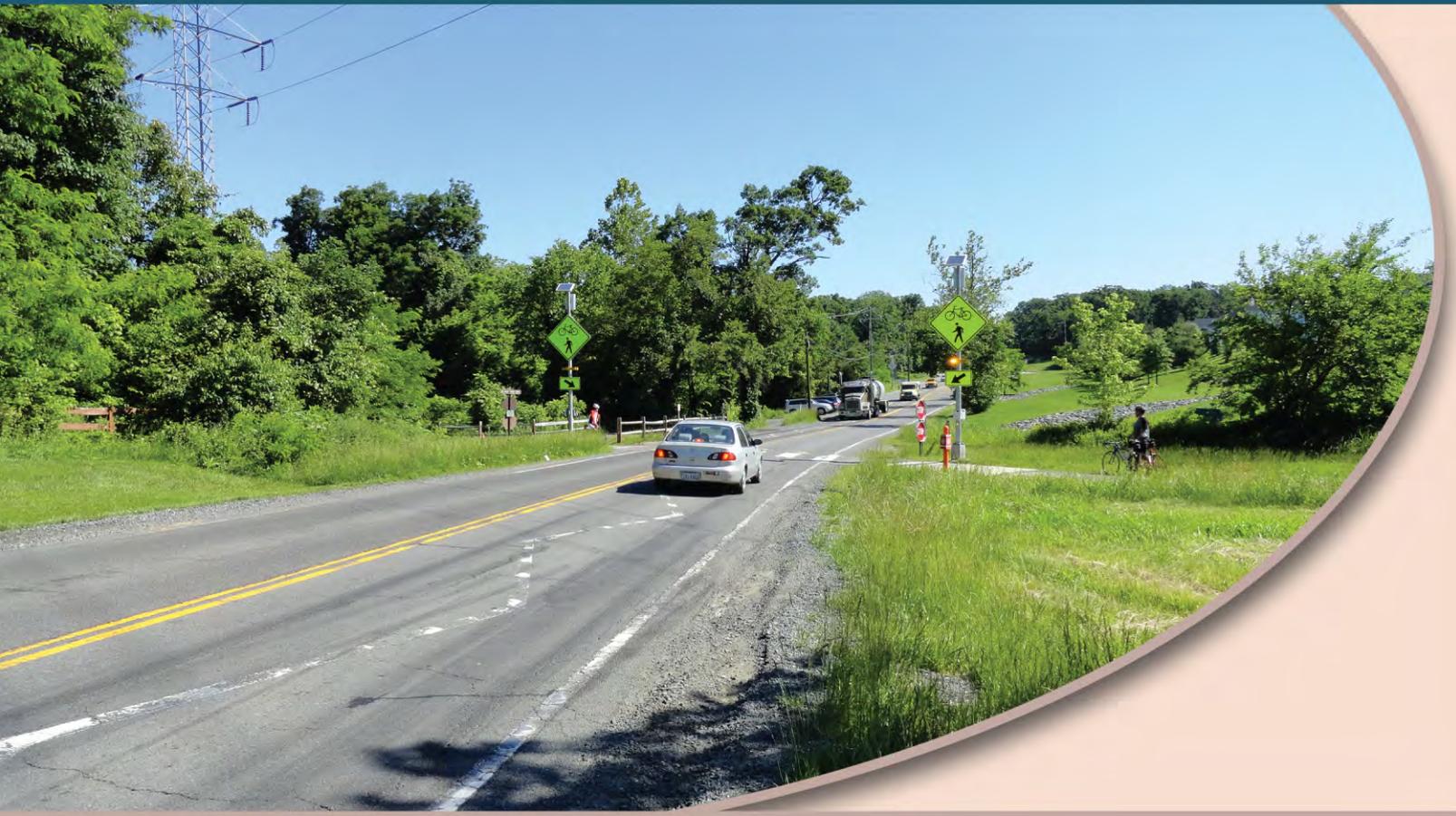
State Project No. 0659-053-262, R204, C504, B670, B671

Affiliated and Subsidiary Companies of the Offeror

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

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Wagman Construction, Inc.	231 North George Street, York, PA 17401
Affiliate (Parent)	Wagman Companies, Inc.	3290 North Susquehanna Trail, York, PA 17406



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0659-053-262

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.

D. W. Lyle July 21, 2014
Signature Date

VICE PRES. & DIV. MANAGER
Title

G.A. & F.C. WAGMAN, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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.

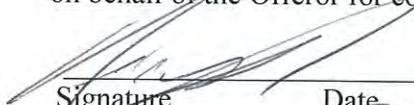
The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

Signature

Date

Title

Name of Firm

 7/16/14 President
Air Comm Inc

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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.

R. Coit P. 7/18/2014 MANAGER
Signature Date Title

APPRAISAL REVIEW SPECIALISTS, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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Signature

4.13.2014
Date

VICE PRES. / COO
Title

BOWMAN CONSULTING GROUP, LTD.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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 6/16/2014 Vice President
Signature Date Title

DMY Engineering Consultants Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

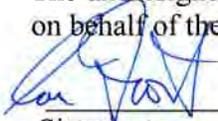
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LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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Signature

June 9, 2014

Date

President

Title

EEE Consulting, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

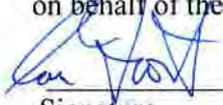
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Date

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Title

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Name of Firm

ATTACHMENT NO. 3.2.7(b)

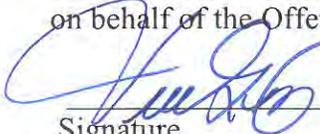
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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.

	6/4/2014	President
Signature	Date	Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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.

Carlene E. Stanton 7/15/14 President
Signature Date Title

Metro Title Services, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

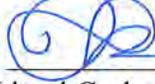
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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.

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

	June 9, 2014	Senior Vice President
Lloyd Graham	Date	Title

Parsons Brinckerhoff, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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.

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

	June 17, 2014	President
Signature	Date	Title
Quinn Consulting Services, Inc.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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.

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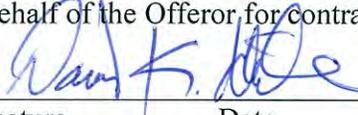
The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

Signature

Date

Title

Name of Firm

 7/16/14 President
Seismic Surveys, Inc.

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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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.

 01/13/14 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.: 0659-053-262

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



6/11/2014

V.P., Business Development

Signature

Date

Title

So-Deep, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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.

David S. Smith 6-14-14 President
Signature Date Title

Specialized Engineering
Name of Firm

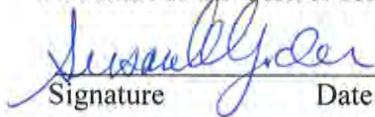
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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

June 23, 2014
Date

Chief Administrative Officer
Title

T3 Design Corporation
Name of Firm



=====
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

=====



July 7, 2014

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

Re: A Design-Build Project
RFQ Contract ID #C00076244DB76
State Project No: 0659-053-262, R204, C504, B670, B671
Route 659 (Belmont Ridge Road)-Reconstruct to 4-Lanes
Loudoun County, VA
From Route 642 (Hay Road) to Route 2150 (Gloucester Parkway)

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 Bond in the amount of \$60,000,000 (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 project.

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.

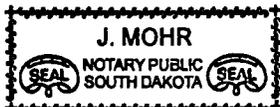


Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

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 7th day of July, 2014.



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 25th day of April, 2012:

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

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

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

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

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

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

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

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

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

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

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

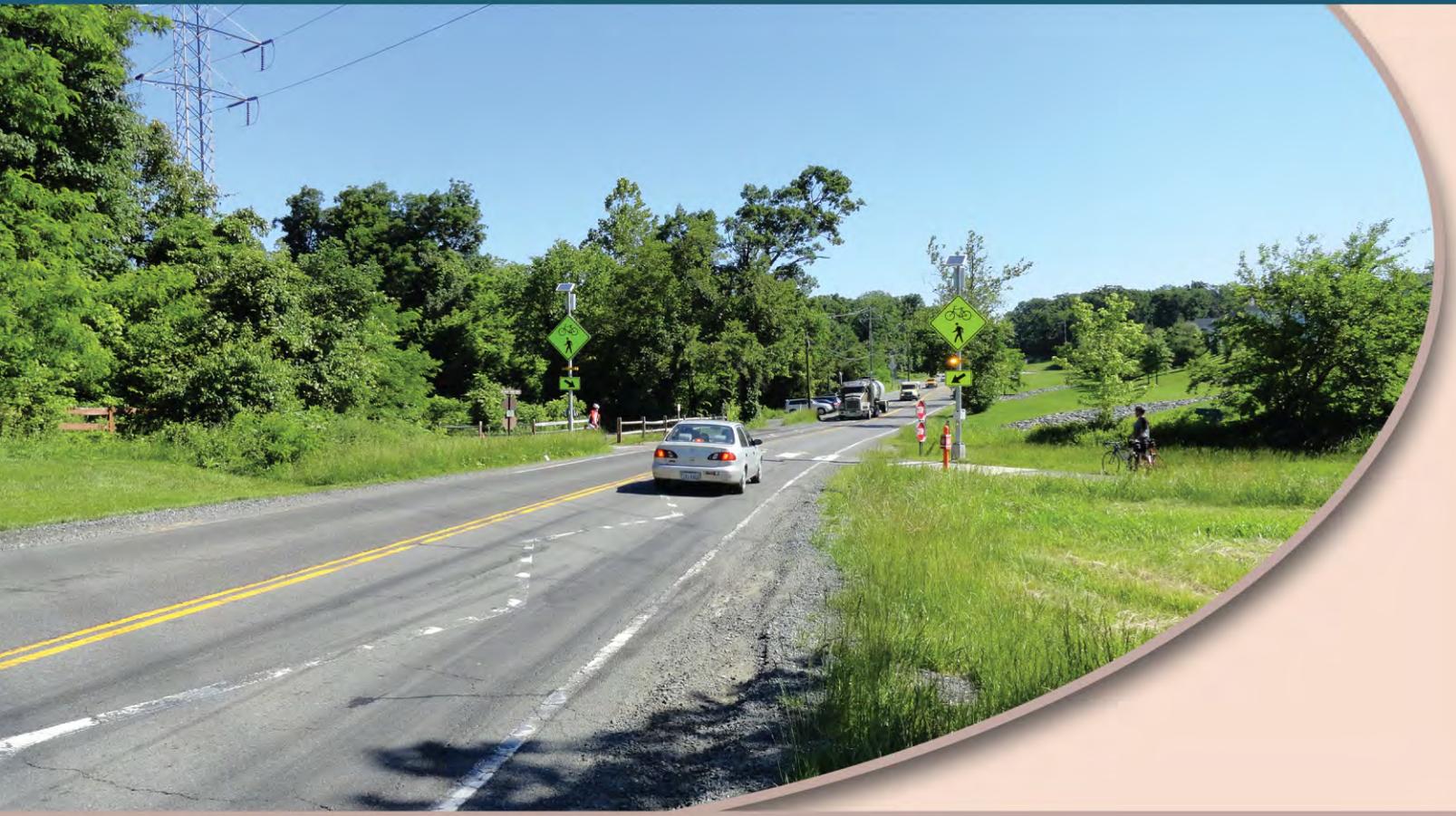
“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be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

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

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

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

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



ATTACHMENT 3.2.10

State Project No. 0659-053-262

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.

Business Name	SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)				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
G.A. & F.C. Wagman, Inc.	F122317-3	Foreign Corp	Active, In Good Standing	3290 North Susquehanna Trail York, PA 17406	Class A Contractor	2701015887	01/31/2015
Parsons Brinckerhoff Inc.	F050160-3	Foreign Corp	Active, In Good Standing	277 Bendix Rd. Suite 300 Virginia Beach, VA 23452	ENG, ARC	0411000137	02/29/2016
Air Power, Inc.	0113889-0	Corporation	Active, In Good Standing	465 Spring Park Pl. Herndon, VA 20170	ENG, ARC	0411000142	02/29/2016
Appraisal Review Specialists, LLC	T049068-2	Foreign LLC	Active, In Good Standing	Rt. 50 Box 220098 Chantilly, VA 20153	Class A Contractor	2701008871	12/31/2014
Bowman Consulting Group, Ltd.	0448198-2	Corporation	Active, In Good Standing	3058 Mount Vernon Rd. Suite 12 Hurricane, WV 25523	Appraisal Business	4008001735	04/30/2016
DMY Engineering Consultants Inc.	0768895-5	Corporation	Active, In Good Standing	9813-9815 Godwin Dr. Manassas, VA 20110	LS, ENG	0411000497	02/29/2016
EEE Consulting, Inc.	0504941-6	Corporation	Active, In Good Standing	45662 Terminal Dr. Suite 110 Dulles, VA 20166	ENG	0407005631	12/31/2015
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active, In Good Standing	8525 Bell Creek Rd. Mechanicsville, VA 23116	ENG	0407003798	12/31/2015
Metro Title Services, LLC*	S092158-7	Limited Liability Corp	Active, In Good Standing	19955 Highland Vista Dr. Suite 170 Ashburn, VA 20147	ENG	0407004404	12/31/2015
				Not Applicable	Not Applicable	Not Applicable	Not Applicable

ATTACHMENT 3.2.10

State Project No. 0659-053-262

SCC and DPOR Information

Quinn Consulting Services Inc.	0492551-7	Corporation	Active, In Good Standing	14160 Newbrook Dr. Suite 220 Chantilly, VA 20151	ENG	0407003733	12/31/2015
Sharp & Company*	F176141-2	Foreign Corp	Active, In Good Standing	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Seismic Surveys, Inc.**	F150974-6	Foreign Corp	Active, In Good Standing	Not Applicable	Not Applicable	Not Applicable	Not Applicable
So-Deep, Inc.	0216275-8	Corporation	Active, In Good Standing	8397 Euclid Ave. Manassas Park, VA 20111	ENG, LS	0407002900	12/31/2015
DIW Group, Inc. dba Specialized Engineering	F128190-8	Foreign Corp	Active, In Good Standing	4845 International Blvd. #104 Frederick, MD 21703	ENG	0407004748	12/31/2015
T3 Design Corporation	0658539-2	Corporation	Active, In Good Standing	10340 Democracy Ln. Suite 305 Fairfax, VA 22030	ENG	0405001624	12/31/2015
Utility Professional Services, Inc.	0588987-8	Corporation	Active, In Good Standing	390 Shore Dr. / P.O. Box 923 Colonial Beach, VA 22443	ENG, ARC	0407005942	12/31/2015

* Does not provide services within a DPOR regulated profession or occupation.

** No Business Entity registration is issued by the DPOR Board for Professional Soil Scientists, Wetland Professionals & Geologists

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
G.A. & F.C. Wagman, Inc.	Gregory M. Andricos	York, PA	4202 Kilbourne Dr. Fairfax, VA 22032	PE	0402032211	07/31/2014
Parsons Brinckerhoff, Inc.	Derek J. Piper	Virginia Beach, VA	277 Bendix Rd. Suite 300 Virginia Beach, VA 23452	PE	0402046886	12/31/2015

ATTACHMENT 3.2.10

State Project No. 0659-053-262

SCC and DPOR Information

Quinn Consulting Services, Inc.	Richard M. Allen	Chantilly, VA	10128 Elliston Ct. Bristow, VA 22942	PE	0402036809	01/30/2015
Bowman Consulting Group, Ltd.	Rickey Stuchell	Manassas, VA	10012 Shadowridge Ct. Fredericksburg, VA 22407	General Real Estate Appraiser	4001011856	11/30/2014
Appraisal Review Specialists, LLC	R. Scott Barber	Hurricane, WV	3058 Mount Vernon Rd. Hurricane, WV 25526	General Real Estate Appraiser	4001012258	03/31/2015
Seismic Surveys	David K. Miller	Frederick, MD	2511 Candle Ridge Dr. Frederick, MD 21702	Professional Geologist	2801000921	08/31/2015

Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. until 11 p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

S
Cor



Virg

CISM0180 CORPORATE DATA INQUIRY 07/17/14 14:26:18

CORP ID: F122317 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/10/98
CORP NAME: WAGMAN CONSTRUCTION, INC.

DATE OF CERTIFICATE: 07/31/1995 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: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CORPORATION SERVICE COMPANY

STREET: BANK OF AMERICA CENTER AR RTN MAIL:
1111 EAST MAIN STREET

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 08/01/12 LOC : 216

ACCEPTED AR#: 213 53 5579 DATE: 07/31/13 RICHMOND CITY

CURRENT AR#: 213 53 5579 DATE: 07/31/13 STATUS: A ASSESSMENT INDICATOR: 0

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

**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
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

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(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
02-29-2016

NUMBER
0411000137

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

PROFESSIONS: ENG, ARC

PARSONS BRINCKERHOFF INC
277 BENDIX ROAD
SUITE 300
VIRGINIA BEACH, VA 23452



Nick A. Christner
Nick A. Christner, Interim Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(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
02-29-2016

NUMBER
0411000142

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

PROFESSIONS: ARC, ENG

PARSONS BRINCKERHOFF, INC.
465 SPRING PARK PL
HERNDON, VA 20170



Nick A. Christner
Nick A. Christner, Interim Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

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Si
Cor



CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:29:26

CORP ID: 0113889 - 0 STATUS: 00 ACTIVE STATUS DATE: 11/27/13
 CORP NAME: AIR POWER, INCORPORATED

DATE OF CERTIFICATE: 10/17/1967 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: STEPHEN ANNINO

STREET: Rees Broome, P.C. AR RTN MAIL:
 1900 Gallows Road, Suite 700

CITY: TYSONS CORNER STATE : VA ZIP: 22182

R/A STATUS: 4 ATTORNEY EFF. DATE: 01/02/13 LOC : 129

ACCEPTED AR#: 213 17 1175 DATE: 11/27/13 FAIRFAX COUNTY

CURRENT AR#: 213 17 1175 DATE: 11/27/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	130.00	13.00				10,000

COPY

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

EXPIRES ON
12-31-2014

NUMBER
2701008871

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS BEC H/H

AIR POWER INC.
RT 50 BOX 220098
CHANTILLY, VA 20153



Gordon N. Dixon
Gordon N. Dixon, Director

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Si
Cor



Virg

07/17/14

LLCM3220

LLC DATA INQUIRY

14:37:05

LLC ID: T049068 - 2 STATUS: 00 ACTIVE STATUS DATE: 02/03/12
LLC NAME: Appraisal Review Specialists, LLC

DATE OF FILING: 02/03/2012 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00

STATE OF FILING: WV WEST 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: 3058 MOUNT VERNON RD

CITY: HURRICANE STATE: WV ZIP: 25526-0000

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: INCORP SERVICES INC

STREET: 7288 HANOVER GREEN DR

RTN MAIL:

CITY: MECHANICSVILLE STATE: VA ZIP: 23111-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 02/03/12 LOC: 142 HANOVER COUNTY

YEAR FEES PENALTY INTEREST BALANCE

14 50.00

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

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

EXPIRES ON
04-30-2016

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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Si
Cor



Virg

CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:38:52

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

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

9860 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2016

NUMBER
0411000497

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

PROFESSIONS: LS, ENG

BOWMAN CONSULTING GROUP LTD
9813-9815 GODWIN DR
MANASSAS, VA 20110



Nick A. Christner
Nick A. Christner, Interim Director

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CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:40:27

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
14	130.00				130.00	10,000

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

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

EXPIRES ON
12-31-2015

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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State
Corporation



Virg

CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:41:52

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

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

EXPIRES ON
12-31-2015

NUMBER
0407003798

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

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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S
Cor



CISM0180 CORPORATE DATA INQUIRY 07/17/14
14:43:14

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99
CORP NAME: GEOCONCEPTS ENGINEERING, INC.

DATE OF CERTIFICATE: 02/25/1999 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: VIVIAN LEWIS

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
19955 HIGHLAND VISTA DR #170

CITY: ASHBURN STATE : VA ZIP: 20147

R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153

ACCEPTED AR#: 214 03 2483 DATE: 02/03/14 LOUDOUN COUNTY

CURRENT AR#: 214 03 2483 DATE: 02/03/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

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

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

EXPIRES ON
12-31-2015

NUMBER

0407004404

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

PROFESSIONS: ENG

GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147



Gordon N. Dixon
Gordon N. Dixon, Director

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S
Cor



Virg

07/17/14

LLCM3220

LLC DATA INQUIRY

14:44:33

LLC ID: S092158 - 7 STATUS: 00 ACTIVE STATUS DATE: 05/30/14
LLC NAME: Metro Title Services, L.L.C.

DATE OF FILING: 02/19/2003 PERIOD OF DURATION: INDUSTRY CODE: 35

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: 450 W BROAD ST #301

CITY: FALLS CHURCH STATE: VA ZIP: 22046-0000

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: ROBERT J STRAYHORNE

STREET: LAW OFFICES OF ROBERT J STRAYHORNE PLLC
450 W BROAD ST STE 301

RTN MAIL:

CITY: FALLS CHURCH STATE: VA ZIP: 22046-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 10/26/11 LOC: 304 FALLS CHURCH CI

YEAR FEES PENALTY INTEREST BALANCE

14 50.00 25.00

(Screen Id:/LLC_Data_Inquiry)

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State
Corporation



Virg

CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:48:50

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08

CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134

R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106

ACCEPTED AR#: 213 12 8953 DATE: 08/21/13 ARLINGTON COUNT

CURRENT AR#: 213 12 8953 DATE: 08/21/13 STATUS: A ASSESSMENT INDICATOR: 0

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

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

EXPIRES ON
12-31-2015

NUMBER
0407003733

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

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151



Gordon N. Dixon
Gordon N. Dixon, Director

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Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:50:07

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)

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Cor



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CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:51:15

CORP ID: F150974 - 6 STATUS: 00 ACTIVE STATUS DATE: 05/08/02
 CORP NAME: SEISMIC SURVEYS, INCORPORATED

DATE OF CERTIFICATE: 05/08/2002 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: CORPORATION SERVICE COMPANY

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

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 214 52 4246 DATE: 05/07/14 RICHMOND CITY

CURRENT AR#: 214 52 4246 DATE: 05/07/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

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Cor



CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:52:36

CORP ID: 0216275 - 8 STATUS: 00 ACTIVE STATUS DATE: 11/15/85
 CORP NAME: SO-DEEP, INC.

DATE OF CERTIFICATE: 04/07/1981 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: THUY ANH PHAM

STREET: 8397 EUCLID AVENUE AR RTN MAIL:

CITY: MANASSAS PARK STATE : VA ZIP: 20111
 R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC : 315
 ACCEPTED AR#: 214 51 3361 DATE: 03/13/14 MANASSAS PARK
 CURRENT AR#: 214 51 3361 DATE: 03/13/14 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 14 130.00 10,000

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

EXPIRES ON
12-31-2015

NUMBER
0407002900

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

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

PROFESSIONS: ENG, LS

SO-DEEP, INC.
8397 EUCLID AVENUE
MANASSAS PARK, VA 22111



Gordon N. Dixon
Gordon N. Dixon, Director

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S
Cor



CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:54:01

CORP ID: F128190 - 8 STATUS: 00 ACTIVE STATUS DATE: 01/30/97
 CORP NAME: DIW GROUP, INC.

DATE OF CERTIFICATE: 01/30/1997 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: 2500.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 COX ROAD AR RTN MAIL:
 SUITE 285

CITY: GLEN ALLEN STATE : VA ZIP: 23060

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143

ACCEPTED AR#: 214 50 1162 DATE: 12/12/13 HENRICO COUNTY

CURRENT AR#: 214 50 1162 DATE: 12/12/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00					2,000,000

**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
0407004748

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

PROFESSIONS: ENG

DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703



Nick A. Christner
Nick A. Christner, Interim Director

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Cor



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CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:55:27

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)

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

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

EXPIRES ON
12-31-2015

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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Si
Cor



CISM0180

CORPORATE DATA INQUIRY

07/17/14

14:56:37

CORP ID: 0588987 - 8 STATUS: 00 ACTIVE STATUS DATE: 12/31/02
CORP NAME: Utility Professional Services, Inc.

DATE OF CERTIFICATE: 12/31/2002 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: FREDERIC N HOWE III

STREET: 390 SHORE DRIVE AR RTN MAIL:
P.O. BOX 923

CITY: COLONIAL BEACH STATE : VA ZIP: 22443

R/A STATUS: 2 OFFICER EFF. DATE: 07/16/13 LOC : 196

ACCEPTED AR#: 213 15 6723 DATE: 10/24/13 WESTMORELAND CO

CURRENT AR#: 213 15 6723 DATE: 10/24/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					100

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

EXPIRES ON
12-31-2015

NUMBER
0407005942

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

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

PROFESSIONS: ENG

UTILITY PROFESSIONAL SERVICES INC
UTILITY PROS
P O BOX 923
COLONIAL BEACH, VA 22443



Gordon N. Dixon
Gordon N. Dixon, Director

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FAIRFAX, VA 22032



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277 BENDIX ROAD
SUITE 300
VIRGINIA BEACH, VA 23452



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**RICHARD MEINRAD ALLEN
10128 ELLISTON COURT
BRISTOW, VA 20136**



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Gordon N. Dixon, Director

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2511 CANDLE RIDGE DRIVE
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Gordon N. Dixon
Gordon N. Dixon, Director

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Gregory M. Andricos, PE, Executive Vice President	
b. Project Assignment: Design-Build Project Manager	
c. Name of Firm with which you are now associated: G.A. & F.C. Wagman, Inc.	
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>21</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): G.A. & F.C. Wagman, Inc., June 2014-Present Executive Vice President with principal responsibility for civil operations including safety, quality control, estimating, engineering and construction for Design-Build and conventional projects. Cherry Hill Construction, Inc. Individual duties were performed during the same time frame or period as listed below. <i>Design-Build Project Manager, October 1999–May 2014:</i> Primary Point of Contact (POC) with principal responsibility for overseeing all design and construction efforts from proposal through final acceptance, including of QA/QC for the following competitively Eastern Federal Lands Highway Division (EFLHD) D-B projects: Mark Center Short and Mid-Interim Improvements DB—\$9.1M (for VDOT) Alexandria, VA (4/12–5/14); Fairfax County Parkway Project Phase I, II, and IV DB—\$112.5M (for VDOT) Springfield, VA (7/08–7/11); 9th Street Bridge Replacement DB, \$58.4M (for DDOT) Washington, DC (7/06–7/11); and Taylor Street Bridge Replacement D-B, \$10.8M (for DDOT) Washington, DC (4/03–4/06). Principal responsibility for the design/construction of the Patapsco and Back River Railroad Bridge and approaches in Baltimore, MD. Coordinated the design development/construction operations for all aspects of the project. <i>Vice President/General Manager, July 2010–May 2014:</i> Corporate Officer with full profit loss responsibility for Cherry Hill Construction, overseeing all estimating, management, and construction operations with direct management of all DB projects. <i>Field Operations Manager, April 2008–July 2010:</i> Principal responsibility for all construction operations with direct management of all DB projects. <i>Bridge & Structures Division Manager, October 2000–April 2008:</i> Principal responsibility for estimating and construction of all bridges and structures company wide. Served as the chief bridge engineer to review all design and construction related issues. <i>Chief Structures Estimator and Bridge Design Manager, January 1999–December 1999:</i> Principal responsibility for estimating all highway, bridge and structures projects. Served as Chief Structures Engineer for construction projects throughout the company to review design or construction issues. Gregory Andricos has over 21 years of construction management experience and 17 years interchange design management experience. He has served as Design-Build Manager on five D-B projects valued at \$188M, and worked on VDOT NOVA D-B projects worth \$120M. Greg is well versed in VDOT-compliant QA/QC, phased construction, complex TMP/MOT plan development, and integrated utility and right of way management.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, VA / BS / 1992 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1998 / Professional Engineer / VA 0402032211; Virginia DCR Responsible Land Disturber / 31805; VDOT Erosion & Sediment Control Contractor Certification / 4541C	
g. Document the extent and depth of 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> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.	
1. EFLHD/VDOT, Fairfax County Parkway (FCP), Phases I/II and IV, Springfield, Virginia	
Name of Firm: Cherry Hill Construction, Inc.	Project Role: Design-Build Project Manager
Beginning Date: October 2008	End Date: July 2011

Specific Responsibilities: As Design-Build Project Manager, Greg served as primary point of contact and was responsible for supervising engineers, public relations professionals, ROW specialists, utility coordinators, CM/CI, and field personnel for this \$112.5M project. He was also responsible for managing the project from the proposal through all phases of permit, design, utility relocation, and construction. He coordinated with multiple stakeholders (VDOT, FHWA-EFLHD, DOD, and Fairfax County) to ensure the project met contractual requirements for all agencies. As the DBPM, he ensured strict adherence to the QA/QC programs for design and construction. Project included six major highway bridge structures, highway and local ramps and interchanges, over 2.7 miles of roadway construction, utility relocation, stringent environmental concerns and SWM practices, a critical ordinance safety/removal program, design and construction of shared use pathways, and an extremely aggressive BRAC mandated schedule. Context sensitive means/methods were used in the design of the Accotink Creek bridge structure minimizing impact to the watershed. Additional design work enhanced multi-modal accessibility at the Fullerton Road intersection. Served on the VA Mega Projects Community Resource Board during this project and received a “Star Partner” award for his exceptional dedication, teamwork, and professionalism in support of the project’s goals by the NGA and USACE. This project won a 2013 National DBIA Award for Transportation, as well as honor awards in the Transportation from ACEC and VTCA.

Project Relevance: Design-build, roadway/surveys, structures/bridges, environmental, geotechnical, HHA/ESC/SWM, TMP, ROW acquisition, utilities/public relations, QA/QC, project management, CEI, coordination with ongoing adjacent projects.

2. EFLHD/VDOT, Mark Center Short- and Mid-Term Improvements Design-Build, Alexandria, Virginia

Name of Firm: Cherry Hill Construction, Inc.	Project Role: Design-Build Project Manager
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Beginning Date: April 2012	End Date: July 2013
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Specific Responsibilities: As Design-Build Project Manager of this \$9.1M project, Greg served as primary point of contact and was responsible for the overall project design, quality management, contract administration, and construction oversight. Short-term improvements were completed in September 2012. Mid-term construction improvements were substantially complete and finished in July 2013 as required to ensure timely completion of the project to alleviate the complex transportation issues resulting from recent increases in traffic volumes.

Project Relevance: Design-Build, environmental, TCD/TMP, HHA/ESC/SWM, utilities/public relations, QA/QC/project management, coordination with ongoing adjacent projects.

3. EFLHD/DDOT, 9th Street Bridge Replacement over CSXT and Amtrak Rail and New York Avenue, Washington, DC

Name of Firm: Cherry Hill Construction, Inc.	Project Role: Design-Build Project Manager
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Beginning Date: September 2006	End Date: July 2011
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Specific Responsibilities: Design-Build Project Manager who served as primary point of contact for the CHC/JMT D-B team, and supervised engineers, PR professionals, context sensitive artisans, ROW specialists, utility coordinators, inspectors, managers, and field personnel for this project. Managed this \$58.4M project from the proposal that provided the overall best value through all phases of permitting, design, and construction. Project required multi-disciplined design efforts to facilitate the phased removal and complete reconstruction of an existing structure spanning New York Avenue, as well as active CSXT and Amtrak Railroads. Context sensitive means and methods were used in the design of the bridge structure, which resulted in numerous enhancements including widened sidewalks and bicycle lanes, and architectural elements. A partnership established between all project shareholders including FHWA-EFLHD, DDOT, Amtrak, CSXT, and the USPS was crucial to this project.

Project Relevance: Design-build, environmental, TCD/TMP, HHA/ESC/SWM, utilities/public relations, ROW acquisition, QA/QC/project management/CEI, coordination with ongoing adjacent projects.

4. MTA, I-95–Section 100 Express Toll Lanes (ETL): I-895 to South Kenwood/Chesaco Avenue Bridge, Baltimore County, Maryland

Name of Firm: Cherry Hill Construction, Inc.	Project Role: Design-Build Project Manager
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Beginning Date: September 2006	End Date: July 2011
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Specific Responsibilities: Field Operations Manager responsible for providing construction services extending 1.8 miles from the I-895 split to south of the Kenwood Avenue Bridge. This \$96.6M project consisted of extensive highway widening of a section of I-95, the primary interstate artery on the East Coast in order to provide two express toll lanes in each direction. The ETL consisted of a 12’ outside shoulder, two 12’ lanes and a 4’ inside shoulder. This project included extending the Chesaco Avenue Bridge, and providing soil nail walls at both the Chesaco and Hazelwood Avenue structures. Also included were eight retaining and nine Noise Abatement Walls used to reduce impact to adjoining properties and stay within the existing ROW. Cherry Hill Construction utilized the services of JMT to research the exact location of the adjacent property owners and establish subterranean lease agreements for the installation of these tie backs.

Project Relevance: Roadways/surveys, structures/bridges, environmental, geotech, TCD/TMP, utilities/public relations, ROW acquisition, QA/QC/project management/CEI, coordination with ongoing adjacent projects.

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 applicable.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a. Name & Title: Richard M. Allen, PE, Quality Assurance Manager		
b. Project Assignment: Quality Assurance Manager		
c. Name of Firm with which you are now associated: Quinn Consulting Services, Incorporated		
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>18</u> Years Please list chronologically (most recently 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): Quinn Consulting Services, Incorporated, October 2013-Present (scheduled completion December 2014) As Quality Assurance Manager, Richard Allen worked exclusively on the \$900M I-95 Express Lanes design-build project. He was in charge of all quality assurance activities and monitored quality control for compliance with the approved QA/QC Plan, the minimum requirements as set forth in the VDOT QA/QC Design-Build Manual, and other relevant documents incorporated into the contract. Dulles Transit Partners, December 2007-October 2012 Richard worked on the \$1.6B Dulles Metrorail (Phase 1 - Silver Line) Design-Build PPTA Project in Northern Virginia. During the project's design phase, he oversaw a group of design engineers with the overall goal of providing a quality design package with respect to completeness, accuracy, and consistency between various design package submittals. Specific responsibilities included the review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards and applicable specifications and codes such as WMATA, VDOT, AREMA, AASHTO, ASCE, ACI, PCI, and IBC. During the construction phase, Richard performed site inspections and monitored quality of materials and workmanship and assisted the construction team in addressing field issues as they arose on the project. He also developed remedial solutions to correct non-conformance issues. The Reinforced Earth Company, May 2000-December 2007 Richard worked for this national leader in Mechanically Stabilized Earth (MSE) wall design and material supply as a Senior Civil Design Engineer. His responsibilities included final design of MSE wall shop drawings for specific regions of the US. Also responsible for addressing field design and quality control issues as related to both MSE and noise walls. Pennsylvania Department of Transportation, February 1999-May 2000 As Project Manager (Lead Construction Inspector) in the District 1-0 Construction Unit, Richard was responsible for supervising a construction inspection staff of between three to six inspectors on-site during active road repair and rehabilitation projects.		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University, Norfolk, VA / MS / 1995 / Civil Engineering; The Pennsylvania State University, State College, PA / BS / 1992 / Civil Engineering		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001 / Professional Engineer / VA 0402036809		
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none">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> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.		
1. VDOT I-95 EXPRESS LANES, Fairfax, Prince William and Stafford Counties, Virginia		
Name of Firm: Quinn Consulting Services, Incorporated	Project Role:	Quality Assurance Manager
Beginning Date: October 2013	End Date:	December 2014 (projected)
Specific Responsibilities: Richard is the Quality Assurance Manager for this nearly \$1B project financed, constructed and operated under Virginia's Public-Private Transportation Act (PPTA). The I-95 Express Lane project is divided into four segments: Segment 1 (8.3-miles) – Garrisonville Road to Dumfries Road, two-lane reversible section on new location (seven new bridges, inclusive of two flyovers and NB slip ramp).		

Segment 2 (7-miles) – Dumfries Road to Prince William Parkway, maintained geometry of existing roadway.

Segment 3 (11.9-miles) – Prince William Parkway to I-495, added third lane.

Segment 4 (2.2-miles) – I-495 to North of Edsall Road, added third lane.

Richard is responsible for overseeing project QA staff and for verifying that all work performed on the project is inspected and tested in accordance with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects and the Project Specific QA/QC Plan.

Project Relevance: Performed quality assurance management services that are identical to those required under the RFQ including the use of VDOT's Design-Build Manual and the procedures and rates specified for inspection, testing, preparatory meetings, and non-conformance issues.

2. MWAA, DULLES METRORAIL SILVER LINE, Northern Virginia

Name of Firm: Dulles Transit Partners	Project Role: Senior Civil Structural Engineer
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Beginning Date: December 2007	End Date: October 2013
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Specific Responsibilities: Richard was responsible for overseeing four design engineers and four to six designer/draftsmen with intense focus on contract due dates, completeness, accuracy, and consistency between various design package submittals. He reviewed civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards, and applicable building codes such as WMATA, VDOT, AASHTO, ASCE, ACI, PCI, and IBC. Richard coordinated and reviewed subcontractor submitted shop drawings. As Lead Structural Engineer for the McLean Station, he coordinated station-specific interdisciplinary engineering issues to deal with special engineering or construction problems such as conflicting utilities, mislocated structural connections, rebar interference with connections, honeycombing of concrete and develop and/or review remedial solutions to correct unforeseen issues. He was responsible for conducting periodic visits to active construction sites to investigate, conduct reviews, and provide sound engineering advice and solutions to field issues encountered during the construction phase of the project. Richard was very involved in the final design of 17 miles of cast-in-place retaining walls, and assisted Construction Unit with field issues arising during the material fabrication and construction phases of the walls.

Project Relevance: The experience Richard gained on this project is relevant because of the use of VDOT specifications and the experience gained in both the design and construction phases of design-build projects.

3. THE REINFORCED EARTH COMPANY, Northern Virginia

Name of Firm: The Reinforced Earth Company	Project Role: Regional Engineer
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Beginning Date: May 2000	End Date: December 2007
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Specific Responsibilities: Richard oversaw the complete and final design of all MSE wall drawings and calculations including internal, external, and occasionally global stability. He coordinated work assignments with Regional Manager and assisted Project Managers with engineering related issues arising at the construction site. He performed site visits to investigate reasons, collect data, and observe extent of occasional settlement issues that arise on rare occasions working with Project Managers to formulate corrective procedures and perform any additional engineering calculations necessary to address the modified conditions. Worked closely with owner's (primarily state DOTs) engineering and construction personnel to address field issues as they arose expeditiously but with sound engineering judgment and review of the causes to the issues.

Project Relevance: Experience gained in this position is directly relevant to the project as it pertains to the structural engineering and construction processes that VDOT follows when designing and constructing project structural elements including MSE walls and bridges.

4. PENNSYLVANIA DEPARTMENT OF TRANSPORTATION, DISTRICT 1

Name of Firm: Pennsylvania Department of Transportation	Project Role: Project Manager (Lead Inspector)
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Beginning Date: February 1999	End Date: May 2000
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Specific Responsibilities: Richard reviewed quality control inspection documents for correctness and accuracy, interacted with local officials and residents regarding on-site work activity being performed by the contractor, and issued payments to contractors for work performed. Richard conducted asphalt core sampling per PennDOT requirements for roadway rehabilitation projects to determine pavement thicknesses were met in accordance with project specifications, and the quality of the work performed by the contractor met contract plan requirements and Department standards.

Project Relevance: This experience is relevant to the project as Richard provided quality control inspection on roadway projects for a state department of transportation.

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 applicable.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a. Name & Title: Derek Piper, PE, AICP, Assistant Vice President		
b. Project Assignment: Design Manager		
c. Name of Firm with which you are now associated: Parsons Brinckerhoff, Inc.		
d. Years experience: With this Firm 18 Years With Other Firms 11 Years Please list chronologically (most recently 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): Parsons Brinckerhoff, 1999-Present Derek Piper has over 29 years of civil engineering experience, including more than 18 years managing complex highway/roadway improvement projects. His technical specialties include program/project management, highway and intersection design, stormwater management plan development, permitting, environmental documentation, and utility design and coordination. Derek's responsibilities as a Project Manager have included coordinating the individual design disciplines; ensuring overall project design conforms to contract documents; and delivering projects on time and within budget. He is responsible for conducting quality reviews for all deliverables and ensuring client satisfaction.		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh, Pittsburgh, PA / BS / 1985 / Civil Engineering		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2009 / Professional Engineer / VA 0402046886; 2000 / Certified Planner / 017279		
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none">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> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.		
1. VDOT I-264 WIDENING/INTERCHANGE/MLK EXTENSION DB, Portsmouth, Virginia		
Name of Firm: Parsons Brinckerhoff	Project Role:	Design Manager
Beginning Date: May 2009	End Date:	June 2013
Specific Responsibilities: For this project, Derek served as the Design Manager for over \$200M worth of improvements to I-264 and the MLK Extension. Specific scope elements included widening of I-264 to accommodate the new interchange, widening of two interstate bridges; the elevated multi-lane MLK Extension (a controlled access facility) over CSX's Portsmouth Yard; 11 stormwater ponds/basins (including significant aesthetic treatments to two); three noise barriers; eight new bridges, including a new pedestrian bridge with architectural elements; 18 retaining walls; significant overhead highway signage; landscaping and aesthetic treatments; ITS system replacement/upgrades along I-264; and new ITS systems along the MLK Extension. Derek managed the design effort associated with delivering final roadway, structure and bridge, and maintenance of traffic plans; managed environmental and stormwater permitting, preparation of the Noise Abatement Design Report (NADR), aesthetic treatments design, utility coordination and utility relocation design; and coordinated design and right of way issues with the contractor and VDOT. Derek was responsible for ensuring the project design was in conformance with the contract documents. He established and oversaw a QA/QC program for the disciplines involved in the design of the project, including review of the design, working plans, shop drawings, specifications and constructability for the project. The design for this project is complete. Construction is estimated to be complete in 2017. Parsons Brinckerhoff is currently providing design support during construction, including shop drawing reviews, preparing responses to RFIs and as-built documentation.		
Project Relevance: Derek served as the Design Manager for this project, the same role as proposed for the Belmont Ridge Road Widening project. This project has several similarities to the Belmont Ridge Road Widening project including geometric modifications, traffic management plan and MoT Plan for a high traffic volumes roadway; design of stormwater ponds/basins; design of landscaping and aesthetic treatments; preparation of the NADR; design of new bridge structures; and utility coordination. The project was a DB project, delivered under a PPTA agreement for VDOT in Hampton Roads.		

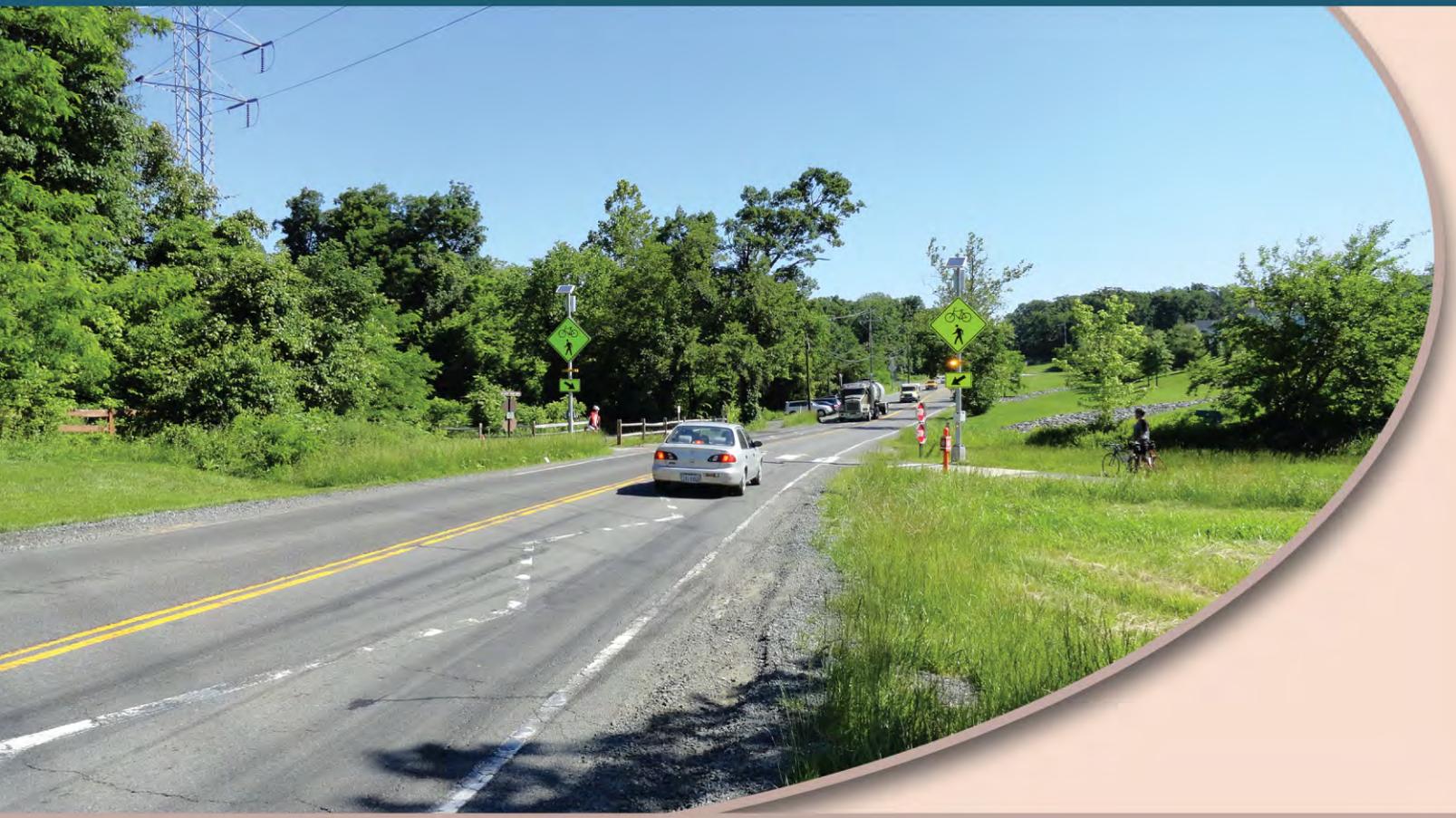
2. VDOT I-295 WIDENING/INTERCHANGE AT MEADOWVILLE ROAD, Chesterfield County, Virginia	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design QA/QC Manager
<i>Beginning Date:</i> September 2010	<i>End Date:</i> February 2011
<p><i>Specific Responsibilities:</i> As QA/QC Manager for this project, Derek established and oversaw a QA/QC program for this \$12M DB project to construct new interchange ramps at Interstate 295 and Meadowville Road in Chesterfield County. Derek directed QA/QC efforts and performed QA reviews of the roadway plans package including roadway plans, MOT plans, stormwater and drainage plans, and signage and pavement marking plans. The total contract timeline for this project was 15 months, with design completed five months from Notice to Proceed (NTP, September 9, 2010) and construction scheduled for a 12-month duration. The aggressive schedule called for overlap between the design and construction. To accelerate the construction schedule, the design delivery schedule was adjusted to coincide with the sequence of construction. In 2013, the Design Build Institute of America (DBIA) recognized this project with a Merit Award. Project construction was complete in 2012.</p> <p><i>Project Relevance:</i> Derek provided design QA/QC for this DB project, similar to his proposed role for the Belmont Ridge Road Widening Project. This is a DB project for VDOT that includes roadway improvements, stormwater management, E&S, a Traffic Management Plan and MoT Plans, and pavement marking and signage plans.</p>	
3. US 17 (DOMINION BOULEVARD) WIDENING, Chesapeake, Virginia	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design QA/QC
<i>Beginning Date:</i> July 2009	<i>End Date:</i> January 2014
<p><i>Specific Responsibilities:</i> Derek performed QA/QC of roadway plans for this \$188M improvement to US 17. He provided formal review of the civil plans, including roadway, stormwater, maintenance of traffic and utility relocations. Derek coordinated plan reviews with various discipline leads and provided constructability comments to improve traffic control and reduce property impacts. The project involved roadway widening under heavy traffic volumes to convert an existing two-lane suburban roadway into a four-lane facility. The project design included a phased TMP/MOT plan to construct grade separated interchanges while maintaining existing traffic flows at the major intersections with US 17. The project included six new stormwater management facilities; stream modifications; 120,000 SF of MSE wall at 20 locations; noise barriers; landscaping; and significant utility relocations. The design for this project is complete. Construction is currently underway with expected completion in 2017.</p> <p><i>Project Relevance:</i> Derek provided design QA/QC for the Roadway Plans package. Relevant scope items include widening of this existing two-lane roadway in Hampton Roads; significant stormwater management ponds/basins; MOT with staged construction; utility coordination; right of way acquisition; and environmental permitting.</p>	
4. SC 602 PLATT SPRINGS ROAD, Lexington County, South Carolina	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design Project Manager
<i>Beginning Date:</i> August 1999	<i>End Date:</i> October 2002
<p><i>Specific Responsibilities:</i> Derek served as the Design Project Manager overseeing development of right of way and construction plans for this \$30M, 5.5-mile suburban widening project. The project involved widening an existing two-lane roadway to a five-lane roadway, and included a new two-span bridge over I-26 constructed with staged construction; railroad coordination for widening an existing at-grade crossing; nearly 200 property acquisitions, significant utility relocations, and numerous stormwater management ponds. Construction for the project was complete in 2006.</p> <p><i>Project Relevance:</i> Derek served as the Design Project Manager for this project, the similar role as proposed for the Belmont Ridge Road Widening Project. This project has several similarities to the Belmont Ridge Road Widening project including a significant roadway widening project with maintenance of traffic for high traffic volumes; design of stormwater ponds/basins; MOT with staged construction; environmental permitting, and right of way and utility coordination.</p>	
5. SC 6 and SC 60 WIDENING, Lexington, South Carolina	
<i>Name of Firm:</i> Parsons Brinckerhoff	<i>Project Role:</i> Design Project Manager
<i>Beginning Date:</i> January 2001	<i>End Date:</i> October 2004
<p><i>Specific Responsibilities:</i> Derek served as the Design Project Manager overseeing development of right of way and construction plans for this \$60M, 7.5-mile suburban widening project. The project involved widening an existing two-lane roadway to a five-lane roadway and included one widened bridge structure, one new five-lane, 560 SF bridge structure, and 1.5 miles of new northbound lanes constructed on an existing earthen dam. The project also included over 250 property acquisitions, significant utility relocations, and numerous stormwater management ponds. Construction for the project was complete in 2008.</p> <p><i>Project Relevance:</i> Derek served as the Design Project Manager for this project, the same role as proposed for the Belmont Ridge Road Widening project. This project has several similarities to the Belmont Ridge Road Widening project including: a significant roadway widening project; design of stormwater ponds/basins; design of aesthetic treatments; MOT with staged construction; environmental permitting, and right of way and utility coordination.</p>	
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p> <p>Not applicable.</p>	

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Paul E. Phillips, Senior Project Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: G.A. & F.C. Wagman, Inc.
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>18</u> Years Please list chronologically (most recently 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): G.A. & F.C. Wagman, Inc., June 2013-Present Paul 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, RFIs and progress payments. Paul has taken the lead on project estimating and cost proposal preparation. Through his 19-year career, Paul developed a wide range of skills, including estimating, planning, resource allocation, and project management, that allows him to efficiently and effectively manage construction projects from start to completion. Much of his focus has centered on VDOT 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. Paul is well versed in Primavera P6 and Expedition. Key Construction Company, Inc., May 2012-June 2013 Paul's experience with VDOT, design-build, PPTA, PPEA, NCDOT and private site projects was invaluable in his role as Senior Project Manager on Key's projects. English Construction Company, Inc., May 1995-May 2012 Paul worked closely 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. Paul's extensive involvement with municipal Capital Improvement Committees allowed them to achieve goals by presenting solutions to their immediate needs and aiding them in cost effective decision-making. He utilized his strong background in identifying all project aspects in detail, which allowed for the development of accurate and complete quantitative analyses that were then used to create a schedule of values for bidding and scheduling. Paul coordinated and facilitated meetings with owners, engineers and subcontractors to update progress, discuss schedule, and address outstanding issues. He was responsible for bidding and managing design-build, hard bid, and negotiated contracts from beginning stages through completion, including oversight of project superintendents, scheduling of equipment and personnel, execution and coordination of subcontracts/purchase orders, and processing of monthly invoices and schedule updates.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1993 / Construction Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Erosion and Sediment Control Responsible Land Disturber / Expires 05/01/2017 / Certificate 41910 Erosion and Sediment Control Certification / 1-06626
g. Document the extent and depth of experience and qualifications relevant to the Project. <ol style="list-style-type: none">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> (List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.) *On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

1. APM TERMINAL ROADWAY DESIGN-BUILD PROJECT, Portsmouth, Virginia		
Name of Firm: English Construction Company	Project Role:	Project Manager
Beginning Date: August 2005	End Date:	November 2006
<p>Specific Responsibilities: Working closely with design engineers, Paul provided constructability analysis for potential concepts, and helped create the design that was ultimately used for the project's construction. 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 selected English to perform the grading on this project while they self-performed the bridge construction. Paul's involvement throughout the design, review and bidding process led to his selection as project manager for construction of the roadway. Duties included locating and acquiring a suitable borrow source, overseeing all field personnel, processing purchase orders and scheduling material orders, and scheduling subcontractors. 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 quality assurance documentation and scheduling quality control efforts prior to and throughout the project was also critical. Teamwork was vital to the project's success, and working closely with all parties helped identify opportunities that typically would have been overlooked.</p> <p>Project Relevance: VDOT design-build, complex TMP/MOT, stakeholder coordination, utility coordination.</p>		
2. INTERSTATE 95 / KEEN ROAD INTERCHANGE, Four Oaks, North Carolina		
Name of Firm: English Construction Company	Project Role:	Project Manager
Beginning Date: June 2002	End Date:	October 2004
<p>Specific Responsibilities: Paul investigated the project prior to bidding and located a borrow source that was close to the project right of way, 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, and oversaw all project personnel including hiring of local employees. Paul assisted one local business to become an approved NCDOT subcontractor, and utilized their skills and local knowledge to English's advantage. He generated all monthly invoices and schedule updates, and provided quality assurance documentation and kept records of all quality control activities. Paul coordinated operations with NCDOT and worked closely with their traffic and safety division when performing work along Interstate 95. He coordinated road closures and detours with local government to reduce the impact to local traffic, and 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.</p> <p>Project Relevance: Phased construction over interstate, complex TMP/MOT, stakeholder coordination, utility coordination.</p>		
3. ROUTE 210 INTERCHANGE FOR THE MADISON HEIGHTS BYPASS, Amherst, Virginia		
Name of Firm: English Construction Company	Project Role:	Project Superintendent
Beginning Date: August 1998	End Date:	October 2001
<p>Specific Responsibilities: Paul was responsible for the construction of the entire interchange project, including a new bridge over Route 29 and the rehabilitation of an existing bridge over the James River. He located and set up offices for the prime contractor and VDOT on project right of way, and hired local employees and established accounts with local businesses and suppliers. Paul acquired permits for borrow source and constructed access roads for transport of materials; he coordinated reconstruction of Route 29 Northbound lanes including complete demolition and rebuilding while under traffic. Paul performed survey/layout work for roadway, storm drainage and bridge construction, and coordinated utility work with the local municipality, including new sewer and water mains as well as services for existing properties. He constructed a box culvert adjacent to an existing stream in an environmentally sensitive area with limited workspace and access, and 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.</p> <p>Project Relevance: Complex TMP/MOT; stakeholder coordination, utility coordination, high volume pedestrian traffic, high traffic count with multiple signals.</p>		
<p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.</p> <p>VDOT, Warren County, VA—Route 340 over Shenandoah River/ Contract Administration / April 2014- July 2017</p> <p>VDOT, Hanover County, VA—Route 54 Superstructure Replacement/ Contract Administration / May 2014–December 2015</p>		



ATTACHMENT 3.4.1(A)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/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)	
Name: HOT LANES 495 BELTWAY AND DATR INTERCHANGE Location: Tysons Corner, VA	Name: HNTB	Name of Client: Fluor-Lane, LLC Project Manager: Bob Portley Phone: 571.527.3602 Email: bob.portley@Fluor-Lane.com	12/19/2012	12/16/2012	\$34,945	\$43,062 (please see explanation below)	\$43,062

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.

	<p>D. W. Lyle Corporation (as a subcontractor to Fluor-Lane, LLC) built 16 bridges and approximately 140,000 SF of MSE wall in the 495 Beltway and DATR Interchange. D. W. Lyle Corporation's (D.W. Lyle) acquisition by G.A. & F.C. Wagman, Inc. (Wagman) in June 2013, included project management, supervision and</p>	<p>equipment resources that performed this project. This project consisted of new bridges and ramps to carry new HOT/HOV lanes over DATR, and ramps to connect DATR to HOT/HOV lanes. A combination of foundation techniques were used in this project delivery. We self-performed spread footings, drilled shafts, driven pile and pre-drilled pile. All substructure and superstructure concrete was self-performed. Ongoing, excellent working relationships with subcontractors D.T. Read Steel Co., Inc. and Tavares Concrete provided additional resources to meet VDOT and Fluor-Lane, LLC's DBE commitment and project schedule requirements. Erection of Prestressed Concrete Girders over DATR and ramps was self-performed. We successfully worked with another Fluor-Lane, LLC subcontractor to plan and coordinate the Structural Steel Staging and Erection.</p> <p>This project changed significantly after the original contract was executed. MWAA, VDOT and Fluor-Lane, LLC negotiated to add lanes and ramps for DATR. Some bridges that had originally been structural steel superstructures were changed to prestressed concrete girder superstructures to accommodate fast track changes and long lead times. Several bridges were lengthened to accommodate additional travel lanes. MSE wall quantities increased</p>	<p>approximately 35% to allow more room for ramps and lanes between roadways. The additional \$8,117,000 of work was completed within the original contract schedule. MoT coordination and planning were critical both on a long-term and short-term (weekly, daily, and hourly) basis for this 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. The past experience of the acquired firms with VDOT, combined with G.A. & F.C. Wagman's past experience with VDOT, along with the combined resources will ensure successful completion of the Belmont Ridge Road project. Virtually every project-related activity required planning and scheduling traffic control, then safely and efficiently executing the activity plan so that the traveling public was not inconvenienced in one of the country's busiest interchanges. Significant features include:</p> <ul style="list-style-type: none"> ▪ Drilled shafts; driven and pre drilled H-pile ▪ MSE wall; prestressed stressed bulb tee girders ▪ Structural steel contractor coordination ▪ 8,796 CY of superstructure concrete ▪ 5,803 CY of substructure concrete ▪ 2,656,835 LBS of reinforcing steel
<p>Relevance to the Belmont Ridge Road Project:</p>			
<ul style="list-style-type: none"> ✓ Design-Build ✓ Construction Sequencing ✓ Maintenance of Traffic (MoT) ✓ Adjacent Project/Stakeholder Coordination 			
<p>Verifiable Evidence of Performance:</p>			
<ul style="list-style-type: none"> ✓ Completed ahead of required schedule ✓ Completed under budget ✓ Delivered required DBE goal 			
<p>Best Practices Employed/Lessons Learned:</p>			
<ul style="list-style-type: none"> ✓ Maintenance of Traffic (MoT) ✓ Stakeholder Coordination ✓ Complex Staging and Sequencing ✓ Self-Performance of Geotechnical Work (the ability to self-perform drilled shafts, driven piles, and pre-drilled pike foundations) to Overcome Geotechnical Challenges 			
			

ATTACHMENT 3.4.1(A)

LEAD CONTRACTOR - 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)	
Name: ROUTE 604 IMPROVEMENTS Location: Chesterfield County, VA	Name: Virginia Department of Transportation (VDOT)	Name of Client: VDOT Project Manager: Chris Winstead, PE Phone: 804.674.2800 Email: <u>Christopher.winstead@VDOT.virginia.gov</u>	11/2003	11/2003	\$8,100	\$8,100	\$8,100

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.



Before Construction

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 reconstruction of Route 659 (Belmont Ridge Road).

Relevance to the Belmont Ridge Road Project:

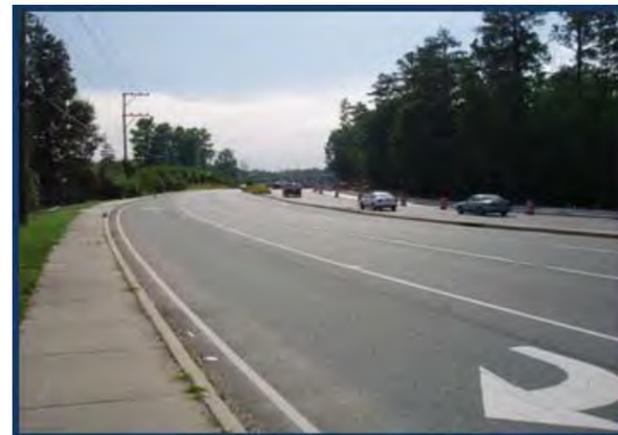
- ✓ Urban Setting
- ✓ Utility Relocations
- ✓ High Traffic Volume
- ✓ Asphalt Paving
- ✓ Curbs/Concrete Flatwork
- ✓ Geotechnical Challenges
- ✓ Earthwork
- ✓ Intersection Work and Related Maintenance of Traffic (MoT)
- ✓ Maintenance of Pedestrian Traffic

Verifiable Evidence of Performance:

- ✓ Completed ahead of required schedule

Best Practices Employed/Lessons Learned:

- ✓ Maintenance and Protection of Traffic
- ✓ Environmental Compliance
- ✓ Schedule Recovery
- ✓ Stakeholder Coordination and Communication



After Construction

The Virginia Department of Transportation awarded the Route 604 Improvement Project to Key Construction Co., Inc. (acquired by G.A. & F.C. Wagman, Inc.). Responsibilities included grading, drainage, curb and gutter, utilities, paving, guardrail, striping, signals, landscaping and a new bridge across Route 288. Included within the project was the reconstruction of two major signalized intersections with extended connection construction. These reconstructed intersections included the intersection of Genito/Warbro Road and Genito/Old Hundred Road. D.W. Lyle Corporation served as a **subconsultant** to provide bridge construction and worked diligently to successfully meet the schedule for the project.

In addition to high volume traffic, complicating factors encountered during construction included numerous utility conflicts and a temporary project shutdown due to a VDOT funding crisis. Despite these factors, the project was finished ahead of schedule and earned an early completion incentive.

ATTACHMENT 3.4.1(A)

LEAD CONTRACTOR - 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)	
Name: INTERCOUNTY CONNECTOR CONTRACT A Location: Montgomery County, MD	Name: Parsons Transportation Group and Jacobs Engineering	Name of Client: Maryland SHA Project Manager: Melinda Peters Phone: 410.545.0400 Email: <u>mpeters@sha.md.us</u>	08/2010	12/2010	\$464,000	\$464,000	\$102,107

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.

Contract A of the Intercounty Connector was the first, large Design-Build highway project in Maryland. Wagman was an equity member of a fully integrated construction joint venture, so we were joint and severable with each partner and financially responsible for the project. The project was 8.5 miles long with 18 structures, and included 350,000 SF of noise walls, utility relocations, ROW acquisition, environmental permitting and monitoring, drainage, over 3 million cubic yards of excavation, and construction of four interchanges. On the western end of the project, we had 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. As the largest latex modified concrete supplier in the mid-Atlantic region, Wagman was responsible for placing a latex concrete overlay on each of the widened bridges. The interface of I-370 and the new ICC required us to widen the roadway to the median and to the outside and reconstruct four additional structures to accommodate new ramps for the new interchange. Major traffic control and traffic switches were required on the western end to minimize impacts to the travelling 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. Many innovative concepts were utilized to reduce cost and minimize impacts to the environment, such as open-bottom culverts, underground stormwater 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. We utilized the ATC Process to redesign a three-level interchange into a two-level trumpet interchange which not only reduced bid costs, provided a savings in long-term maintenance costs for the

owner. A Complete Traffic Management Plan was developed for the project that included all phases of construction and project completion. Context Sensitive Design was incorporated to ensure compliance with the aesthetic requirements and the project's commitment check list. Wagman personnel held key positions such as General Roadway Superintendent, General Structures Superintendent, Pile Driving Manager, Design Coordination Assistant Manager, Assistant Design-Build Project Manager, E&S Superintendent, and various construction field engineers and field employees. 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. A shared use path was constructed along the entire alignment. We had to maintain pedestrian traffic within local parks such as Rock Creek State Park.



Relevance to the Belmont Ridge Road Project:

- ✓ Design-Build
- ✓ Environmental Compliance
- ✓ Work within Environmentally Sensitive Areas
- ✓ Earthwork, Drainage and Paving
- ✓ Geotechnical Challenges
- ✓ Maintenance of Traffic (MoT)
- ✓ Major Existing Utilities
- ✓ Shared Use Path

Verifiable Evidence of Performance:

- ✓ 2012 National Design-Build Award - DBIA
- ✓ 2012 Exemplary Ecosystem Initiatives Award - FHWA
- ✓ 2012 America's Transportation Awards Top 10 Finalist
- ✓ 2012 Alliant Build America Award - AGC
- ✓ 2011 Northeast Region's Best Overall Project - ENR
- ✓ 2011 President's Award for Highways - AASHTO
- ✓ 2010 Intercounty Safety Award - EFCO

Best Practices Employed/Lessons Learned:

- ✓ Environmental Compliance and Commitment Check List
- ✓ Maintenance and Protection of Traffic Through Local Neighborhoods and Major Cross Roads
- ✓ Public Outreach Coordination Through Design and Construction
- ✓ Ability to Minimize and Mitigate Environmental Impacts

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)	
Name: US Route 1 Widening, Neabsco Mills Road to Featherstone Road Location: Prince William County, VA	Name: Lane Construction Corporation	Name of Client: Prince William County, Department of Public Works Project Manager: Sherry Djouharian Phone: 703.792.6822 Email: sdjouharian@pwcgov.org	12/2016 (design was completed in 2009)	12/2016	\$44,000	\$44,000	\$1,600

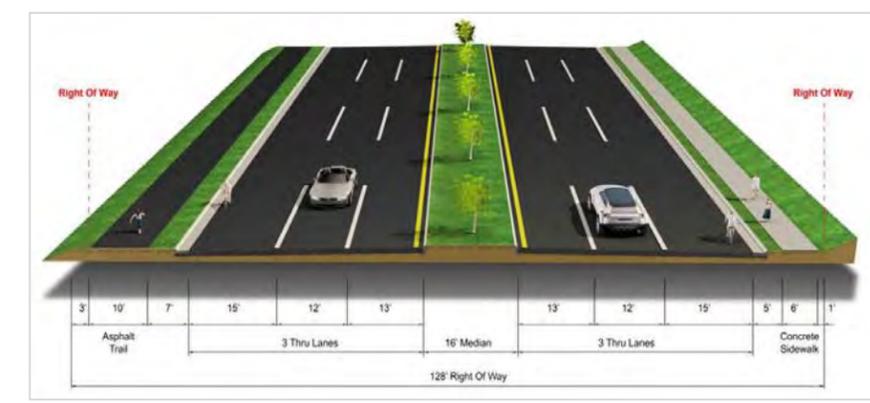
h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

As **prime designer** Parsons Brinckerhoff designed infrastructure improvements for the intersection of Route 1 and Dale Boulevard in Prince William County. The initial objective of this project was to prepare preliminary design plans for a grade-separated interchange at the intersection of Route 1 and Dale/Rippon Boulevard and to widen and improve Route 1 to a six lane divided road from the Neabsco Mills Road to Featherstone Road, approximately two miles. Initial engineering efforts included the development of concepts for an interchange with Route 1 over Dale/Rippon Boulevard, Route 1 under Dale/Rippon Boulevard, and at-grade improvements to the existing intersection. Value engineering and solicitation of stakeholder input determined that the most cost-effective solution included the integration of improvements to the existing intersection with the widening and improvement of Route 1.

The construction plans consisted of widening the existing four-lane undivided highway to a six-lane divided highway. Opposing lanes are separated by a raised median approximately 16 feet wide, except at intersections where turn lanes occupy part of the median area. Curb and gutter was installed along the outside edges; a 6-foot wide sidewalk was installed along one side of Route 1 and a 10-foot wide trail was installed along the other side. Additional design features included wide outside lanes to accommodate bicyclists, turn lanes at intersecting roadways, landscaping, and improved lighting and signing.

The scope of work included traffic data collection, capacity analysis using Highway Capacity Manual, signal timing analysis using Synchro, simulation modeling analysis using CORSIM, and traffic operations analysis; a geotechnical feasibility study, including soil borings and soil laboratory

classification testing; wetlands delineation and mitigation, agency coordination and preparation of Joint Permit Application. Drainage design included conversion of an open system to a closed system, stormwater management design, and replacement of the Cow Branch Bridge with a quad 10'X8' concrete box culvert.



Design work was performed in Parsons Brinckerhoff's Herndon, Virginia office.

Relevance to the Belmont Ridge Road Project:

- ✓ Suburban Roadway Widening
- ✓ Structure and Bridge Components
- ✓ Shared-Use Path
- ✓ High Traffic Volume
- ✓ Complex MoT (including pedestrians)
- ✓ Environmental Compliance
- ✓ Geotechnical Challenges
- ✓ Utility Relocations
- ✓ Hydraulics/SWM
- ✓ Landscaping/Aesthetic Treatments

Verifiable Evidence of Performance:

- ✓ Completed within budget
- ✓ Delivered required DBE goal

Lessons Learned:

The team worked closely with multiple planned developments within the project limits in order to minimize conflicts and the resulting inconvenience to the traveling public during construction. Our plans were completed in 2009 but construction was delayed due to lack of County funding until 2012 as a design-build contract.

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)	
Name: I-264 Widening/Interchange and MLK Extension Location: Portsmouth, VA	Name: SKW Constructors, Inc. (an incorporated Joint Venture of Skanska Civil Southeast, Inc.; Kiewit Construction; and Weeks Marine, Inc.	Name of Client: SKW Constructors Project Manager: Wade Watson Phone: 757.673.9487 Email: Wade.watson@skanska.com	December 2016 (Design is complete)	Estimated October 2016	\$205,000	\$205,000	\$12,000

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.

<p>Parsons Brinckerhoff served as prime designer and recently completed design services for the widening and modifications to I-264 required for a new interchange at the MLK Extension, design of the MLK Extension (one mile of new location elevated freeway) and eliminating existing interchange ramps, as part of the Elizabeth River Tunnels Project. The project includes the widening of two interstate bridges (I-264 EB over Des Moines Avenue and I-264 WB over Norfolk & Portsmouth Beltline Railroad); the elevated MLK Extension (a controlled access facility) over CSX 's Portsmouth Yard, aesthetic treatments, 11 stormwater ponds/basins, three noise barriers, eight new/widened bridges, 18 retaining walls, significant overhead highway signage, landscaping, and replacement/upgrades to the ITS systems along I-264 and new systems along the MLK Extension. Two of the stormwater basins included significant aesthetic treatments, as they were located adjacent to SR 337 (Turnpike Road) within the City of Portsmouth.</p> <p>The MLK Expressway is a north-south, four-lane facility that provides access from the City of Portsmouth to the City of Norfolk both via the Midtown Tunnel and via I-264 to the Downtown Tunnel. In the City of Portsmouth, a direct, limited-access connection does not currently exist between the MLK Freeway and I-264, forcing drivers to use routes through</p>		<p>local city streets and neighborhoods. The MLK Expressway consists of extending the freeway south from London Boulevard, with a new interchange at I-264 to provide a direct connection from I-264 to the Midtown Tunnel. Parsons Brinckerhoff served as the Lead Designer with Volkert, Inc. supporting the design effort. The design effort includes 2.5-miles of roadway design with two interchanges on I-264 and two interchanges on Route 164. There are roughly 1.4-miles of elevated structures including MLK mainline and six ramp bridges, two I-264 bridge widenings, replacing an existing pedestrian bridge over I-264, and over 112,000 SF of MSE wall in 28 locations. Unique elements of this design are an elevated roadway structure over a CSX facility that required significant coordination with CSX during design, as well as the use of Geofoam in areas with significant fill and poor subsurface material.</p> <p>As the lead designer, Parsons Brinckerhoff performed major components of the design effort including I-264 widening, Ramp EN geometrics, new Ramp EN structure over US 17 (Frederick Boulevard), preparation of the Transportation Management Plan (TMP), utility coordination and relocation design, stormwater system modeling and stormwater basin design for all 11 basins, coordination with CSX and N&PBL Railroad, and preparation of the Noise Abatement Design Report (NADR) for three new noise walls.</p> <p>The final design for I-264 Widening/Interchange and MLK Extension commenced in May 2012 and was completed in June 2013. The project is currently under construction and scheduled for completion in 2017. SKW Constructors has subcontracted the roadway/bridge construction efforts to Curtis Contracting and Waterfront Marine. Parsons Brinckerhoff continues to provide design support during construction including shop drawing reviews, responses to RFIs, and As-Built documentation.</p>	<p>Relevance to the Belmont Ridge Road Project:</p> <ul style="list-style-type: none"> ✓ Design-Build ✓ Structure and bridge components ✓ High Traffic Volume ✓ Environmental Compliance ✓ Geotechnical Challenges ✓ Utility Relocations ✓ Hydraulics/SWM ✓ Landscaping/aesthetic treatments <p>Verifiable Evidence of Performance:</p> <ul style="list-style-type: none"> ✓ Completed ahead of required schedule ✓ Delivered required DBE goal <p>Best Practices Employed/Lessons Learned:</p> <ul style="list-style-type: none"> ✓ Using ProjectWise, a web-based document management system, provided a single platform for the entire design team, allowing interdisciplinary coordination to occur in real time during design ✓ Conducting interdisciplinary web-conferencing for QC reviews in advance of submittals to resolve interdisciplinary issues prior to submittal ✓ Packaging design plans into discreet work packages (grading & drainage; bridges; signing & pavement markings, etc.) to meet project schedules ✓ Holding weekly progress teleconferences to update progress, communicate potential issues and discuss interdisciplinary coordination ✓ Establishing and utilizing “Subject Matter Task Forces,” including environmental permitting and approvals; geotechnical and structures, right-of-way and utilities; TMP/MOT; and public relations
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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)	
Name: US 17 (Dominion Boulevard) Widening Location: Chesapeake, VA	Name: Dominion Boulevard Constructors, Joint Venture (a joint venture of McLean Construction, R.R. Dawson, E.V. Williams, and Bryant Construction)	Name of Client: City of Chesapeake Project Manager: Kevin Lundgren Phone: 757.382.6101 Email: klundgren@cityofchesapeake.net	April 2017 (design is complete)	Estimated February 2017 (early delivery)	\$188,000	\$194,400	\$12,604

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.

	<p>Parsons Brinckerhoff delivered final construction plans for the widening and improvements to US 17 (Dominion Boulevard) using VDOT's Concurrent Engineering Process and meeting VDOT/FHWA standards. The firm is currently providing design support during construction, including shop drawing reviews, preparing responses to RFIs, and As-Built documentation.</p> <p>The project involves roadway widening under heavy traffic volumes to convert an existing two-lane suburban roadway into a four-lane limited access facility with grade separated interchanges. The project includes six new stormwater management facilities; modifications to both lengthen and convert an existing twin-cell box culvert to a triple-cell box culvert; stream modifications; 120,000 SF of MSE wall at 20 locations; noise barriers; landscaping; and significant utility relocations. The project also involves replacement of the existing bascule bridge over the Atlantic Intracoastal Waterway (AIW) with a mile-long, high-level, fixed span providing 95 ft of vertical clearance.</p> <p>The project design involved development of the roadway plans package to include a detailed and specific construction sequence and maintenance of traffic plan for the project in order to maintain traffic on existing US 17 during construction. The northbound lanes and 1-mile structure over the</p>	<p>AIW is being constructed as an initial phase and will carry mainline US 17 traffic while the new southbound bridge and widening is constructed, generally on existing alignment. The plan includes several stages of construction involving maintenance of roadway traffic as well as coordination with marine traffic on the AIW. Maintenance of traffic activities included the design of temporary traffic devices as well as the coordination of the installation of permanent traffic devices during the various phases of construction in order to facilitate the most effective traffic flow. Traffic devices included in this coordination include all temporary and permanent signal equipment, variable message signs, overhead sign structures, ground mounted signs, and pavement markings. Each phase of construction was modeled using Synchro software in order to assess the effects of each phase of construction and document such. The project involves a completely new signage system due to the conversion to a four-lane limited access facility with 14 new overhead sign structures and detailed foundation designs for each. The Final NADR included requirements for relocating / modifying on existing noise barrier and constructing one new noise barrier. The project includes wetlands permitting and mitigation and stream modifications permitting.</p> <p>As the prime designer, Parsons Brinckerhoff performed major components of the design effort including: roadway widening and bridge design; TMP/MOT plans; stormwater management design; utility coordination and relocation; preparation of the Noise Abatement Design Report (NADR); ITS design; signing and pavement marking plans; and environmental permitting (including wetlands impacts and mitigation, and stream modifications). Work was performed in Parsons Brinckerhoff's Virginia Beach and Herndon, Virginia offices.</p>	<p>Relevance to the Belmont Ridge Road Project:</p> <ul style="list-style-type: none"> ✓ Suburban roadway widening ✓ Structure and bridge components ✓ Shared-Use Path ✓ High Traffic Volume ✓ Complex MOT (including pedestrians) ✓ Environmental Compliance ✓ Geotechnical Challenges ✓ Utility Relocations ✓ Hydraulics/SWM ✓ Landscaping/aesthetic treatments <p>Verifiable Evidence of Performance:</p> <ul style="list-style-type: none"> ✓ Completed ahead of required schedule ✓ Completed under budget ✓ Delivered required DBE goal <p>Best Practices Employed/Lessons Learned:</p> <p>For this project, the team developed a Transportation Management Plan (TMP) that evaluated the impacts to traffic during each phase of construction. In addition, we prepared a Contract Time Determination Report (CTDR) to establish the time needed to complete construction. Through this process, the team determined that the additional cost of upgrading a parallel route (which would serve as a detour for a portion of the construction) was more than offset by the savings that were realized by shortening construction. The detour route allowed for a major portion of the project to be constructed unimpeded and provided a safe, reliable alternative for the travelling public.</p>
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