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STATEMENT OF QUALIFICATIONS FOR **DESIGN-BUILD PROJECT:**

Warrenton Southern Interchange US 15/17/29

From: Route 15/17/29 & Route 15/17/29 Business
To: 1.0 mile South of Route 15/17/29 & Route 15/17/29 Business

Contract ID Number: C00077384DB100 | June 2, 2017

VDOT
Virginia Department of Transportation

Submitted by WAGMAN
General Construction | Heavy Civil | Geotechnical
In association with PARSONS

3.2 LETTER OF SUBMITTAL

WAGMAN

General Construction | Heavy Civil | Geotechnical

Wagman Heavy Civil, Inc.
26000 Simpson Road
North Dinwiddie, VA 23803-8943

June 2, 2017

Mr. Bryan W. Stevenson, P.E.
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: **Statement of Qualifications (SOQ)**
Warrenton Southern Interchange U.S. 15/17/29
Fauquier County, Virginia
A Design-Build (DB) Project
RFQ No: C00077384DB100

Dear Mr. Stevenson:

Wagman Heavy Civil, Inc. (Wagman) is pleased to submit our SOQ for the Warrenton Southern Interchange U.S. 15/17/29 project in Fauquier County, Virginia. In accordance with the Letter of Submittal requirements for Section 3.2 we offer the following additional information for review:

3.2.1/3.2.2 Authorized Representative/Point of Contact
David Lyle, Vice President, D-B/Major Pursuits
26000 Simpson Road, North Dinwiddie, VA 23803-8943
P. 804.631.0003 | F. 804.733.6281
Email. dwlyle@wagman.com

3.2.3 Principal Officer Information.
Greg Andricos, President/COO
3290 N. Susquehanna Trail, York, PA 17406-9754
P. 717.767.8292 | F. 717.767.5546
Email. gmandricos@wagman.com

3.2.4 Offeror's Structure, Financial Responsibility, and Bonding Approach. Wagman Heavy Civil, Inc. is a corporation and will take financial responsibility for this project; we have no liability limitations. A single 100% performance bond and 100% payment bond shall be provided for the total Design-Build contract value.
3.2.5 Full Legal Name of Lead Contractor is Wagman Heavy Civil, Inc. and Lead Designer is Parsons Transportation Group Inc.
3.2.6 Affiliated and Subsidiary Companies. The full legal name and address of all affiliated and/or subsidiary companies are provided on Attachment 3.2.6 in the Appendix.
3.2.7 Certificates Regarding Debarment. Certificates Regarding Debarment for the Primary firm (Attachment 3.2.7 (a)) and the Lower Tier firms (Attachment 3.2.7 (b)) are included in the Appendix.
3.2.8 VDOT Prequalification Certifications. Wagman's VDOT prequalification number is W002, and our status is active and in good standing; the prequalification and certifications are included in the Appendix.
3.2.9 Evidence of Obtaining Bonding. Evidence of a letter of surety is found in the Appendix stating Wagman is capable of obtaining a performance and payment bond based on the current estimated Design-Build contract value referenced. This bond will cover the project and any warranty period.
3.2.10 Compliance with Laws and Required Registration. Current SCC Certificates, DPOR licenses, and staff licenses are included in the Appendix.
3.2.11 Achieving a Ten Percent (11%) DBE Participation Goal. Wagman is committed to achieving a ten percent (11%) DBE participation goal for the entire value of the contract.

Wagman has a long and successful history serving Virginians on numerous projects. As a single, integrated Design-Build Team, we will design and construct the Warrenton Southern Interchange U.S. 15/17/29 Project to ensure the greatest opportunity for success. We will create a transparent working relationship with VDOT and third party stakeholders to promote trust, confidence, and collaboration. Thank you for the opportunity to submit our Statement of Qualifications.

Respectfully,
Wagman Heavy Civil, Inc.

David W. Lyle, DBIA
Vice President, Design-Build/Major Pursuits

3.3 OFFEROR'S TEAM STRUCTURE

3.3 Offeror's Team Structure

Wagman Heavy Civil, Inc. (Wagman) will be the lead contractor and is the offeror that will have the overall authority on the design-build (DB) project for the Warrenton Southern Interchange US 15/17/29. Wagman is an experienced DB contractor that has partnered to complete the design and construction of more than $1 billion of transportation projects in the Mid-Atlantic Region. Founded in 1902 and headquartered in Pennsylvania, Wagman continues today as a fourth generation, private, family owned general contracting business with offices in Virginia. Wagman specializes in transportation infrastructure and will provide VDOT with an experienced and integrated team for the Warrenton Southern Interchange. As the overall project lead, Wagman will oversee all construction team members including General Excavation Inc. (GEI) and several other firms (as shown below). In 2013, Wagman acquired Key Construction Company, Inc. (Key) and D.W. Lyle Corporation (D.W. Lyle). These acquisitions provide Wagman with an additional 20 years of heavy construction experience in Virginia and the Culpeper District. Our team is strengthened because it retained from these acquisitions key personnel with substantial knowledge, resources, and experience.

GEI is a full-service, Class A contractor incorporated in February 1983 and located in Warrenton, VA. It is a dedicated subcontractor to Wagman. GEI will provide excavation, grading, storm sewer, and underground utility services. It is known for safely and efficiently executing excavation, grading, and underground utility projects for VDOT and local municipalities for more than 30 years. GEI's numerous accolades for "Excellence in Construction" and "Best Project in Residency" from several VDOT residencies reflect their strong local knowledge and reputation for completing quality projects on time and within budget.

Wagman has selected Parsons Transportation Group Inc. (Parsons) as lead designer to provide all engineering services for this project. For nearly 40 years, Parsons has been a respected provider of transportation design services to VDOT and other clients in the Commonwealth. Parsons' key personnel have delivered design services for dozens of projects, including Virginia's busiest roadways. With more than 125 local professionals, Parsons has demonstrated superior engineering on complex transportation improvement projects, including widening and extensions of major state highways, interchanges, local roads, and utilities, and it has designed MOT phasing and traffic controls for the highest level of service throughout construction.

Wagman, Parsons, and the proposed individual staff members have a solid, long-term work history of teaming and partnering on transportation projects — in particular, on roadway and bridge projects.

Below is a list of hand-picked, highly-qualified subcontractors and subconsultants that are adept in their field of expertise and that will assist the Wagman/Parsons Design-Build Team (DB Team).

Construction Subcontractor and Subconsultants	
General Excavation Inc.	Earthwork, roadway, storm sewer, and utility construction
Quinn Consulting Services Inc.	QA management and inspection DBE #626289
CES Consulting LLC	QC management and inspection DBE #690040, utility coordination
Specialized Engineering (DIW Group Inc)	QA lab
Dulles Geotechnical and Material Testing Services, Inc	QC lab
Design Subconsultants	
Rice Associates Inc.	Survey and subsurface utility engineering
Endesco, Inc.	Hydraulic/hydrological analysis and design DBE #626248
Schnabel Engineering, Inc.	Geotechnical engineering
Accompong Engineering Group, LLC	Maintenance of traffic DBE #678765
T3 Design Corporation	Traffic engineering DBE #652912
Continental Acquisition Services, Inc. dba Continental Field Service	Right-of-way acquisition

3.3.1 Identity of and Qualifications of Key Personnel

The DB Team has assembled a highly-qualified and experienced team of individuals and structured them for optimal performance. Our key staff and firms come together with a shared history of successful projects and established working relationships. These strengths will minimize VDOT's risks and staffing requirements. Below, we identify our key and value-added personnel, with the key staff resumes in the Appendix (Attachment 3.3.1).

3.3.1.1 DESIGN BUILD PROJECT MANAGER (DBPM)

David W. Lyle, DBIA, of Wagman and a member of the VTCA DB Committee, will serve as the Design-Build Project Manager (DBPM) and will oversee the project, including design, construction, construction quality management, and contract administration. Mr. Lyle has 26 years of construction experience and is the Vice President, Design-Build/Major Pursuits, for Wagman. Recently, he served as Wagman's DBPM on the Odd Fellows Road Interchange at US Route 29/460 and Road Improvements. As DBPM, he will report directly to VDOT at an executive level for all project activities, including contract administration, scheduling, design, construction, and quality. He will directly manage the following key personnel: Kaushik Vyas (Quality Assurance Manager [QAM]); Josh Wade, PE (Design Manager [DM]); and Ryan Tibbs (Construction Manager [CM]). Also, reporting to Mr. Lyle will be additional value added personnel whose roles are instrumental to the project's success, including the Design/Construction Coordinator, Safety Manager, and Lead Utilities Coordination Manager (LUCM).

3.3.1.2 QUALITY ASSURANCE MANAGER (QAM)

Kaushik Vyas, PE, DBIA, of Quinn, will serve as the QAM. In this role, Mr. Vyas will be independent of the contractor quality control (QC) team members and will be responsible for delivering a quality product to VDOT through overseeing compliance with the approved project-specific quality assurance/quality control (QA/QC) plan, as well as the VDOT Minimum Standards for Design-Build and Public-Private Transportation Act (PPTA) projects. As the QAM, he will have the authority to stop work on the project, should it be necessary for compliance with the QA/QC plan, and he will be responsible for periodic QA reports. On this project, his responsibilities will include holding preparatory meetings before the start of each new contractor activity. In addition, he will oversee QA inspection staff, ensure that the minimum testing and inspection frequencies as defined in the tables of the Minimum Standards for DB projects are met for both QA and QC, and review and sign monthly contractor pay estimates. He will develop and follow through on the successful resolution of project Non-Conformance Reports (NCRs) and deficiencies, and ensure that all project QA/QC records are kept up to date. Mr. Vyas has previous experience with the DBPM on the I-895 Pocahontas Trail DB/P3 project.

3.3.1.3 DESIGN MANAGER (DM)

Josh Wade, PE, of Parsons, is a member of the VTCA DB Committee and will report to the DBPM. With 23 years of experience, Mr. Wade will provide a quality product and input into the schedule, meet design milestones and interfaces, and oversee the design QA/QC team members. He will manage the design and assign resources; oversee design subconsultants; coordinate design and review schedules; develop and implement corrective measures, if necessary; and integrate environmental compliance measures into the design. After construction starts, he will oversee any plan modifications and shop drawings and review construction progress with the CM. He has served in this capacity for other complex geometric VDOT projects including the I 64/Route 15 Zion Crossroads Interchange Improvement, the I-395 Seminary Road HOV Ramp (see Work History Forms for more information) and the Military Road Continuous Flow Intersection. The Zions Crossroads project was in the Culpeper District and gives the best proof of his qualifications, success record, and ability to seamlessly work with District staff to design and construct an innovative and first-of its-kind solution. Mr. Wade also has a strong belief in the value of collaboration and partnering to ensure the success of DB projects such as this one. His commitment to this project approach led to the ICC Contract B winning the prestigious MdQI Silver Partnering Award in 2012 (see Work History Forms for more information). Mr. Wade has a history of remaining on his projects from the beginning through completion, including completing all his VDOT DB projects. He has worked extensively with Wagman on past projects including the ICC B project in which he worked with Wagman and its proposed Design/Construction Coordinator, Rob Shunk.

3.3.1.4 CONSTRUCTION MANAGER (CM)

Ryan Tibbs of Wagman, has 12 years of experience and has been the project manager, assistant project manager, or CM for many fast-track projects. Mr. Tibbs has extensive experience in complicated highway projects that include major utility relocations, environmental compliance, QA/QC, complicated maintenance-of-traffic (MOT) schemes, public outreach, and large coordination efforts. He has embraced the partnering process as a tool to eliminate delays, claims, and disputes while enhancing client relations with the owner and third-party stakeholders. Mr. Tibbs' management skills include a keen knowledge of the project schedule and hands-on management of people, equipment, and subcontractors. He will report directly to the DBPM and work with him to oversee the coordination between the design and construction forces regarding design, utilities, right-of-way (ROW), QC, and MOT. Mr. Tibbs will manage the efforts of the on-site construction team members, including the QC staff, safety manager, superintendents, and project scheduling staff. He will play a key role in the constructability review for all aspects of the design. He will coordinate the lead superintendents for each of the three project elements to ensure overall project coordination and uniformity. Along with his staff, he will focus on ensuring that the construction is performed safely and, along with our quality control manager (QCM), will ensure that all material and work are in accordance with the approved plans and contract documents. He will be assigned to this project and be on site full time for the duration of construction. Mr. Tibbs has previously teamed with Josh Wade to deliver high-quality projects.

VALUE ADDED STAFF

In addition to the Key Personnel, the DB Team will include the following value-added staff to deliver a quality project on time and on budget.

Alternative Interchange Configuration Expert - Steve Nicaise, PE, is a Parsons Vice President and previously was Parsons' geometric design practice lead. He has 35 years of experience in roadway design with special emphasis on alternative interchanges. He was the deputy project manager for the US 23/ Lee Road Interchange in Green Oak Township, MI, which featured a unique dual roundabout on the west side of the interchange, the first of its kind in the United States. The complex safety and operational analysis of this alternative configuration provides him

The US 23 and Lee Road Interchange Project in Michigan won an Engineering Eminent Conceptor Award from American Council of Engineering Companies of Michigan and a National Finalist of Engineering Excellence Award from the American Council of Engineering Companies in 2008.

with valuable experience for the Warrenton Southern Interchange project. He was the deputy project manager on the Parsons-led General Engineering Contract team for the Ohio River Bridges project in and around Louisville, KY. This project included a double roundabout interchange at SR 265 and SR 62 in Indiana. Mr. Nicaise led Parsons' effort to ensure the safe and efficient operations of this interchange and improved the overall design and constructability of this interchange.

Alternative Interchange Configuration Expert - Mike Brugge, PE, has 40 years of experience with roadway design and traffic analysis. His roundabout experience includes the I-55 Interchange Replacement at Crump Boulevard and Riverside Drive in Memphis, TN, which includes a roundabout that will join all four ramps with Crump Boulevard, Riverside Drive, and a local neighborhood street; and the Mud Island Roundabout in Memphis, which

Aerial view of the double roundabout interchange at SR 265 and SR 62 in Indiana. The double roundabouts were a creative and innovative solution that improved safety by eliminating many of the conflict points of a conventional interchange.

is an iconic feature of its community and is the first roundabout in the city.

Community Involvement – Bryon Johnston is Parsons' Mid-Atlantic Public Relations Lead. He has 20 years of experience helping organizations and individuals maximize the power of communications to meet their goals and overcome their toughest public, media, and government relations challenges. Leading very successful strategic communication and community involvement efforts for the Maryland, Virginia, and Washington, DC, departments of transportation, Mr. Johnston helped turn major transportation and infrastructure projects that were magnets for controversy into models for success — notably the Woodrow Wilson Bridge. He is a very effective project spokesman and primary community relations point of contact. He will build on the I-64/ Route 15 (Zion Crossroads) Interchange Modification project success in the Culpeper District. There, programs that Parsons developed and executed with District communications staff have been very effective educating the general public, emergency services, and professional truck drivers about new traffic configurations. Mr. Johnston adeptly develops these types of programs to ensure successful projects.

Cultural Resources Specialist – Susan Bupp is a Senior Cultural Resources Specialist with Parsons. She has 40 years of experience managing and protecting cultural resources in accordance with the National Historic Preservation Act and other applicable laws, regulations, and guidelines. Ms. Bupp handled the Section 106 coordination in the early phases of the Manassas National Battlefield Park (MNBP) Bypass project including assessment and impact analysis of cultural landscapes and other cultural resources. MNBP is one of the battle sites included within the Journey through Hallowed Ground National Heritage Area.

Lead Roadway Engineer - Dhimant Sojitra, PE, of Parsons, has 29 years of design experience in new construction and rehabilitation for urban, suburban, and rural roadways throughout Virginia and Maryland. Mr. Sojitra has experience with all aspects of highway design. He is quite familiar with VDOT design criteria, procedures, and preferences, and he has participated in the Zion Crossroads DDI and the Military Highway CFI projects (both VDOT DB projects).

Lead Structural Engineer - Amir Arab, PE, of Parsons, is an award-winning and published structural engineer. He has 20 years of experience in structural engineering including the I-395 Seminary Road HOV Ramp and the Military Highway CFI (both VDOT DB projects).

Lead Drainage and Utility Engineer – Brian Smith, PE, of Parsons, has 17 years of experience in drainage and utility design. He has prepared roadway drainage, stormwater management, and utility designs for projects in Arlington and Fairfax counties and in the District of Columbia and Maryland. Mr. Smith is a Virginia DEQ–certified Stormwater Management and Sediment and Erosion Control Plan Reviewer.

Lead Traffic Engineer - Sunita Nadella, PE, PTOE, of Parsons, has 16 years of diversified professional experience in traffic engineering. Her responsibilities have included traffic engineering studies; interchange justification analyses; operational analyses; traffic modeling and simulations; capacity analyses, signal design; and signing and pavement marking design. She is thoroughly familiar with VDOT's design and plan production criteria, policies, and preferences. She served as the lead traffic engineer for the Zion Crossroads DDI and the Military Highway CFI projects (both VDOT DB projects) and for Parsons' Georgia DOT task order contract for roundabout design, feasibility, and peer review. She has used SIDRA INTERSECTION on more than 15 roundabout projects for GDOT.

Lead Maintenance of Traffic Engineer – James Thomas, PE, of Parsons, has several certifications including the Advanced Workzone Certification and the Guardrail Inspection Training (GRIT) certification. He has led the development of the MOT plans for multiple VDOT DB projects including the Military Highway CFI, Walney Road DB, Gum Spring Road, Signal View Drive, and PRTC Bus Stops.

Lead Geotechnical Engineer – Ed Drahos, PE, of Schnabel, has 29 years of experience managing geotechnical engineering and pavement design and materials testing services for transportation projects and has experience on multiple VDOT projects, including the I-395 Seminary Road HOV Ramp project, I-395 HOV Ramp, Route 1 widening at Ft. Belvoir, and most recently, the Military Highway CFI.

Environmental Permitting – Stuart Tyler, PE, of Parsons, has 40 years of experience managing and

preparing environmental analyses and documents in compliance with the National Environmental Policy Act (NEPA) and with obtaining environmental permits and permit modifications. Mr. Tyler currently manages Parsons' VDOT Environmental On-Call contract.

Design/Construction Coordinator – T. Rob Shunk, PE, of Wagman, has 30 years of highway construction specifically including VDOT experience. His early years were spent managing project controls or project teams to deliver safe, efficient highway construction projects. With valuable estimating skill for both conceptual and final design products, Mr. Shunk is able to work effectively with designers when investigating design options. The combination of both practical field experience and estimating knowledge while working with the Parsons design team will improve design delivery. His wealth of knowledge will also allow him to call on Wagman's experienced construction team to put the best constructability review teams together for various project elements. Mr. Shunk has served in the Design/Construction Coordinator capacity on previous DB projects with Parsons (ICC A&B) and possesses the strong communication skills to succeed at his role on this project.

Design Quality Manager (DQM) – Greg Anderson, PE, is Parsons' Mid-Atlantic QC Manager and served as the overall quality program manager for both the Zions Crossroads and Military Highway DB projects, developing the project-specific quality procedures and manual that played an important part in both projects' success. Mr. Anderson's quality control duties include the management and supervision of project-specific quality programs and the development and review of project quality plans based on Parsons' ISO-certified corporate procedures.

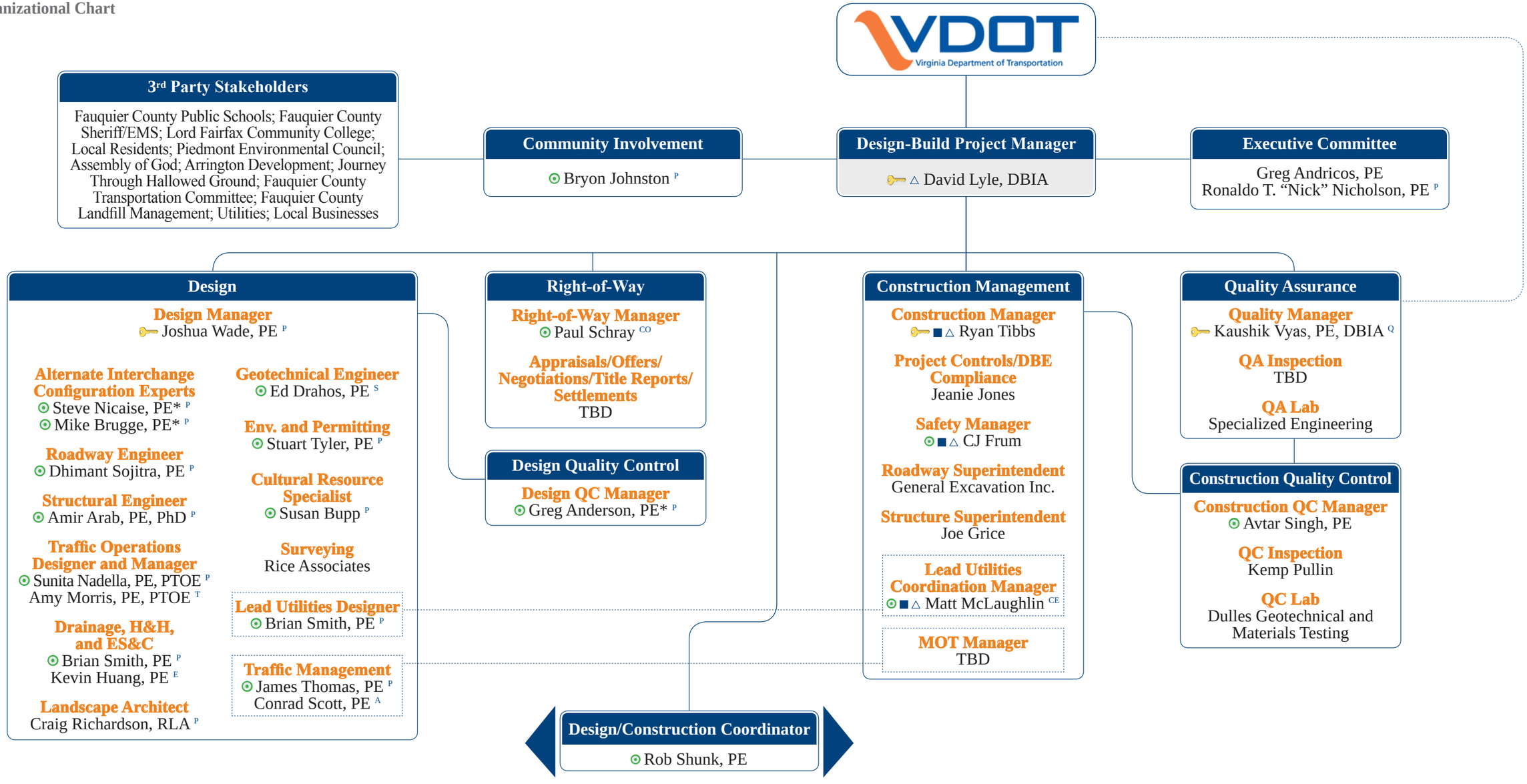
ROW Acquisition – Paul Schray, of Continental Field Service, has 30 years of experience in the acquisition of property for public transportation projects, with 20 years as a consultant for various projects located in Virginia, New Jersey, Oregon, California, and the District of Columbia. His experience includes the management of all acquisition, relocation, and appraisal functions, title research, ROW plan design and review, acquisition negotiations, relocation assistance, property management, administrative value determinations, appraisal technical review, and condemnation trial preparation and testimony.

Lead Utilities Coordination Manager (LUCM) – Matt McLaughlin, of CES, has 24 years of progressive utility coordination and management experience for various entities for both design and construction phases. He currently provides management support to the utility relocation efforts in the Northern Virginia District for VDOT. This includes the following tasks: ensuring compliance with safety and environmental laws and regulations; monitoring and recording the horizontal/vertical location of the relocated utility facilities, including overhead as well as underground utilities; tracking progress of the individual utility operation as well as the overall project to determine if the relocation efforts are on schedule; recommending corrective actions to get back on schedule; reviewing the relocation plans to determine if all the conflicts have been resolved and the concepts are constructible; reviewing the status of the ROW (ROW determines if the parcels are cleared to perform the utility activity); and establishing a master utility relocation plan to include all the relocated facilities using radio frequency identification (RFID)/GPS technologies to create accurate as-built plans.

3.3.2 ORGANIZATIONAL CHART

The DB Team organizational chart (on the following page) illustrates our chain of command and notes key personnel team members. Solid lines identify the reporting relationships of our team members in managing, designing, and constructing the project and illustrate clear reporting lines from the DBPM to the design and construction team members. Dashed lines represent indirect reporting and obligations to the owner and/or corporate management. The chart also shows that a clear separation exists between QA and construction QC inspection and field/laboratory testing. Functional relationships and communication unite the contractor and designer in more than just contractual obligations, they enable the integration of innovative design and construction techniques that benefit schedule and cost leading to client satisfaction. Rob Shunk (the Design/Construction Coordinator) will ensure that interface between Wagman's field crews and the designers (in particular, the segment leads for each distinct element) occurs during design and construction in a timely manner, with concerns openly discussed. Having a dedicated Design/

Organizational Chart



LEGEND

P	Parsons Transportation Group Inc.	D	Dulles Geotechnical and Materials Testing	R	Rice Associates		Key Personnel
A	Accompong Engineering Group LLC	E	Endesco, Inc.	SC	Schnabel Engineering	⊙	Value-Added Personnel
CE	CES Consulting	G	General Excavation Inc.	SP	Specialized Engineering (DIW)	*	Licensed in State other than VA
CO	Continental Field Service	Q	Quinn Consulting Services, Inc.	T	T3 Design Corporation	■	VDOT ESCC
						△	DEQ RLD

Construction Coordinator during the design stages ensures timely constructability reviews, eliminates subsequent delays or rework, streamlines reviews, and eliminates potential construction field issues, thereby guaranteeing a superior project on time and on budget. Through our DBPM and CM, we will create a firm relationship that sets the foundation to interact and partner with VDOT and third-party stakeholders.

Other integration strategies include the following:

- Interdisciplinary, environmental, constructability, and VDOT and stakeholder over-the-shoulder reviews
- Weekly schedule meetings to review the previous week and develop look-ahead schedules
- Monthly scheduling meetings
- Weekly foreman meetings to discuss the schedule
- Morning huddles with the crews to set daily safety and production goals
- Weekly progress meetings with VDOT to review and discuss submittals and progress
- Biweekly contractor coordination meetings with adjacent contracts, emergency management services (EMS), police, etc.
- Monthly partnering meetings with stakeholders to identify and resolve issues

VDOT

The Department will coordinate directly with our DBPM, Mr. Lyle, as the primary contact for all aspects of design and construction oversight. Biweekly design and weekly construction progress meetings will include discussions on contract administration; safety; schedule updates; conflict resolution; stakeholder concerns; and progress updates for design, construction, and ROW acquisition. Open lines of communication between the QAM and VDOT will assist with monitoring QA oversight. Our Community Involvement Manager will conduct the "pardon our dust" meeting and any open houses and other outreach efforts in accordance with RFQ requirements to update the public on progress, schedule, and what to expect, and to allow the public to view plans and discuss concerns through the design and construction process. The DBPM, DM, and CM will be present to answer questions and address possible concerns. We anticipate VDOT's oversight and support in our coordination efforts with project stakeholders. Our Community Involvement Manager will facilitate informal meetings and outreach to stakeholders to minimize VDOT's direct efforts associated with public outreach. Although our DBPM is not the point of contact through procurement, he will serve as VDOT's single point of contact for all design- and construction-related issues on contract execution. Reporting to the DBPM are the primary positions of the QAM, DM, CM, ROW acquisition manager, safety manager, DB coordinator, and Community Involvement Manager. This structure, combined with our DBPM's maintenance of an action item log for potential issues and three-month look-ahead schedule, will ensure the project remains on schedule and in conformance with VDOT commitments. The QAM will report to our DBPM, with independent oversight by VDOT. QA inspectors and labs will report through the QAM. Our QAM will also monitor the construction QC program to ensure that all work and materials, testing, and sampling are performed in accordance with the contract requirements and the "approved for construction" plans and specs. The QAM will have the authority to stop work not in conformance with safety standards or contract documents.

DESIGN

Our DM will report to the DBPM and coordinate with the CM to develop an efficient and constructible design. He will work with the CM during construction to confirm field conditions meet design assumptions and reevaluate these assumptions if necessary. The design QA/QC manager will report to the DM and independently monitor the design QA/QC process. The design and superintendent lead will also manage the review process, including VDOT and stakeholder over-the-shoulder reviews. This structure will ensure concurrent development of the packages and effective and efficient design management. Coordination between the design and construction staff will start during the preparation of the technical proposal and continue throughout the project to incorporate means and methods into the design. Meetings will also include design interdisciplinary, environmental, and constructability reviews; over-the-shoulder reviews; and comment-resolution meetings.

CONSTRUCTION

The CM will report to the DBPM and communicate directly with the QAM/DM/Community Involvement Manager, and VDOT's field personnel to provide construction progress updates and verify

conformance with the contract documents. He will also communicate with the DM during both to ensure that construction is consistent with the project design. The LUCM, Matt McLaughlin, will report to the CM and, as part of his overall duties, coordinate with the utilities in determining potential conflicts with improvements; investigate with the lead utilities designer, Brian Smith, potential avoidance opportunities; and, when needed, develop relocation plans. Our CM will be on site for the duration of construction operations and will personally oversee the all construction team members. Construction leads have been identified for bridges, grading, utilities, MOT coordination, construction QC, and safety — all leads will report to the CM. Coordination meetings between the CM, LUCM, senior inspectors, and VDOT's representative will facilitate communication regarding the construction progress. Weekly planning and schedule meetings will include the QA and QC team staff, VDOT representatives, and design team members as necessary. Before each shift, field supervisors will review safety and performance with their crews to establish protocols in upcoming work. CJ Frum, the DB Team's Safety Manager, will be involved early in the project and participate in design package reviews to ensure safety plans and to become intimately knowledgeable of the project ahead of construction activities. He will have the authority to stop work activities deemed unsafe until the condition is rectified.

A clear and independent separation of QA and QC for construction activities has also been shown. Separate and independent AMRL-certified QA and QC labs will be used. Our Quality (both QA and QC) staff's responsibilities go beyond keeping records and testing materials. Their roles include the traditional duties of a VDOT inspector and providing definitive direction to address non-compliance/ non-conformance. Our goal regarding QA/QC is to minimize or eliminate non-compliance issues before they occur.

Design and Construction Team Interaction

The DB Team's structure integrates the design, construction, QA/QC, ROW, utility, permitting, safety, third party coordination, and public relations disciplines into a united, cohesive project team effort. Regular team meetings promote issue discussion and resolution both internally and externally. Open, frequent communications promote collaboration, which helps to expedite project delivery and minimizes non-conformance issues. DB projects by their very nature require extensive coordination and integration among the various disciplines involved in design and construction and their ultimate incorporation into a successful project delivery. Our value-added Design/Construction Coordinator position ensures that our team delivers this. Designers and constructors alike will play an integral role in the constructability reviews and field changes (as may be required); constructors will be participating with designers during the design phase and these same designers will stay cohesively tied to the constructors until final delivery.

DESIGN/CONSTRUCTION COORDINATOR

Through the oversight of our Design/Construction Coordinator, Rob Shunk, PE, the DB Team will have a guide, advisor, integrator – acting similarly to a Responsible Charge Engineer – who will ensure respective designers are aligned throughout the Project's life cycle with their construction counterparts.

Our team approach necessarily includes collaboration with VDOT, the tolling contractor, and other stakeholders, fostering a partnering environment. We have earned numerous awards for our partnering process involving proactive communication, teamwork, and safety, which is priority.

SAFETY IS A PRIORITY

Wagman's safety program will be administered by Mr. CJ Frum, CHST (Wagman), in accordance with Wagman's nationally recognized (ARTBA/TDF 2016 Contractors Safety Award Winner) Environmental, Health & Safety Program.

EXECUTIVE COMMITTEE

The executive committee will support the DBPM and DB Team to establish a resolution hierarchy to ensure that innovative solutions are developed and coordinated with additional oversight and with the full lessons learned and knowledge of the DB Team. Issues will be tracked using a resolution matrix and will be reported to the DBPM for his acceptance and implementation. The fast-track schedule will be continuously monitored for planned milestone achievements. If more resources are needed, these executives will ensure that the required resources are delivered. The DB Team plans to pursue any early completion incentives offered.

3.4 EXPERIENCE OF OFFEROR'S TEAM

Per RFQ Instructions, please find our Contractor and Designer Work History Forms in the Appendix.

3.5 PROJECT RISKS

3.5 Project Risks

The Wagman/Parsons Design-Build Team (DB Team) delivered more than $1 billion in award-winning design-build and design-build-to-budget fast-track projects in the Mid-Atlantic Region over the last 12 years. In doing so, we continually refine our risk management process, identifying risks early and developing innovative solutions. This Construction Management Association of America (CMAA)-endorsed approach includes a "Risk Register" denoting risks, potential impacts and mitigation strategy for each. We also consider risks throughout each project's design and construction to best respond as specific as issues unfold.

The DB Team's Risk Management Approach employs five steps:

1. **Identify –** Name risks, determine cause and effect, and categorize
2. **Assess –** Assign probability of occurrence and severity of impact, and determine response
3. **Analyze –** Quantify severity, determine exposure, establish tolerance level, and determine contingency (applicable during preliminary design and pricing)
4. **Manage –** Define response plans and actions, establish risk ownership, and manage response (after NTP)
5. **Monitor/Review –** Monitor/review/update risks, monitor response plans, update exposure, analyze trends, and produce reports (after NTP, during construction)

For this project, our team reviewed available information; visited the project site during various traffic and weather conditions; then identified multiple risks and assessed their impact on the project's success. In doing so, less experienced teams might view the complicated "dumbbell interchange" design configuration as a key risk because of its potential extensive effects on schedule and other project aspects; however, we do not believe this to be a risk, but rather a design challenge.

As detailed in the RFQ, the project's roundabout termini, condensed access points, and design speed compromises safety for pedestrians or bicyclists. Moreover, due to traffic volumes, this roundabout requires approval from the Central Office Roundabout Review Committee; does not fully accommodate all traffic movements; and has longitudinal grades greater than recommended and includes questionable sight distances. To best address these issues properly without increasing impacts or the overall footprint, a new Public Information Meeting or Public Design Hearing for a revised Categorical Exclusion – maybe even an Environmental Assessment – may need to be held. Yet, based on Parsons' excellent experience designing complex interchanges for you, other VDOT Districts, and elsewhere nationally, we view these not as risks but simply as design issues to be handled during concept optimization/bid development and the final design phase.

Below are three true risks we deem most critical for the entire team to work towards avoiding, minimizing, and mitigating:

Risk No. 1: Maintenance of Traffic

The Team considers the efficient, safe maintenance of traffic (MOT) through this proposed interchange to be a significant risk. The proposed interchange design has major traffic pattern changes on Route 15/17/29 Business, US Route 15/17/29 (James Madison Highway), and Lord Fairfax Road. The project will affect about a mile of all three roadways. During construction, numerous interim traffic pattern changes are required.

Why Critical: The existing at-grade intersection experiences heavy congestion along mainline US Route 15/17/29, as well as along the northbound

left-turn lane to US Route 15/17/29 Business. Road construction and associated distractions will exacerbate this by introducing new and additional challenges. In addition, the intersection is the only ingress/egress point for the area to the east, including the proposed Stafford Property Development and proposed police facility. Travel lane and access changes can be confusing, increasing chances of additional accidents during construction. Traffic shifts for construction along all four legs of the interchange can further present significant challenges and confuse motorists, particularly those who do not drive the corridor regularly. All of these pose significant safety issues.

Mitigation: Effectively managing this risk requires a detailed TMP. The DB Team will develop MOT and sequence of construction (SOC) plans, focusing on vehicular, pedestrian, and bicycle traffic safety and maintaining access for residents and businesses in each construction phase. We will pay the same attention to the final traffic pattern design. Public involvement is important to ultimate project success and therefore, it will be emphasized in the TMP and have a defined schedule, as detailed below. In addition, the TMP will address the following other items also key to project success: design modification; advance traffic pattern change notifications; adjacent property and construction site access; adequate sight distances; and incident management.

Modifying the Design to accommodate construction and to improve safety and efficiency (both during construction and in the ultimate configuration for pedestrians, bicyclists, vehicular traffic, and construction workers) is our team's primary mitigation tool. Pedestrian and bicycle accommodations must be determined. The current high design speed makes this challenging. We will leverage Parsons' experience on a similar Ohio River Bridges project interchange to apply lessons learned on things like construction and final configuration sight distance requirements. Our team will safely maintain traffic through the work zone, as detours are not readily available for all adjacent properties and businesses. A traffic analysis and report will be done documenting that all travel movements including those for pedestrians and bicyclists to enable all movements to be accommodated safely.

Advance notifications of traffic pattern changes: Implementing major geometric improvements requires changes to the current traffic patterns. During design development, locations requiring traffic patterns change and lane shifts will be evaluated to ensure that the design solutions minimize disruption and hardship to motorists. The designers will evaluate the speed limit in relation to sight distances in each phase to provide seamless transitions for motorists. This will include providing adequate lane widths and distances from barrier and drums, proper super-elevation, and transitions minimizing as much change as possible from permanent roadway conditions. All proposed MOT plans will be reviewed by Wagman's experienced team for constructability and potential plan improvements.

To further mitigate impacts, our DB Team will execute a public awareness campaign as part of the project TMP. This campaign will proactively notify road users about changing conditions to help them best understand what to expect and reduce frustrations experienced on similar projects involving new roundabouts and access changes. Our Community Involvement Manager and team will ensure road users and stakeholders are proactively and regularly updated on work progress, schedule, delays, accidents, and lane closures within the vicinity of the project and in accordance with VDOT approved procedures. We know from extensive experience that travelers and other stakeholders appreciate and expect advance notice about construction zone situations so they can best plan and adjust as needed. Notification methods will include using Portable Changeable Message Signs (PCMS) to warn motorists of changes to the traffic patterns within the project limits. We will work through VDOT and with the Regional Traffic Operations Center (TOC) which will be able to control the PCMS boards remotely and notify 511 Virginia. Our efforts also will be coordinated with any other nearby VDOT improvement projects to ensure smooth transitions.

Access to adjacent properties and construction site: During construction operations, safe access to adjacent homes, businesses, Lord Fairfax Community College, county facilities, and the jobsite will be critical. Our TMP will evaluate and best accommodate these locations on a site by site basis with attention to safety standards and other considerations. These will include the various speed limits being used within the project, changes to the weather which impact pavement and

visibility conditions, and the new grade/elevation changes involved with a new overpass. These features will be continually evaluated throughout design phases and, where access challenges exist, discussed as appropriate and approved by VDOT with impacted property owners to give them safe and reasonable temporary accommodations during and after construction. We do anticipate some access challenges with the proposed grade changes; however, our team will address the issue early in the design to mitigate any potential hazards or hardships. Similarly, each project phase will be evaluated using Wagman's experienced construction team to review for constructability and traffic control experts to ensure safe and efficient ingress and egress for worksite personnel. We will ensure that the access areas are safe and adequately accommodate smooth construction operations.

Providing adequate sight distances: Constructing an interchange with a new overpass creates a significant change to traffic patterns and traveler habits. The current project site operates as an at-grade intersection with signals controlling movements to and from James Madison Highway. Implementing this raised vertical alignment in conjunction with roundabouts new to the project's vicinity creates a significant change for motorists, potentially hindering motorists' perceptions and reaction times related to maneuvering temporary changes to their regular movements as well as how adeptly they understand and adjust to longer-term changes. These changes create a significant need for sight triangles assessments and avoiding obstructions within these areas. During the plan preparation phase, sight distances for intersection – stopping as well as passing – will be evaluated for implementation throughout construction. Sight triangles will be flagged and verified in the field to ensure that construction equipment and embankment segments built in different phases do not block motorists' ability to use them effectively. Implementing vertical and horizontal geometric changes that significantly change characteristics of the project's vicinity requires adequate visibility, especially while temporary connections are being used.

Incident management: Providing a safe and efficient construction operation is our team's foremost concern. This includes best accommodating public safety and emergency vehicles and effectively addressing accidents, disabled vehicles, or worksite incidents. Our incident management plan will use proactive communications strategies to ensure that travelers and communities are continually informed about planned and ongoing work activities. We will work with our Community Involvement Manager, team members, and key stakeholders to implement an incident management plan that is informative, effective, and responsive. Our team will shut down work operations about 30 minutes before peak traffic hours. We will include incident management plans in the TMP and educate our field staff on how to implement them. Our construction crews will patrol the construction zone and monitor traffic conditions, especially during peak travel hours, to identify and help with any on site incidents. Our team will arrange to have a towing service on-call 24 hours a day, every day, during construction to assist in incident response.

VDOT's role: VDOT will review and approve the Temporary Traffic Control Plan and the TMP. VDOT's Regional TOC and VDOT Public Relations staff will be primary communication conduits to the public. Our DBMP and Community Involvement Manager will work closely with both to provide timely and accurate information during design and construction. We also anticipate that VDOT will actively participate in communications with Virginia State Police, local law enforcement, local emergency response agencies, and the use of the 511 system.

Risk No. 2: Public Outreach and Acceptance

The proposed interchange does not require significant additional ROW because it is designed to fit within the existing ROW acquired decades ago as part of the original bypass efforts. However, the project affects existing open space (the unimproved ROW), affects access during and after construction, increases noise, and results in a substantially different and unusual traffic pattern.

Why Critical: The project's impacts on open space, access, noise, and traffic patterns will be perceived as significant by adjacent landowners, Lord Fairfax Community College, proposed police barracks, other proposed developments, and motorists inexperienced with alternative configuration interchanges. Without proper communication, education, and coordination, an uninformed public could potentially delay the project and will place VDOT and the project team in a reactive, rather than proactive, posture.

Mitigation: A well-planned communications plan and community involvement strategy with

educational program will mitigate this risk. This strategy, coordinated and managed with the District's communications staff, will have several components:

Outreach to adjacent landowners: During design development and construction, landowners near the project will be kept informed about its physical impacts, schedule, and progress. The project removes many mature trees in the existing ROW that form a visual barrier for nearby homes on Turkey Run Drive and Travelers Way. These homeowners will undoubtedly have significant concerns. Regular meetings with these homeowners will demonstrate that the project is being built in a manner consistent with what they were told in public meetings and the public hearing. Sound walls are included in this project; however, the final noise report is not yet complete. The location, height, and type of sound walls and mitigation are always a matter of significant public concern. Community outreach will need to be especially attentive to this throughout the process including during vote tallying about the potential walls. Social media will play an ever-growing role in project outreach and include updates to the project website, the project's Twitter account, Waze, and other outlets.

Outreach with nearby businesses: The adjacent businesses will play a huge role in project success. Coordinating with them so that they know any changes to access or potential delays will reduce overall impacts on them and those traveling to and from or around them. Businesses also will play an important role in helping optimize solutions and determining short and long term needs, traffic forecasting, and types and timing of deliveries that affect the area. The Walmart, Home Depot, and landfill will all have different needs but could all require large truck access that will must be accommodated.

Outreach regarding access: Route 15/17/29 Business and US Route 15/17/29 (James Madison Highway) provide the only direct access to the Fauquier County facility, Lord Fairfax Community College, the homes on Turkey Run Drive and Travelers Way, proposed facilities like the park and ride lot included with this project, the police barracks, the Stafford property development, and other properties immediately east of James Madison Highway. The proposed interchange alters the access to the properties and could impede access during construction. The DB Team will mitigate this by demonstrating that proposed access is an improvement based on traffic operations. We will coordinate operations and schedule with these users, EMS, the public-school system and other service providers. This will be achieved using graphic tools, including the traffic flow graphic generated by VISSIM and the 3-D model of the project generated during design. A virtual drive-through of the proposed interchange will be developed. This is a powerful tool, allowing people to see the project from a driver's-eye view. A social media campaign could be used to publicize the information and solicit feedback easily and quickly.

Outreach with motorists: The proposed interchange is a tight diamond with roundabout terminals (dumbbell interchange). This is an unusual interchange type, not currently consistent with Virginia driver expectations, and it will require an education program for roadway users. The virtual drive through is an outstanding tool for this purpose. It is especially helpful for drivers (employees and truck drivers) who use adjacent facilities (the County facility, Walmart, etc.) routinely. Parsons provided this same type of education for the Zion Crossroads Diverging Diamond Interchange.

Coordination with adjacent development in planning and construction: Adjacent projects will must be coordinated with to ensure that their needs are addressed and access is optimized. Designing a solution without proper forecasting of needs is a recipe for disaster. Developments like the expansion of the Lord Fairfax Community College, the 227 home, 440 acre Alwington Farm development, and the planned Fauquier County government expansion at the Stafford Property site must be coordinated with to ensure that access is managed, essential property isn't impacted, and construction activities do not impede one another.

Educational program for EMS and professional drivers: As shown by our experience on the I-64/Route 15 (Zion Crossroads) Interchange Improvement project, an educational program pays huge dividends. Developing a program that includes tools such as those used on the Zion Crossroads project (i.e., 3-D traffic simulations, update diagrams, and information cards that can be tailored for specific audiences such as EMS, school bus drivers, and professional drivers associated with Walmart, Home Depot, and the nearby landfill) will reach a large percentage of the daily roadway users and teach them

ahead of time what to expect during construction and in the ultimate configuration. This configuration is likely to be unusual for most of the drivers on first opening. Reducing the number of users early on that do not know what to expect or that do not understand the traffic flows and pattern changes will drastically reduce the number of accidents, improve efficiencies quickly, and bring the value of the improvement to the community sooner.

Emergency communications plan: In the event of an accident or other emergency, it is essential that everyone on the project knows how to spread the work quickly and get the right actions started. This will be handled through a communications tree documented in our plan with initial scenario action items developed. This will include how and when to contact EMS, schools, nearby residences, businesses, and media for quick information dissemination.

Other tools to be used: Besides direct meetings with the stakeholders and social media usage, variable message signs and print, radio, and television media will be options for extending the project messaging to as many stakeholders as possible.

VDOT's role: The DB Team's Community Involvement Manager, Bryon Johnson, will coordinate public contact with the Culpepper District's public relations staff. The staff will review and approve the public outreach plan and provide input to the plan to ensure consistency with previous public outreach efforts for this project. VDOT staff will assist with public information meetings, as-needed, in locations such as the Warrenton Community Center or James G. Brumfield Elementary School.

The DB Team will build on the success that Parsons developed with the District staff and ensure that the project is a huge success.

Risk No. 3: Utility Management and Relocation

Private utilities are a significant risk to all transportation projects because VDOT and the Design Build Team do not have a direct, legal method of requiring utility owners to provide relocation services in a timely manner. Several buried and overhead public and private utilities are within the project limits. The project will require potential utility design and relocation by public and private utility owners, such as Columbia Gas, Dominion Virginia Power (Dominion Energy), Verizon, and local communication companies.

The major utility issues within the corridor are overhead power lines and a 20-inch gas main. The power lines parallel both sides of the project, cross US Route 15/17/29, and provide service drops for traffic systems. A 20-inch Columbia Gas main crosses the project diagonally. Design reviews and approvals will be coordinated with those entities before construction and certain construction milestones. Utility issues are often a critical factor on project schedules and could include delays associated with utility company designs and construction/ relocations.

Why Critical: VDOT and other DB teams have experienced issues with responses and delivery times for private utility relocations on recent projects. This often results in a direct impact to our team's schedule, costing time and money. In addition, adjacent businesses must have their utilities maintained throughout construction to continue operations. Columbia Gas, in particular, is extremely concerning. Every single VDOT design build or P3 project that Wagman has been involved with has seen significant schedule delays and cost increases due to Columbia Gas' schedule delays and cost increases. We understand that this is a statewide problem.

Impact: Delays resulting from utilities can affect design and construction schedules. Delays in private utility relocations have a direct bearing on when certain construction activities can commence.

Schedule Danger Ahead – Utility Relocations in Progress

Design review/approval by public utility providers can also affect the schedule during design. Major anticipated impacts include:

- Conflict with overhead power throughout the project
- Potential conflict with the gas main crossing through the project
- Unknown utilities in the project area

Delays associated with utility company designs and construction/relocations are often a critical factor on project schedules. Even though the DB Team may be paying for their engineering and relocation services, the utility companies' priorities may not align with the project's priorities and therefore timely design and completed relocations may not occur.

Mitigation: The DB Team consists of experienced individuals, who know how to navigate utility provider procedures and work proactively to resolve issues timely. We have extensive experience working with the various utility companies on many complex transportation projects in the region. With our past project experience we have learned that the most successful way to manage utilities is to build a strong partnership with the individual companies. This has been accomplished by clear, honest, and open communication with utility companies. It's important to understand what their requirements are as well as their challenges, which include resources, time of year constraints, federal regulations, and field conditions. Therefore, at the beginning of the project it is important to partner with the utility companies to understand where their facilities are located, the facilities that will require long lead time frames/cost to relocate, as well as any planned upgrades. This knowledge will give us an opportunity to protect in-place, design around, or a combination of both. The last alternative is to perform total relocations which can be very costly to the utility companies. The utility companies have been good partners when they know we are going to work with them instead of forcing them into costly relocation efforts..

To mitigate this risk, our team will use the following approach:

- Assign the responsibility to our team's LUCM who has extensive local experience with the project's utility owners and "lessons learned" from past projects.
- Place high emphasis on close coordination with VDOT utility staff for preparation, submittal, and review of the necessary utility relocations to comply with VDOT policies and procedures.
- Allow sufficient design and review time for utility providers in the project schedule, partnering with providers to answer questions and facilitate their reviews where possible.
- Identify which utilities will most likely be impacted during project procurement. Include time frames for coordination and utility designs/reviews in the baseline schedule. Show each potential utility relocation as a separate task in the Work Breakdown Structure (WBS).
- Identify required utility test holes and include as early as possible in the schedule.
- Develop mitigation strategies after project award to minimize/eliminate utility relocations. Engage utility owners early. Work closely with providers and offer recommendations/solutions where appropriate. Set schedule milestones where utility relocation decisions must be made.
- Partner with reviewing agencies and utility owners during design by setting up regular biweekly Utility Task Force meetings, which provide the DB Team constant awareness of utility company/ reviewer schedules, potential issues that could result in project delays, and the need for additional information/clarification to complete their designs/ reviews and remain on schedule.
- Utilize DB staff for utility designs or construction activities if utility companies do not have the resources to perform the work according to the proposed project schedule.

VDOT's role: VDOT will review and approve all utility relocations. Though all utility relocations are the responsibility of the Design Build Team, we anticipate that certain utilities will be more cooperative if VDOT assists with communicating the importance of the project to those utility owners.

APPENDIX

SOQ Checklist

ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616
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	16
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	19
Letter of Submittal (on Offeror's letterhead)				1
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	20
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	21-33
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	34
Evidence of obtaining bonding	NA	Section 3.2.9	no	35-37

ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616
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	38-39
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	40-57
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	58-70
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	71-72
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2-9
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	73-74
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	79-80
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	77-78
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	75-76
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	6-9
Experience of Offeror's Team				81-86

ATTACHMENT 3.1.2

Project: 0029-030-121, P101, R201, C501, B616
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	81-83
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	84-86
Project Risk				**10-15**
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10-15

Form C-78-RFQ

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00077384DB100

PROJECT NO.: 0029-030-121, P101, R201, C501, B616

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this acknowledgement in the SOQ may result in the rejection of your SOQ.

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ – April 26, 2017 (Date)
2. Cover letter of RFQ Addendum #1- May 22, 2017 (Date)
3. Cover letter of _____ (Date)

David W. Lyle
SIGNATURE

May 23, 2017
DATE

David W. Lyle
PRINTED NAME

Vice President Design Build
TITLE

List of Affiliated and Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0029-030-121, P101, R201, C501, B616

Affiliated and Subsidiary Companies of the Offeror

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

☐ **The Offeror does not have any affiliated or subsidiary companies.**
☒ **Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate (Parent)	**Wagman, Inc.**	**3290 Susquehanna Trail, York, PA 17406**
Affiliate	**Wagman Construction, Inc.**	**3290 Susquehanna Trail, York, PA 17406**
Affiliate	**Wagman Investments, Ltd.**	**3290 Susquehanna Trail, York, PA 17406**
Affiliate	**Route 52 Constructors**	**3290 Susquehanna Trail, York, PA 17406**
Affiliate	**404 Corridor Safety Constructors**	**3290 Susquehanna Trail, York, PA 17406**
Affiliate	**Corman – Wagman, a Joint Venture**	**12001 Guilford Road, Annapolis Junction, MD 20701**
Affiliate	**Nova Express Lanes Constructors**	**3290 Susquehanna Trail, York, PA 17406**
Affiliate	**Wagman/Cianbro, a Joint Venture**	**3290 Susquehanna Trail, York, PA 17406**
Affiliate	**Intercounty Constructors**	**120 White Plains Road, Suite 310, Tarrytown, NY 10591**
Affiliate	**Allan Myers Wagman, a Joint Venture**	**301 Concourse Blvd., Ste 300, Glen Allen, VA 23059**

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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.

Signature	5/15/2017 Date	Vice President, Design-Build/Major Pursuits Title

Wagman Heavy Civil, Inc.
Name of Firm

Certification Regarding Debarment Forms

ATTACHMENT NO. 3.2.7(b)

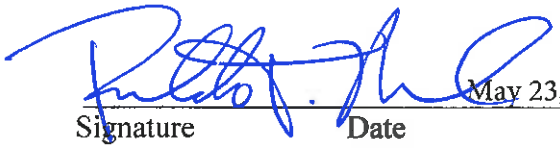
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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.



May 23, 2017 — Vice President

Signature — Date — Title

Parsons Transportation Group Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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
	5/18/17	President

Accompany Engineering Group LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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	May 16, 2017	Principal
	Date	Title

CES Consulting LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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.

5-24-17

Signature Date

PROGRAM MANAGER

Title

CONTINENTAL ACQUISITION SERVICES, INC., dba CONTINENTAL FIELD SERVICE

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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	May 25 2017 Date	Geotechnical Engineer Title

Dulles Geotechnical and Material Testing Services Inc
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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
[signature]	5/16/2017	President

Endesco, Inc
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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	5/15/2017	President
	Date	Title

General Excavation, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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 2, 2017	President
	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

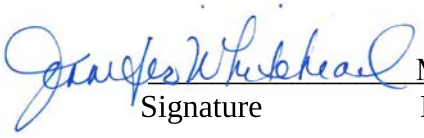
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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.



May 16, 2017 — Vice President and Chief Marketing Officer

Signature — Date — Title

Rice Associates, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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.

Edward G. Dahon 5/8/17 — Senior Vice President

Signature Date Title

Schnabel Engineering, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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.

5/11/2017	VP of Business Development
Signature Date	Title

DIW Group, Inc. t/a Specialized Engineering
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-030-121, P101, R201, C501, B616

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	5-22-17 Date	President Title

T3 Design Corporation
Name of Firm

Offeror's VDOT Prequalification Certificate

COMMONWEALTH OF VIRGINIA

VDOT
Virginia Department of Transportation

CERTIFICATE OF QUALIFICATION

WAGMAN HEAVY CIVIL, INC.

Vendor Number: **W002**

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

PREQUALIFIED

Your firm specializes in the noted Classification(s):

MAJOR STRUCTURES; MINOR STRUCTURES; CLEARING AND GRUBBING; DEMOLITION OF STRUCTURES; EXCAVATING

Issue Date: October 31, 2016

This Rating and Classification will Expire: October 31, 2017

Suzanne FR Lucas, State Prequalification Officer

Don E. Silies, Director of Contracts

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.

Surety Letter

CNA SURETY
333 S. Wabash Avenue, Chicago, IL 60604

May 15, 2017

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

Re: A Design-Build Project
RFQ No.: C00077384DB100
Warrenton Southern Interchange US 15/17/29
From: Route 15/17/29& Route 15/17/29 Business
To: 1.0 mile South of Route 15/17/29 & Route 15/17/29 Business
Fauquier County, Virginia
State Project No.: 0029-030-121, P101, R201, C501, B616
Federal Project No: STP-032-7 (032)
Contract ID Number: C00077384DB100

Dear Sirs:

As surety for Wagman Heavy Civil, Inc., Western Surety Company , with A.M. Best Financial Strength Rating "A" and Financial Size Category "XV", is capable of obtaining 100% Performance and 100% Labor and Materials Payment Bonds in the amount of $20,000,000 (estimated contract value) and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Sincerely,

Western Surety Company

By: Patricia C Robinson
Patricia C. Robinson
Attorney-in-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

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

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

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

- In Unlimited Amounts -

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

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 26th day of April, 2017.

WESTERN SURETY COMPANY

Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha }

On this 26th day of April, 2017, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

June 23, 2021

J. MOHR
NOTARY PUBLIC SOUTH DAKOTA

J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 15th day of May, 2017.

WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Form F4280-7-2012

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

SCC and DPOR Information Tables

ATTACHMENT 3.2.10

State Project No. 0029-030-121, P101, R201, C501, B616

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Wagman Heavy Civil, Inc.	F019898-8	Foreign Corporation	Active	3290 North Susquehanna Trail, York, PA 17406	Class A Contractors	2701015887	01-31-2019
Parsons Transportation Group Inc.	F194302	Foreign Corporation	Active	4701 Hedgemore Dr, Charlotte, NC 28209* *Address provided is of licensing contact, DPOR license is for Fairfax, VA regional office, which recently moved to Tysons, VA	ENG	0411001042	2-28-2018
Accompong Engineering Group LLC	S283521	Limited Liability Company	Active	9510 Ironbridge Road, Suite 200 Chesterfield, VA 23832	ENG	0407005442	12-31-2017
CES Consulting, LLC	S3416007	Limited Liability Company	Active	23475 Rock Haven Way, Ste. 255 Dulles, VA 20166	ENG	0407005783	12-31-2017
Continental Field Service	F167489	Foreign Corporation	Active	N/A	N/A	N/A	N/A
Dulles Geotechnical and Materials Testing	07582323	Corporation	Active	14119 Sullyfield Cir Ste H Chantilly, VA 20151	ENG	0407006236	12-31-2017
Endesco, Inc.	F133736	Corporation	Active	15245 Shady Grove Rd, Ste 3356 Rockville, MD 20850	ENG	0407005431	12-31-2017
General Excavation Inc.	02400679	Corporation	Active	9757 Rider Road Warrenton, VA 20187	Class A Contractors	2701026132	4-30-2019

ATTACHMENT 3.2.10

State Project No. 0029-030-121, P101, R201, C501, B616

SCC and DPOR Information

Quinn Consulting Services, Inc.	0492551	Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-2017
Rice Associates	03316627	Corporation	Active	10661 Gaskins Way Manassas, VA 20109	ENG, LS	0407003842	12-31-2017
Schnabel Engineering LLC	S0889123	Limited Liability Company	Active	9800 Jeb Stuart Pkway Ste 100 Glen Allen, VA 23059	ENG	0411000322	2-28-2018
Specialized Engineering (DIW Group Inc.)	F1281908	Foreign Corporation	Active	4845 International Blvd #104 Frederick, MD 21703	ENG	0407004748	12-31-2017
T3 Design Corporation	06585392	Corporation	Active	10340 Democracy Lane, Suite 305 Fairfax, VA 22030	ENG	0405001624	12-31-2017

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
Parsons Transportation Group Inc.	Joshua Wade	8618 Westwood Center Drive, Ste 450 Tysons, VA 22182	43346 Riverpoint Drive Leesburg, VA 20176	Professional Engineer	0402031924	1-31-2019
Quinn Consulting Services, Inc.	Kaushikkumar Vyas	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	10170 Spring Drive Gordonsville, VA 22942-7581	Professional Engineer	0402039004	6-30-2018

Full Size SCC Documentation

SCC eFile
FAST. SIMPLE. SECURE.

SCC eFile
- SCC eFile Home Page
- Check Name Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

SCC eFile
Business Entity Details

Help

CES Consulting, LLC

General

SCC ID: S3416007
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/14/2010
Status: Active

Principal Office

5771 JANNEYS MILL
HAYMARKET VA 20169

Registered Agent/Registered Office

AVTAR SINGH
15709 SPYGLASS HILL LOOP
GAINESVILLE VA 20155
PRINCE WILLIAM COUNTY 176
Status: Active
Effective Date: 12/28/2011

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- Pay annual registration fee
- Order a certificate of fact of existence
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history

New Search | Home

Screen ID: e1000

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, OCTOBER 26, 2010

The State Corporation Commission has found the accompanying articles submitted on behalf of

CES Consulting, LLC
(formerly known as Construction Engineering & Scheduling Consulting Engineers, PLC)

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective October 26, 2010.

STATE CORPORATION COMMISSION

By

James C. Dimitri
Commissioner

10-10-26-1101
LLAACPT
CIS0368

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, October 14, 2010

This is to certify that the certificate of organization of

Construction Engineering & Scheduling Consulting Engineers, PLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: October 14, 2010

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CISMAF

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

SCC eFile
FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

Wagman Heavy Civil, Inc.

General

SCC ID: F0198988
Entity Type: Foreign Corporation
Jurisdiction of Formation: PA
Date of Formation/Registration: 9/20/1967
Status: Active
Shares Authorized: 4000000

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
YORK PA17406

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
BANK OF AMERICA CENTER
16TH FLOOR, 1111 EAST MAIN STREET
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/11/2012

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

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SCC eFile
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SCC eFile
Business Entity Details

Help

Wagman Heavy Civil, Inc.

General

SCC ID: F0198988
Entity Type: Foreign Corporation
Jurisdiction of Formation: PA
Date of Formation/Registration: 9/20/1967
Status: Active
Shares Authorized: 4000000

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
YORK PA17406

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
BANK OF AMERICA CENTER
16TH FLOOR, 1111 EAST MAIN STREET
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/11/2012

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

SCC eFile
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SCC eFile
Business Entity Details

Help

Wagman Heavy Civil, Inc.

General

SCC ID: F0198988
Entity Type: Foreign Corporation
Jurisdiction of Formation: PA
Date of Formation/Registration: 9/20/1967
Status: Active
Shares Authorized: 4000000

Principal Office

3290 NORTH SUSQUEHANNA TRAIL
YORK PA17406

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
BANK OF AMERICA CENTER
16TH FLOOR, 1111 EAST MAIN STREET
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 9/11/2012

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

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Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

SCC eFile
Business Entity Details

Help

PARSONS TRANSPORTATION GROUP INC.

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: F1943028
Entity Type: Foreign Corporation
Jurisdiction of Formation: IL
Date of Formation/Registration: 10/8/2013
Status: Active
Shares Authorized: 500

Principal Office

100 M STREET SE STE 1200
WASHINGTON DC20003

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX ROAD, SUITE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 10/4/2013

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

SCC eFile

Business Entity Details

Help

Accompong Engineering Group, LLC

General

SCC ID: S2835215
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 2/17/2009
Status: Active

Principal Office

8425 LYLWOOD CT
CHESTERFIELD VA23838

Registered Agent/Registered Office

CONRAD A SCOTT
9510 IRONBRIDGE ROAD
SUITE 200
CHESTERFIELD VA 23832
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 12/27/2011

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File a principal office address change
- Pay annual registration fee
- Order a certificate of fact of existence
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

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Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

12/07/16
LLCM3220 LLC DATA INQUIRY 21:17:11

LLC ID: S341600 - 7 STATUS: 00 ACTIVE STATUS DATE: 10/14/10
LLC NAME: CES Consulting, LLC

DATE OF FILING: 10/14/2010 PERIOD OF DURATION: INDUSTRY CODE: 70
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: 23475 ROCK HAVEN WAY
SUITE 255
CITY: DULLES STATE: VA ZIP: 20166-0000

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: AVTAR SINGH

STREET: 6773 LEOPOLDS TRAIL
RTN MAIL:
CITY: HAYMARKET STATE: VA ZIP: 20169-0000
R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 05/18/16 LOC: 176 PRINCE WILLIAM

YEAR	FEES	PENALTY	INTEREST	BALANCE
16	50.00			

(Screen Id:/LLC_Data_Inquiry)

SCC eFile

Business Entity Details

Help

Continental Acquisition Services, Inc.

General

SCC ID: F1674896
Entity Type: Foreign Corporation
Jurisdiction of Formation: NY
Date of Formation/Registration: 7/14/2006
Status: Active
Shares Authorized: 200

Principal Office

PO BOX 915
BEDFORD NY10506

Registered Agent/Registered Office

NATIONAL REGISTERED AGENTS INC
4701 COX ROAD, SUITE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 10/4/2013

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
View eFile transaction history
Manage email notifications

New Search | Home

Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

SCC eFile
Business Entity Details

Help

Dulles Geotechnical and Material Testing Services,Inc.

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: 07582323
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/26/2012
Status: Active
Shares Authorized: 1000

Principal Office

14119 SULLYFIELD CIRCLE
SUITE H
CHANTILLY VA20151

Registered Agent/Registered Office

TARIQ BIN HAMID
42727 STRALOCH TERRACE
ASHBURN VA 20147
LOUDOUN COUNTY 153
Status: Active
Effective Date: 11/26/2012

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

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SCC eFile

Business Entity Details

Help

ENDESCO, INC.

General

SCC ID: F1337361
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 5/7/1998
Status: Active
Shares Authorized: 200000

Principal Office

15245 SHADY GROVE ROAD STE 335
ROCKVILLE MD20850

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
Bank of America Center, 16th Floor
1111 East Main Street
RICHMOND VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 4/29/2011

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

SCC eFile

Business Entity Details

Help

GENERAL EXCAVATION, INC.

General

SCC ID: 02400679
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 3/28/1983
Status: Active
Shares Authorized: 20000

Principal Office

9757 RIDER ROAD
WARRENTON VA20187

Registered Agent/Registered Office

RUSSELL A JENKINS
9757 RIDER RD
WARRENTON VA 20187
FAUQUIER COUNTY 130
Status: Active
Effective Date: 1/29/2009

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

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Screen ID: e1000

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SCC eFile
Business Entity Details

Help

QUINN CONSULTING SERVICES INCORPORATED

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: 04925517
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/24/1997
Status: Active
Shares Authorized: 5000

Principal Office

14160 NEWBROOK DRIVE
SUITE 220
CHANTILLY VA20151

Registered Agent/Registered Office

JOHN H QUINN JR
2208 S KNOLL ST
ARLINGTON VA 22202
ARLINGTON COUNTY 106
Status: Active
Effective Date: 10/24/1997

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

SCC eFile
FAST. SIMPLE. SECURE.

SCC eFile
Business Entity Details

Help

Rice Associates, Inc.

General

SCC ID: 03316627
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/15/1988
Status: Active
Shares Authorized: 70000

Principal Office

10661 GASKINS WAY
MANASSAS VA20109

Registered Agent/Registered Office

SHERRY MAKELY FEE
16116 AUBURN ROAD
CULPEPER VA 22701
CULPEPER COUNTY 123
Status: Active
Effective Date: 8/12/2016

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

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SCC eFile

Business Entity Details

Help

Schnabel Engineering, LLC

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: S0889123
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/19/2002
Status: Active

Principal Office

9800 JEB STUART PARKWAY
SUITE 200
GLEN ALLEN VA23059

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX ROAD, SUITE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 10/4/2013

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File a principal office address change
- Pay annual registration fee
- Order a certificate of fact of existence
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is available from the Bulletin Archive link of the Clerk's Office website.

SCC eFile
Business Entity Details

Help

DIW GROUP, INC.

SCC eFile
- SCC eFile Home Page
- Check Name
- Distinguishability
- Business Entity Search
- Certificate Verification
- FAQs
- Contact Us
- Give Us Feedback

Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: F1281908
Entity Type: Foreign Corporation
Jurisdiction of Formation: MD
Date of Formation/Registration: 1/30/1997
Status: Active
Shares Authorized: 2000000

Principal Office

4845 INTERNATIONAL BLVD.
#104
FREDERICK MD21703

Registered Agent/Registered Office

C T CORPORATION SYSTEM
4701 COX ROAD
SUITE 285
GLEN ALLEN VA 23060
HENRICO COUNTY 143
Status: Active
Effective Date: 12/12/2013

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

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SCC eFile
Business Entity Details

Help

T3 Design Corporation

General

SCC ID: 06585392
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 5/18/2006
Status: Active
Shares Authorized: 5000

Principal Office

10340 DEMOCRACY LANE STE 305
FAIRFAX VA22030

Registered Agent/Registered Office

PATRICIA TIMBROOK
10340 DEMOCRACY LANE STE 305
FAIRFAX VA 22030
FAIRFAX CITY (FILED IN FAIRFAX COUNTY)
303
Status: Active
Effective Date: 7/30/2013

Select an action

- File a registered agent change
- File a registered office address change
- Resign as registered agent
- File an annual report
- Pay annual registration fee
- Order a certificate of good standing
- Submit a PDF for processing (What can I submit?)
- View eFile transaction history
- Manage email notifications

New Search | Home

Screen ID: e1000

Full Size DPOR Registration/License Documentation

DPOR License Lookup License Number 2701015887

License Details

Name	WAGMAN HEAVY CIVIL INC
License Number	2701015887
License Description	Contractor
Firm Type	Corporation
Rank [1]	Class A
Address	3290 NORTH SUSQUEHANNA TRAIL, YORK, PA 17406
Specialties[2]	Highway / Heavy (H/H)
Initial Certification Date	1976-10-29
Expiration Date	2019-01-31

1 Refer to the Statutory Definitions (http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.

2 Refer to the Classification Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20) and Specialty Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30) for detailed definitions of these classifications and specialties.

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COMMONWEALTH of VIRGINIA

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

EXPIRES ON
02-28-2018

NUMBER
0411001042

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC
ATTN: LICENSING
4701 HEDGEMORE DRIVE
CHARLOTTE, NC 28209

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

Jay W. DeBoer Director

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DPOR-LIC (05/2015)

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411001042 EXPIRES: 02-28-2018
PROFESSIONS: ENG
PARSONS TRANSPORTATION GROUP INC
ATTN: LICENSING
4701 HEDGEMORE DRIVE
CHARLOTTE, NC 28209

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DPOR-PC (05/2015)

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

EXPIRES ON
12-31-2017

NUMBER
0407005442

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

PROFESSIONS: ENG

ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832

DPOR

Jay W. DeBoer, Director

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

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DPOR-LIC (05/2015)

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005442 EXPIRES: 12-31-2017
PROFESSIONS: ENG
ACCOMPONG ENGINEERING GROUP, LLC
9510 IRON BRIDGE RD
SUITE 200
CHESTERFIELD, VA 23832

(FOLD)

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

EXPIRES ON
12-31-2017

NUMBER
0407005783

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

PROFESSIONS: ENG

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

DPOR

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Jay W. DeBoer, Director

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005783 EXPIRES: 12-31-2017
PROFESSIONS: ENG
CES CONSULTING LLC
23475 ROCK HAVEN WAY STE 255
DULLES, VA 20166

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DPOR-PC (05/2015)

DPOR License Lookup License Number 0407006236

License Details

Name	DULLES GEOTECHNICAL AND MATERIAL TESTING SERVICES, INC
License Number	0407006236
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	14119 SULLYFIELD CIR STE H, CHANTILLY, VA 20151
Initial Certification Date	2013-02-15
Expiration Date	2017-12-31

Related Licenses [1]

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402041751	HAMID, TARIQ BIN	Professional Engineer License	Engineering	2018-01-31

Showing 1 to 1 of 1 entries

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EXPIRES ON
12-31-2017

NUMBER
0407005431

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

PROFESSIONS: ENG

ENDESCO, INC.
15245 SHADY GROVE RD STE 335
ROCKVILLE, MD 20850

DPOR

Jay W. DeBoer, Director

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Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005431 EXPIRES: 12-31-2017
PROFESSIONS: ENG
ENDESCO, INC.
15245 SHADY GROVE RD STE 335
ROCKVILLE, MD 20850

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Department of Professional and Occupational Regulation
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Telephone: (804) 367-8500

EXPIRES ON
04-30-2019

NUMBER
2701026132

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

GENERAL EXCAVATION INC
9757 RIDER ROAD
WARRENTON, VA 20187

Jay W. DeBoer, Director

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DPOR-LIC (02/2017)

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COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H
NUMBER: 2701026132 EXPIRES: 04-30-2019

GENERAL EXCAVATION INC
9757 RIDER ROAD
WARRENTON, VA 20187

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DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
12-31-2017

NUMBER
0407003733

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 STE 220
CHANTILLY, VA 20151

DPOR

Jay W. DeBoer, Director

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Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003733 EXPIRES: 12-31-2017
PROFESSIONS: ENG
QUINN CONSULTING SERVICES INC
14160 NEWBROOK DR STE 220
CHANTILLY, VA 20151

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EXPIRES ON
12-31-2017

NUMBER
0407003842

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

PROFESSIONS: ENG, LS

RICE ASSOCIATES INC
10661 GASKINS WAY
MANASSAS, VA 20109

DPOR

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Jay W. DeBoer, Director

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Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003842 EXPIRES: 12-31-2017
PROFESSIONS: ENG, LS
RICE ASSOCIATES INC
10661 GASKINS WAY
MANASSAS, VA 20109

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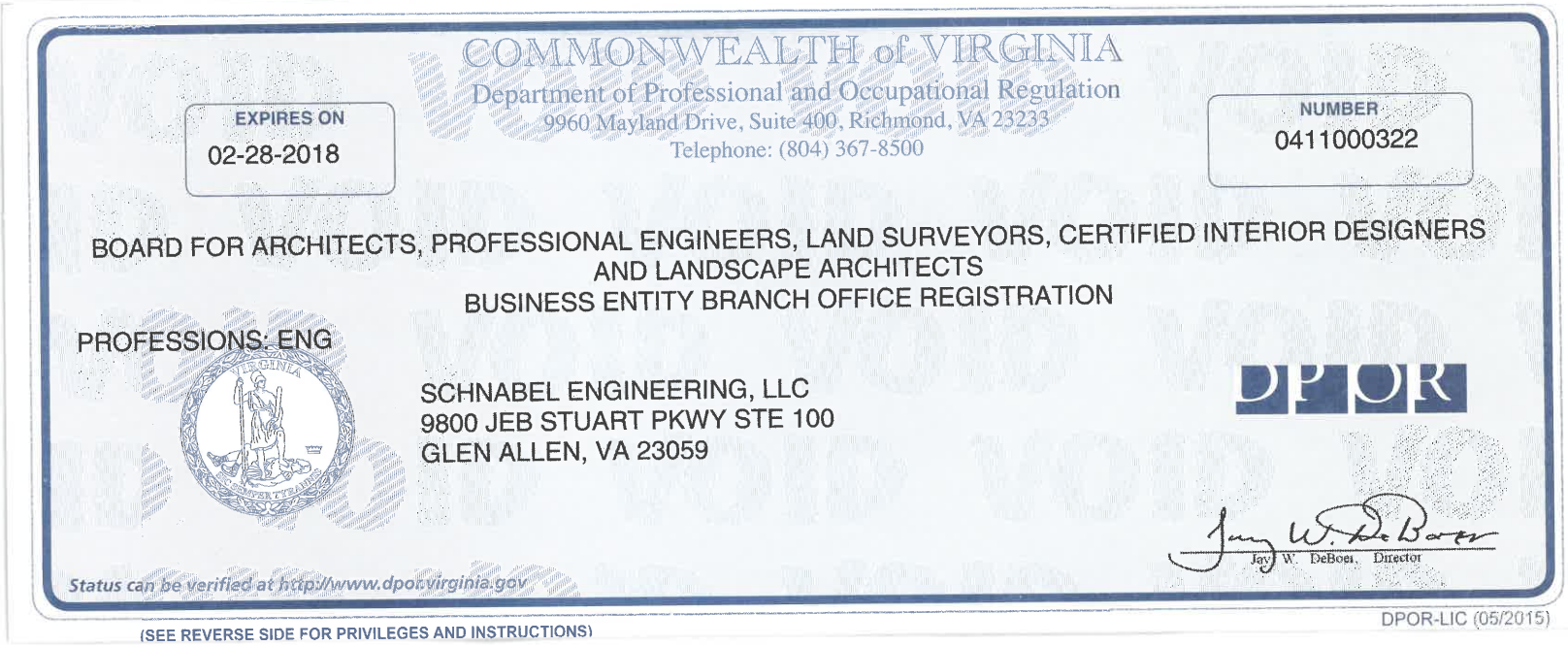
DPOR-PC (05/2015)



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Telephone: (804) 367-8500

EXPIRES ON
02-28-2018

NUMBER
0411000322

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING, LLC
9800 JEB STUART PKWY STE 100
GLEN ALLEN, VA 23059

DPOR

Jay W. DeBoer, Director

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Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

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

DPOR

Jay W. DeBoer, Director

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

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407004748 EXPIRES: 12-31-2017
PROFESSIONS: ENG
DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703

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

DPOR-PC (05/2015)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
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Telephone: (804) 367-8500

EXPIRES ON
12-31-2017

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

DPOR

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

Jay W. DeBoer, Director

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DPOR-LIC (05/2015)

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DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405001624 EXPIRES: 12-31-2017
PROFESSIONS: ENG
T3 DESIGN CORPORATION
10340 DEMOCRACY LANE
SUITE 305
FAIRFAX, VA 22030

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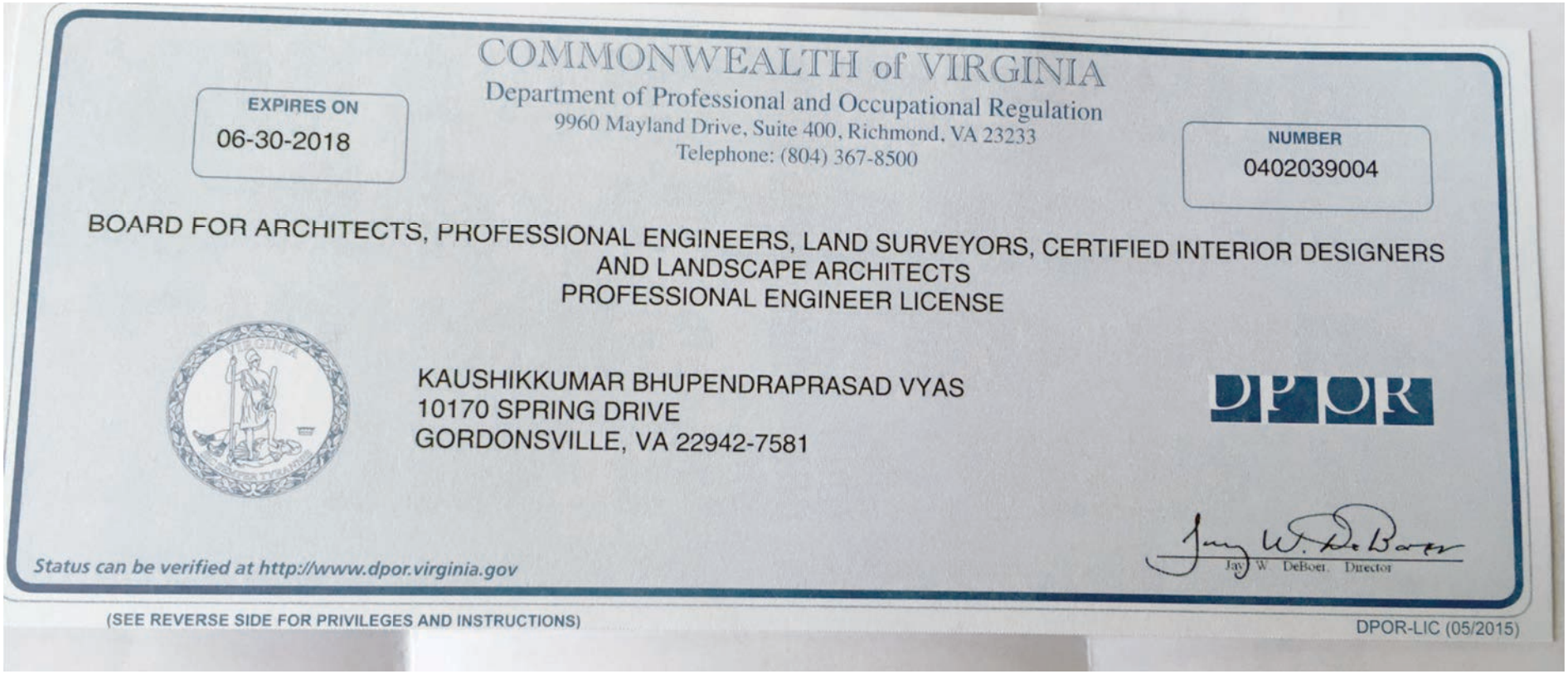
DPOR-PC (05/2015)

DPOR Licenses for Key Personnel



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

EXPIRES ON
06-30-2018

NUMBER
0402039004

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

KAUSHIKKUMAR BHUPENDRAPRASAD VYAS
10170 SPRING DRIVE
GORDONSVILLE, VA 22942-7581

DPOR

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

Jay W. DeBoer, Director

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DPOR-LIC (05/2015)

COMMONWEALTH of VIRGINIA

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

EXPIRES ON
01-31-2019

NUMBER
0402032924

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

JOSHUA SHEPPARD WADE
43346 RIVERPOINT DRIVE
LEESBURG, VA 20176

DPOR

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Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (05/2015)

Key Personnel Resume Forms

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: David Lyle, DBIA, Vice President Design-Build/Major Pursuits

b. Project Assignment: Design-Build Project Manager (DBPM)

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Wagman Heavy Civil, Inc., Full time

d. Employment History: With this firm 3+* years; with other firms 26 years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Wagman Heavy Civil, Inc., (formerly G.A. & F.C. Wagman, Inc.)
Start Date: June 2013 *End Date:* Present *Position:* Vice President, Design-Build/Major Pursuits
Responsibilities: Acquisition, management, and operation of design-build (DB) projects. *In June 2013, G.A. & F.C. Wagman, Inc. acquired Key Construction Company, Inc. and D.W. Lyle Corporation. Both firms operated under the Wagman name for a while. Although Mr. Lyle has worked for Wagman Heavy Civil, Inc. for 3 years, he was with the acquired firms for 23 years.

Key Construction Company, Inc. (concurrent with D.W. Lyle Corporation as a subsidiary)
Start Date: January 2006 *End Date:* June 2013 *Position:* Vice President
Responsibilities: In January 2006, D.W. Lyle Corporation became a subsidiary of Key Construction Company, Inc. Mr. Lyle was responsible for administration, estimating, safety, and operations for four operating units: structures, foundations, roadway, and utility.

D.W. Lyle Corporation (subsidiary of Key Construction Company, Inc.)
Start Date: May 1991 *End Date:* June 2013 *Position:* Project Superintendent, Project Manager, VP Construction, Executive VP and President.
Responsibilities: Mr. Lyle was responsible for administration, estimating, safety, and operations for heavy highway construction company specializing in structures and roadways. He is a third-generation heavy/highway contractor and DBIA professional who served the company in roles of progressive responsibility in operations, estimating, project management, and administration. He has 26 years in construction management of structures, foundations, and grading operations successfully delivering projects in eight of VDOT's nine construction districts. Those projects include 10 different DB DOT projects. He currently serves on the VTCA Structure and Bridge Committee (1996–present; past chairman and vice chairman, 2014–present), VTCA Design Build Committee, (2014–present; vice chair 2016–present). He received the VDOT Commissioner's Award for Outstanding Achievement in 2006 for work accomplished in the Richmond District.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/Bachelor of Science/1988/Building Construction

f. Active Registration: Year First Registered/ Discipline/VA Registration #: OSHA 30 #16834351 (9/5/16); DEQ Responsible Land Disturber #42581 (exp. 8/8/17); DBIA Certification (2016)

g. Document the extent and depth of your experience and qualifications relevant to the Project.

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

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

VDOT – Odd Fellows Road over Route 29/460, Lynchburg, VA (DB) – $30 million
Name of Firm: Wagman Heavy Civil *Project Role:* Design-Build Project Manager
Beginning Date: January 2015 *End Date:* Present
Specific Responsibilities: As DBPM, Mr. Lyle has been responsible for managing the pursuit, estimating, design, and coordination with VDOT, City of Lynchburg, and adjacent contractors. He works with the design team and Wagman's construction team to provide an integrated DB project management approach to the design, permitting, utility relocation, quality assurance (QA), quality control (QC), and construction to ensure safety, constructability, quality, and accountability to achieve the project goals within schedule and budget requirements for both VDOT and Wagman. This effort has included project-specific integrated DB team efforts in scope validation, design validation, design alternatives, value engineering, betterments, and executing project construction. The project has had successful, significant public involvement and outreach, which have enabled it to begin on time and to continue to be on schedule

for completion within contract requirements. Mr. Lyle is the primary point of contact for VDOT and all third-party stakeholders. Public outreach and community relations are recognized keys to project success, and Mr. Lyle is actively involved in leading this effort with VDOT District staff's input and assistance.

Similarities with the Warrenton Southern Interchange:

☑ Interchange Construction	☑ ROW Acquisition & Coord.	☑ Third Party Stakeholder Coordination
☑ Design Build	☑ Public Outreach	☑ Utility Relocation
☑ Phased Construction	☑ Stormwater Management	☑ Environmental Mitigation
☑ Roadway Widening	☑ Bridge Construction	☑ Public Utility Impacts
☑ Design-Build Management	☑ Lighting/Landscaping	☑ Community Relations
☑ Bridge over Divided Highway	☑ Innovative TMP to relieve Public Mobility Impacts	

VDOT – Route 61 Bridge Replacement and Approaches over New River, Giles County, VA (DB) – $16.8 million

Name of Firm: Wagman Heavy Civil *Project Role:* Design-Build Project Manager
Beginning Date: October 2010 *End Date:* November 2014

Specific Responsibilities: As the DBPM, Mr. Lyle managed the original SOQ and successful short-listing by VDOT. He managed the design team and estimating team to provide the winning DB combination of technical and price proposal. He successfully instituted an integrated DB approach with the design team, VDOT District staff, third parties, and the construction team to deliver an economical and high-quality project that won the 2016 ACEC Design Award. He led the integrated DB team to resolve difficult and highly variable geotechnical conditions using a variety of foundation options that included driven pile, large-diameter drilled shafts, small-diameter drilled shafts, and rock socketed H-pile. He also led the integrated DB team to meet or exceed QA/QC project requirements. The DB team, VDOT, and third-party stakeholders collaborated to provide ARRA-funded project enhancements that included context-sensitive solutions and increased user functionality with scenic overlooks and a landscaped park-and-ride facility. This project executed significant utility relocation and coordination efforts to move power, water, sewer, gas, cable TV, fiber-optic, and telephone facilities without service interruption. The DB team worked with Town of Narrows, local emergency response, service authorities, and the local school system to design and execute a traffic management plan (TMP) that met both project requirements and community needs. The DB team also designed and successfully executed an environmental/erosion prevention plan in one of the most pristine and historic riverine environments in the United States.

Similarities with the Warrenton Southern Interchange:

☑ Structure/Bridge	☑ Context Sensitive Solutions	☑ Third Party Stakeholder Relations
☑ Integrated DB Management	☑ Utility Relocations	☑ TMP/MOT
☑ Environmental Aspects	☑ Utility Coordination	☑ ROW Acquisition
☑ Phased Construction	☑ Geotechnical Solutions	☑ Roadway Construction
☑ Bridge over Divided Highway	☑ Interchange Construction	☑ Storm Drainage Construction
☑ Public Outreach	☑ Community Relations	☑ Interchange Construction

VDOT – Route 288 PPTA, Chesterfield, Goochland and Powhatan Counties, VA (DB) – Project Value: $200+ million (DWL contract value: $19.9 million)

Name of Firm: D.W. Lyle Corporation *Project Role:* Contract Manager/Co-Coordinator
Beginning Date: October 2000 *End Date:* June 2004

Specific Responsibilities: Mr. Lyle served as Contract Manager/Co-Coordinator for D.W. Lyle Corporation and United Contractors, Inc. On behalf of that construction team (and similar to a DBPM role), Mr. Lyle participated in the integrated DB team's initial bridge and roadway scoping, bridge and roadway design reviews, constructability reviews, value engineering, estimating, project negotiation, project Q/C team, and project scheduling. Public relations and community involvement were a key to project acceptance by the local community. Communicating the TMP to the local community and minimizing use of neighborhood roads built trust and community acceptance for the project. The project includes two significant signalized intersection conversion to interchanges, two interchange modifications, and five new interchanges. Mr. Lyle also actively participated in a wide variety of innovative project solutions during design and construction. Examples of these were weak subgrade soils, slope failures, bridge approach fill settlement remediation, and development of early work package approvals to achieve streamlined permitting and early construction activities. In addition to these integrated DB team responsibilities, Mr. Lyle managed the estimating, contract negotiation, budget, and cost controls for D.W. Lyle. He supervised a work force of managers and craftsmen to complete 16 bridges, MSE retaining walls, and bridge approach fills, and approximately 8 lane miles of roadway excavation, grading, and storm drainage. The excavation, grading, and storm drainage work was associated with widening existing portions of Route 288 in Chesterfield and Goochland counties. The project was completed ahead of time and under budget, including a project safety achievement of more than 1 million labor hours without a lost time incident.

Similarities with the Warrenton Southern Interchange

☑ Structure/Bridge Construction	☑ Roadway Construction	☑ Traffic Control/TMP/MOT
☑ Integrated Design-Build	☑ Storm Drainage	☑ Innovative Geotechnical Solutions
☑ Overall Project Management	☑ Public/Community Relations	☑ Divided Highway/ Roadway Widening
☑ Roadway Construction	☑ Interchange Construction & Modification	

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Ryan Tibbs, Project Manager (PM)

b. Project Assignment: Construction Manager (CM)

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Wagman Heavy Civil, Inc., Full time

d. Employment History: With this firm 2+ years; with other firms 9 years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Wagman Heavy Civil, Inc., (Formerly G.A. & F.C. Wagman, Inc.)
Start Date: June 2015 *End Date: Present* *Position:* PM/Design-Build (DB) CM
Responsibilities: Mr. Tibbs currently serves as PM/CM responsible for overall daily supervision and coordination of all aspects of Wagman's highway construction projects. This includes active and intense management of the contract, schedule, quality control (QC), subcontractor, labor, and equipment requirements to deliver high-quality, safe, on-time projects to the owner. He has served as DB CM on previous projects and possesses strong industry technical skills and excellent communication skills. He is adept at managing not only day-to-day construction aspects but he also excels at problem resolution (e.g., on previous projects where community relations, public utilities, and maintenance of traffic were significant challenges to project success).

Shirley Contracting Company, LLC
Start Date: May 2006 *End Date:* June 2015 *Position:* PM/DB CM, Assistant PM, Project Engineer
Responsibilities: Mr. Tibbs served as PM/DB CM, Assistant PM, and Project Engineer on a variety of projects throughout Virginia. His DB experience in these roles included interchanges, interstate and limited access highways, roads, roundabouts, and bridges. He also managed construction on spillway and soundwall projects. He drafted and managed site safety plans and environmental plans; provided design constructability reviews; maintained project schedules and budgets; maintained communication among the owner and all involved parties; and managed teams performing QC inspections.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute, Lexington, VA/Bachelor of Science/2006/Biology

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2008/ESCCC Certification/#3204C; 2013/DCR Responsible Land Disturber Certification/#04878;
2013/VDOT Intermediate Work Zone Traffic Control Certification/#091813751; OSHA 30;
2010/CSX/Norfolk Southern Roadway Worker Certification;
2010/USACE Quality Control Contractor Certification

g. Document the extent and depth of your experience and qualifications relevant to the Project.

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

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

Dominion Virginia Power, Chesterfield Power Station Ash Haul Road and Bridge, Chester, VA (DBB) – $20.9 million
Name of Firm: Wagman Heavy Civil, Inc. *Project Role:* PM
Beginning Date: June 2015 *End Date:* Substantial Completion July 2016 – Additional work & project closeout December 2016
Specific Responsibilities: As PM, Mr. Tibbs is responsible for the overall day-to-day project management and construction operations performed on this 15-month project. The project was built to VDOT specifications and standards and includes road, bridge, retaining walls, realignment and widening of existing roads, new utility facilities, utility relocations, and extensive protection of existing utilities. Storm pipe, structures, and stormwater management facilities were constructed early to best manage stormwater. The Proctor's Creek and adjacent swamp (an extremely sensitive wetlands) was protected by Wagman's innovative geotechnical approach to access. Mr. Tibbs' integrated DB experience served him well. This project was extremely dynamic due to the fast-paced project delivery required by the owner. Design changes were not unusual; Wagman embraced the project with an integrated DB approach, working with the

owner and designer to manage all potential changes before they affected the project's critical path. Despite numerous changes, significant environmental challenges, and extremely poor geotechnical conditions, Mr. Tibbs led Wagman's team to overcome any perceived obstacles and deliver the project to the owner on the original substantial completion date with an impressive quality and safety record. Coordination with owner's QA and quality control (QC) team along with internal Wagman QC.

Similarities with the Warrenton Southern Interchange

☑ Aggressive Schedule	☑ Utilities	☑ Safety of Traveling Public
☑ Significant Geotechnical Conditions	☑ Water and Gas Lines	☑ Value Engineering
☑ Environmental Compliance	☑ Coordination Among Multiple Parties	

VDOT, I-64 Exit 91 Interchange Improvement, Fishersville, VA (DB) – $21.1 million

Name of Firm: Shirley Contracting Company, LLC *Project Role:* CM
Beginning Date: January 2013 *End Date:* June 2015

Specific Responsibilities: As CM on this VDOT DB project, Mr. Tibbs was responsible for the overall day-to-day project management and construction operations for this interchange reconstruction project. He was intimately involved in project public and community relations. He managed the site safety plan, which included holding weekly project safety meetings. His responsibilities included constructability reviews during the design phase, maintaining project budget using HCSS Heavy Job, creating a baseline Primavera P6 CPM schedule, maintaining a Primavera P6 CPM schedule, subcontractor coordination for submittals/shop drawings and scheduling for construction, material acquisition and C25 submission to QA/QC, submittal register, 6-week look-ahead schedules, and conducting the biweekly progress meetings with VDOT, FHWA, QA/QC, and Shirley. He coordinated utility relocations including Dominion Virginia Power overhead, Shenandoah Valley Electric Cooperative overhead, Verizon, and Lumos Communications underground. He coordinated with the Shirley right-of-way (ROW) team during construction while acquiring 24 parcels for road widening and utility relocations. He was responsible during construction for coordinating with the design engineer and VDOT with RFIs on multiple conflicts to maintain project schedule. The QC manager reported directly to him for coordination of all QC testing and inspection efforts. The project included construction of four signalized intersections, road and highway construction, and interchange reconstruction consisting of demolition and replacement of the existing two-lane bridge over I-64 and phased construction of a new four-lane bridge and roadway. He was responsible for coordinating with road and bridge crews with subcontractors on the project. The work also included widened acceleration/deceleration lanes for approaches to/from the ramps and widening I-64 shoulders.

Similarities with the Warrenton Southern Interchange

☑ Heavily Traveled Highway	☑ Phased Construction	☑ Quality Control
☑ Safety of Traveling Public	☑ Utility Coordination/Relocation	☑ Overall Project Management
☑ Traffic Management Plans	☑ ROW Coordination	☑ Community Involvement
☑ Public Relations	☑ Interchange Reconstruction	☑ TMP/MOT Planning

Federal Highway Administration Eastern Federal Lands Highway Division, Fort Lee A Gate Roundabout, Fort Lee, VA (DB) – $2.3 million

Name of Firm: Shirley Contracting Company, LLC *Project Role:* CM
Beginning Date: July 2011 *End Date:* February 2013

Specific Responsibilities: As CM, Mr. Tibbs was responsible for overall management and oversight of the 7-month, $2.3 million roundabout project for the Federal Highway Administration. The project involved realignment of the highly traveled Jefferson Park Road, Allin Road, Bull Hill Road, and Adams Avenue, which connect the I-295 corridor to Route 460 and Interstate 95. During the ROW phase, he coordinated with VDOT ROW Richmond District to close on the private parcels impacted by the project before the construction schedule was impacted. He was intimately involved with public relations and the local community as the primary day-to-day point of contact. He coordinated daily with the owner, subcontractors, field crews, and the QA/QC team to plan the work and schedule inspections; prepared and updated the project CPM schedule, 3-week look-ahead schedules, and daily work schedules; managed the budget; prepared the monthly requisition; and handled all subcontractor/supplier scoping and purchasing. He managed all project aspects for the owner including shop drawings and submittals; environmental inspections and coordination; and site safety plans and implementation. The project was completed on time and under budget while maintaining quality and stellar safety record.

Similarities with the Warrenton Southern Interchange

☑ Overall Project Management	☑ Intersections	☑ Roadway Widening
☑ Utility Relocations	☑ Phased Construction	☑ ROW Coordination
☑ TMP/MOT	☑ Roundabout construction	☑ Public Relations

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

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

Mr. Tibbs is currently assigned to the VDOT K81 (Route 5) Bridge Replacement project and physically adjacent Richmond East Riverfront (Route 5) Improvements project. Both projects will be completed by late summer 2017. Mr. Tibbs will be 100 percent available for this project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Joshua Wade, PE, Regional Lead for Civil Engineering

b. Project Assignment: Design Manager

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Parsons Transportation Group Inc., Full time

d. Employment History: With this firm 23 years; with other firms 0 years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Parsons Transportation Group Inc.
Start Date: May 1994 *End Date:* Present *Position:* Regional Lead for Civil Engineering
Responsibilities: Mr. Wade has been employed by Parsons his entire career. Over the past 15 years, he has been the Design Manager for multiple projects and managed the Virginia design efforts, working extensively with Wagman Heavy Civil and other contractors to provide VDOT and the Commonwealth of Virginia the best in transportation solutions. He has given presentations to VTCA and other industry groups on alternative interchange development. He is currently on the VTCA Design-Build Committee working with David Lyle of Wagman and VDOT on continually improving the design-build (DB) process in Virginia.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Maryland University College, Adelphi, MD/Master of Business Administration/2009/Business Administration
University of Maryland, College Park, MD/Bachelor of Science/1993/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1999/Professional Engineer/Virginia #0402032924

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

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

Intercounty Connector Design-Build Contract B, Montgomery County, MD - $560 million
Name of Firm: Parsons *Project Role:* Design Manager
Beginning Date: August 2008 E*nd Date:* November 2011
Specific Responsibilities: As the Design Manager, Mr. Wade was responsible for the design efforts of the DB project for which Wagman was part of the contractor joint venture (JV). The project included two new interchanges at MD 182 and MD 650 and a grade separation with a roundabout. The MD 650 interchange included an SPUI configuration to reduce the impacts on neighboring properties, improve the operations along MD 650 and accommodate dozens of utilities in the vicinity. The work also included utility protection designs, relocation, and improvements of state and local roads, intersection improvements, retaining walls; drainage facilities; landscaping; signing, signals, lighting, and pavement markings; detailed environmental compliance requirements, and miles of pedestrian and bicycle trails and facilities.

The alternative configuration settled on for the MD 650 interchange, an SPUI, was determined to have the least impacts and offered the safest and most efficient configuration. In addition, the project included detailed traffic analyses and reports that helped determine the safest and most efficient geometric layouts of both interchanges and SIDRA software analysis of the roundabout. The project also included extensive MOT plans that minimized the impacts on the local communities, environment, and vehicular traffic while maximizing safety for the construction staff involved. A public outreach effort that included early and consistent communication with neighboring communities, businesses, ongoing and planned developments, and adjacent projects was implemented. Mr. Wade worked closely with Wagman. He took a hands-on approach, getting involved and overseeing every aspect of the design. He assisted in the development of the overall project schedule, reviewed day-to-day progress, led the design QC efforts, led the post-design engineering, and ensured the project's successful completion, on time and under budget. His hands-on, team-building approach to the project management ensured full involvement of the entire team and stakeholders and resulted in a team atmosphere, where all voices and ideas were heard and respected. This project team included many of the same design leads and staff and Wagman as one of the lead contractors.

This project won multiple awards including the 2013 *Engineering News-Record* (Mid-Atlantic Division) Best Project – Transportation, the 2012 ARTBA Globe Environmental Award – Major Highway, and the 2012 MdQI Silver Partnering Award 2014.

Similarities with the Warrenton Southern Interchange:

- ☑ Design-Build with Wagman
- ☑ New Interchanges
- ☑ Alternative Configuration Interchange
- ☑ Detailed Traffic Analyses
- ☑ Complex MOT
- ☑ Safety and Operational Enhancements
- ☑ Pedestrian and Bicycle

I-64/Route 15 (Zion Crossroads) Interchange Improvement, Louisa County, VA – $6.8 million

Name of Firm: Parsons *Project Role:* Design Manager
Beginning Date: November 2012 E*nd Date:* Present
Specific Responsibilities: This Culpeper District project was in Louisa County at the interchange of Route 15 and I-64. The purpose was to improve traffic operations and increase safety at the interchange with I-64 and signals along Route 15 while improving access to the adjacent businesses and land uses. The improvements consisted of a conversion of the interchange configuration from a standard diamond to a diverging diamond interchange (DDI). As the Design Manager, Mr. Wade worked closely with the contractor and Culpeper District staff and was responsible for the design efforts of this VDOT DB project. The Zion Crossroads project, according to VDOT staff, shows Parsons' and Mr. Wade's "resourcefulness in the fact that no true design standards exist for these alternative interchanges."

Parsons' winning concept modified the RFP concept plans and improved maintenance, safety, and operations further while reducing overall costs and construction time. The revisions led by Mr. Wade eliminated all private ROW acquisitions and avoided most of the utility relocations. The final design even reduced the amount of impervious surface and reduced environmental impacts. An extensive MOT scheme was developed to allow safe construction and the switch-over to the new configuration. An extensive public education program with the District staff included teaching the professional drivers and EMS how to navigate the alternative configuration and involved 3-D traffic simulations and educational cards left at high-traffic locations such as the nearby truck rest-stop. This project team also included many of the same design and so the relationships built with the District will continue to serve VDOT and the project well.

This project also won multiple awards including the 2014 ACEC/MW Engineering Excellence Award – Honor Award and the 2015 DBIA National Award of Merit Award in the Transportation category.

Similarities with the Warrenton Southern Interchange:

- ☑ VDOT Design-Build
- ☑ Culpeper District
- ☑ Alternative Configuration Interchange
- ☑ Detailed Traffic Analysis
- ☑ Extensive MOT
- ☑ Public Relations Program
- ☑ Safety and Operational Improvements

I-395 HOV Ramp at Seminary Road with I-395 Northbound Auxiliary Lane Extension, Alexandria, VA – $55.4 million

Name of Firm: Parsons *Project Role:* Design Manager
Beginning Date: April 2013 E*nd Date:* December 2015
Specific Responsibilities: As the Design Manager, Mr. Wade managed design for this project which provided an alternative interchange configuration with a widened I-395 through an auxiliary lane; widened a mainline bridge; and included a reversible HOV ramp and a pedestrian bridge across I-395. He determined design packaging, set the design schedule, provided resource and subconsultant management, provided ROW avoidance and acquisition support, coordinated with stakeholders (including VDOT and the City), provided permit acquisition, and oversaw design reviews (including interdisciplinary, environmental, constructability, and safety). He led development and implementation of the design QA/QC plan, breakdown of design packages, working plans, shop drawing review, specifications, subconsultant efforts, and constructability reviews. He coordinated with Parsons' worldwide resource network to apply lessons learned to ensure a fully optimized project solution.

The project design efforts included a complex MOT scheme to reduce impacts on the travelling public, pedestrians, and a nearby school. An IMR and associated traffic analysis was performed to determine the most appropriate changes to the RFP concept resulting in ramp, signal, crosswalk, and pedestrian safety improvements. Public involvement included several public meetings, meetings with individual HOA's and overall noisewall and landscaping update meetings with nearby residences.

Similarities with the Warrenton Southern Interchange:

- ☑ VDOT Design-Build
- ☑ Alternative Interchange Geometrics
- ☑ Complex MOT
- ☑ Extensive Public Relations Including Coordination with Adjacent School
- ☑ Pedestrian and Bicycle
- ☑ Interchange Traffic Analysis for Multiple Phased Construction
- ☑ Pedestrian and Bicycle Safety and Operational Improvements

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Kaushik Vyas, PE, DBIA, Quality Assurance Manager (QAM)

b. Project Assignment: QAM

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): Quinn Consulting Services, Inc., Full time

d. Employment History: With this firm 7 years; with other firms 31 years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Quinn Consulting Services, Inc.
Start Date: March 2010 *End Date:* Present *Position:* QAM
Responsibilities: Mr. Vyas is a registered Professional Civil Engineer in Virginia and a certified Design-Build Institute of America (DBIA) Professional. He has 31 years of experience in engineering, QA, and quality control (QC) on transportation and other heavy civil projects. He has provided professional services on both PPTA/public-private partnership (P3) projects and design-build (DB) transportation projects. He has been QAM on seven VDOT DB projects and Area QC Resident Engineer on the 495 Express Lanes project. His responsibilities as QAM have included the supervision of QA inspection staff and responsibility for material record documentation as required for payment application approval. His responsibilities also include the QA and oversight of construction operations, including the QA testing technicians; and review of test reports, daily reports, safety reports, and environmental reports. He also determined and certified to VDOT whether the materials and work complied with the contract documents. As a QAM for DB projects, he monitors the contractor's QC program. He conducts preparatory inspection meetings before the start of any new work; provides oversight and directs the independent QA testing and inspections; and reviews QA and QC documentation for conformance to VDOT's Minimum QA/QC Requirements Manual and the project QC plan. He also ensures that all work is performed according to the requirements of "approved for construction" plans. Mr. Vyas is an experienced construction professional knowledgeable in the various aspects of highway construction and can effectively and efficiently communicate with the owner and the DB team.

TRC, Formally Site-Blauvelt
Start Date: April 2001 *End Date:* March 2010 *Position:* Transportation Engineer
Responsibilities: Mr. Vyas worked as Transportation Engineer on various transportation projects to include the PPTA Route 895 Pocahontas Parkway Project in Richmond, VA; design-bid-build (DBB) projects such as the I-95, Route 627 Interchange project in Stafford County, VA, Discovery Boulevard project, and Phase II Spriggs Road Widening project in Prince William County; and DB projects such as the Route 15 Widening and Linton Hall Road Widening projects in Prince William County. His responsibilities included ensuring that construction work was performed as per project plans and specifications. He also ensured that adequate materials testing was performed, materials documentation was in order, and pay items were verified. His role on Prince William County DB projects was as Owner's Representative where his responsibilities included ensuring that construction work was performed as per approved plans and specifications. He also ensured the testing of the materials, and reviewed reports and the Materials Notebook. In addition, he verified pay quantities and pay applications and coordinated with utility companies for utility relocations. *On the I-895 Pocahontas Parkway project, Mr. Vyas worked with David Lyle, Wagman Heavy Civil's DBPM for the proposed Warrenton Southern Interchange.*

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Gujarat University, Ahmedabad, India/Bachelor of Science/1983/Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2004/Professional Engineer (Civil)/VA #0402 039004

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

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

I-66/Route 15 Diverging Diamond Interchange, VDOT Design-Build, Haymarket, VA – $36 million
Name of Firm: Quinn Consulting Services, Inc. *Project Role:* QAM
Beginning Date: March 2015 *End Date:* Present (est. August 2017)
Specific Responsibilities Mr. Vyas is the QAM for this $36 million project to build a diverging-diamond interchange (DDI) on US 15 at I-66 to relieve congestion; enhance public safety, operations, and capacity; and accommodate forecasted traffic demand in the area. As part of this DDI, the project includes constructing two new bridges to carry US 15 traffic over I-66 with two crossover intersections; ramp improvements (including a spur ramp to ease traffic flow from westbound I-66 to northbound US 15 to westbound Heathcote Boulevard); improvements on US 15 from just north of the railroad tracks to just south of Heathcote Boulevard; wider intersections on US 15 at Heathcote Boulevard and Route 55, adding turn lanes to both; and a 10-foot-wide shared-use path on the east side of US 15 for pedestrians and bicyclists. His responsibilities included conducting preparatory inspection meetings before the start of each new activity; providing oversight and directing the independent quality assurance testing and inspections; reviewing pay applications and comparing the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. He also developed and resolved project non-compliance reports (NCRs) and deficiencies and maintained the project punchlist.

Belmont Ridge Road, VDOT Design-Build, Loudoun County, VA – $45 million
Name of Firm: Quinn Consulting Services, Inc. *Project Role:* QAM
Beginning Date: September 2016 *End Date:* Present (est. December 2018)
Specific Responsibilities Mr. Vyas served as QAM for this $45 million project located along Route 659 (Belmont Ridge Road) in Loudoun County, VA, between Route 642 (Hay Road) and Route 2150 (Gloucester Parkway). The total project length is approximately 1.9 miles. The project's purpose is to address current and future traffic volume needs along the corridor by widening the existing two-lane roadway to a four-lane median divided facility. A bridge for grade separation is being constructed at the Washington & Old Dominion (W&OD) Trail and shared-use paths will be provided on both sides of Route 659 (Belmont Ridge Road) with direct connections to the W&OD Trail. His responsibilities included conducting preparatory inspection meetings before the start of new activity; providing oversight and directing the independent QA testing and inspections; reviewing pay applications and comparing the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. In addition, Mr. Vyas oversaw QA inspection staff and monitored the QC staff for compliance with the project-specific QA/QC plan and ensured that all work met the requirements of contract documents and "approved for construction" plans.

Gloucester Parkway Extension, VDOT Design-Build, Loudoun County, Virginia
Quinn Consulting Services, Inc., (November 2014 to September 2016)
Name of Firm: Quinn Consulting Services, Inc. *Project Role:* QAM
Beginning Date: November 2014 *End Date:* September 2016
Specific Responsibilities This $26 million project extended Gloucester Parkway from the Loudoun County Parkway to the intersection of Pacific and Nokes boulevards. The project consisted of the design and construction of a four-lane divided highway, a new bridge over Broad Run, intersection improvements at Loudoun County Parkway (Route 607) and Pacific Boulevard (Route 1036), and trail and sidewalk improvements. As the QAM, Mr. Vyas coordinated with QA/QC teams to execute the work according to the approved plans and VDOT specifications. His responsibilities included checking test reports, daily reports, MOT reports, and environmental reports. He was also responsible for the QA of the construction operations, including the supervision of the QA testing technicians; and he determined and certified to VDOT whether the materials and work complied with the contract document and "approved for construction" plans. In addition, he conducted preparatory inspection meetings before the start of any new activity; reviewed pay applications; provided oversight of and directed the independent QA testing and inspections; and compared the QA and QC tests to ensure that they were within the tolerances established by VDOT's Minimum QA/QC Requirements Manual. Mr. Vyas also worked closely with both VDOT and the DB contractor to resolve non-compliance issues and to prevent repeat occurrences.

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

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

The position does not required a full time on site commitment.
Current assignments and durations are as follows:

- I-66/Route 15 DDI – complete August 2017
- Belmont Ridge Road – complete December 2018

Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Intercounty Connector (ICC MD 200) Contract A (DB Best Value), SINGLE CONTRACT* Location: Montgomery County, MD	Name: Parsons Transportation Group/ Jacobs Engineering Group, Inc. Joint Venture	Name of Client: Maryland State Highway Administration Phone: 301-586-9267 Project Manager: Mark Coblentz Phone: 301-586-9267 Email: mcoblentz@sha.state.md.us	08/2010	12/2010 Actual (Owner negotiated/ agreed contract changes)	$464,000	$484,000 Final (Owner negotiated/ agreed contract changes)	$102,107 Intercounty Constructors JV Lead Contractor Wagman Fee

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Metro Access Road Interchange looking west toward I-370. An ATC modified this interchange to save the Owner $15 million.

George Avenue (MD 97)/ICC MD 200 Interchange. MD 97 was raised and the ICC was lowered to accommodate the existing geometry.

Scope/Project Description – ICC Contact A was the first of five contracts planned to create the $1.5 billion, 18.8-mile ICC that ultimately connected the I-270 corridor to the I-95/US 1 corridor. Wagman was an equity member of a fully integrated construction joint venture known as the Intercounty Constructors, and as such, we were joint and severable with each partner and financially responsible for the project. Parsons was the lead designer.

The project was 7.3 miles long with 18 structures, 350,000 square feet (SF) of noise walls, utility relocations, ROW acquisition, environmental permitting and monitoring, drainage, more than 3 million cubic yards of excavation, and construction of four interchanges. We created two new interchanges: (1) ICC and MD 97 – MD 97 was raised to go over the new highway; (2) I-370 and the Metro access – redesigned with ATC to raise ICC to go over Metro Access. We reconstructed two interchanges: (1) Metro Access and Shady Grove Road – reconstruction to accommodate new traffic volume and access to the Metro Park; (2) I-370 and MD 355 – reconstructed to allow widening of I-370 and better access to MD 355. On the project's western end, we had 1.5 miles of existing I-370 to widen and reconstruct. Major traffic control and traffic switches were required on the western end to minimize impacts to the traveling public. MOT phasing was required for the creation of the new interchanges to minimize impacts to the local community, schools, and churches. The project included extensive signalization within and beyond the project limits to inform the motorists and maintain traffic flow. In addition to vehicular MOT, Wagman had to maintain connectivity between local communities including pedestrians and bicycles. A shared-use path was constructed along the entire project. Most of the project was new alignment through open fields. We were required to design and build multiple cross roads to traverse over the new ICC. Many innovative ideas were used 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 entire project's design and construction. We used the ATC process to redesign a three-level interchange into a two-level trumpet interchange (reducing bid cost), but also reducing long-term maintenance costs for the owner. A complete TMP was developed that included all phases of construction and project completion. Context-sensitive solutions were incorporated to ensure compliance with the aesthetic requirements and the projects commitment checklist. The project used 3-D modeling to assist with survey and earth-moving operations. We were able to adjust the vertical and horizontal alignment to eliminate excess excavated material.

Demonstrate a Well-Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience – The similar scope activities lists work completed that will be required on the Warrenton Interchange. The proposed staff and its demonstrated experience with similar scope items will ensure continuity in the DBT and its approach and results in an experienced team that is integrated and has a proven history of completing projects on time and within budget. Our Design/Construction Coordinator, Rob Shunk, worked closely with Parsons and Design Manger Josh Wade to economize earthwork operations and developed an efficient earthwork workflow to minimize excess excavation and required import. Rob and Parsons also reduced environmental impacts and utility avoidance. This utility avoidance removed the risk of some problematic utility relocations.

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

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

PROJECT HIGHLIGHTS

- 2012 National Design-Build Winner by DBIA.
- First large mega DB project in Maryland.
- Project included 18 bridges with 271,000 SF of bridge deck.
- Exemplary project safety performance.
- Extensive measures were taken to minimize the environmental impacts including installing large box culverts to allow large mammals to pass under the highway and eliminate contact with motorists; relocated more than 100 box turtles; tree harvesting; culverts designed for fish passage; and reforestation areas.

SIMILAR SCOPE ACTIVITIES TO WARRENTON INTERCHANGE

- Design-Build
- Roadway, Structures, and Bridges
- Survey/Right-of-Way
- Environmental
- Geotechnical
- Hydraulics
- TCD/TMP
- Noise Walls
- Utility Coord./Relocation
- Landscaping
- Public Involvement/Relations
- Interchange Creation
- Context-sensitive Solutions
- QA/QC
- Mass Excavation
- Third-Party Coordination
- CEI
- Overall Project Management
- Utility Avoidance

SIMILAR RISKS TO WARRENTON INTERCHANGE

- **MOT and Protection of Traffic –** Created a full TMP and developed MOT plans to accommodate construction and local communities through public involvement process to coordinate interchange construction. Employed full-time ATSSA MOT Manager.
- **Utility Coordination –** Worked intensively during design and construction to communicate schedules to utility owners and incorporated utility relocations into progress schedules.
- **Public Outreach –** Wagman actively participated in overall public outreach for all ICC–related projects and participated in local community outreach to provide local information about local roadway and interchange reconfigurations.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-95/I-495/I-295 Interchange, Inner Loop Local And Inner Loop Express At Woodrow Wilson Memorial Bridge, Contract MB-4 SINGLE CONTRACT* Location: Prince Georges County, MD	Name: Johnson, Mirmiran & Thompson, Inc./Whitman, Requardt & Associates, LLP A Joint Venture	Name of Client/Owner: Maryland State Highway Administration Phone: 410-545-0300 Project Manager: Jason Ridgway, PE Phone: 410-545-8800 Email: jridgway@sha.state.md.us	5/22/09	11/2009 Actual (completion date extended by owner due to added scope)	$93,187	$105,839 Final (increased contract value due to owner-directed changes)	$105,839

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Scope/Project Description – Wagman was the Contractor for the reconstruction of 1.34 miles of I-95/I-495 Inner Loop Local and Express lanes, 1.21 miles of I-95/I-495 Outer Loop Local and Express lanes, portions of I-295 northbound and southbound, and construction of 11 associated ramps and interchanges. This project included the completion of the interchange with I-295 and the National Harbor development. Constructed eight bridges, which included both curved-steel-girder and concrete-girder bridges. Eleven retaining walls that included CIP, MSE, and wire walls with a CIP veneer. 440,000-cubic-yard (CY) roadway excavation. One MSE wall was greater than 25 feet in height to address a major grade separation. Wagman designed and constructed a large retaining wall. Settlement and consolidation was an issue so more than 561,000 linear feet (LF) of wick drains were installed, geotechnical instrumentation installed and monitored, and a 5-month waiting period for consolidation and placement of lightweight foam concrete for backfill. 16,800 LF storm drainage and drainage extensions. 131,500 LF steel piles were driven. 17,000 square feet (SF) temporary support of excavation installed. Temporary bridge (contractor design) installed for haul road access using temporary geosynthetic walls at the abutments for traffic phasing. Extensive traffic control was required to reconstruct Mainline I-95/I-495/I-295. Wagman completed multiple major traffic switches to relocate the travelling public to widen the existing interstate and to reconstruct the local and express lanes. Each traffic switch had a contractual milestone date that Wagman met or exceeded for each phase. Project included extensive landscaping, irrigation, signing, lighting, and ITS work. Critical coordination with multiple contractors working on either terminus of the project. Erosion and sediment control work was critical with work being performed adjacent to the Potomac River along with environmental sensitivity due to bald eagle nesting area. To access Rosalie Island without impacting the environmentally sensitive Potomac River Basin, Wagman innovatively designed and constructed a "flexi-float" bridge over water and marsh that could support earth-moving equipment, material deliveries, and large cranes.

This project created a shared-use path along the Potomac River, over the Washington Beltway, and onto the main Woodrow Wilson Bridge structure, then into Alexandria, VA. This shared-use path connected Maryland with Virginia.

During construction, the design team and Owner worked with Wagman on value-engineering proposals to reduce cost and schedule. The team redesigned the approach to the structure over I-95/I-495 on Rosalie Island using geofoam fill and piling foundations, saving the Owner more than $2 million.

Demonstrate a Well-Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience – The Similar Scope Activities lists work completed that will be needed on the Warrenton Interchange. Major traffic maintenance, phased construction, major arterial construction, interchange construction, public outreach, partnering, utility coordination, landscaping, environmental avoidance, and minimization. Large retaining walls and coordination with adjacent properties and third-party stakeholders.

Relevant and Verifiable Evidence of Good Performance – Wagman Heavy Civil planned and executed construction plans and met or exceeded contract requirements completing this project ahead of schedule and under budget, exceeded DBE goals, and maintained an "A" rating for ESC during construction

- 2012 Alliance Award, Northern Virginia Transportation Alliance
- 2011 Award of Excellence, Partnering Bronze Award, Maryland Quality Initiative (MDQI)
- 2010 Award of Excellence, Major Roadway Over $10 Million, MDQI

PROJECT HIGHLIGHTS

- Exemplary project safety performance
- Innovative construction techniques to minimize environmental impacts
- Met or beat all project milestones

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- Wagman completed this project ahead of schedule and under budget, exceeded DBE goals, and maintained an "A" rating for ESC during construction
- 2012 Alliance Award - Northern Virginia Transportation Alliance
- 2011 Award of Excellence, Partnering Bronze Award, Maryland Quality Initiative (MDQI)
- 2010 Award of Excellence, Major Roadway Over $10 Million, MDQI
- Completed ahead of required schedule and under budget
- Built 16 bridges and approximately 140,000 SF of MSE wall
- Interstate widening with complicated TMP

SIMILAR RISKS TO WARRENTON INTERCHANGE

- **MOT and Protection of Traffic –** Wagman completed major traffic switches associated with project milestones and completed construction of all interchanges with National Harbor and I-295 on the Maryland approach. Employed full-time ATSSA MOT Manager.
- **Public Outreach –** Provided all updates to the Owner to provide third-party coordination. Partnering was used to coordinate with agencies, utilities, owners, adjacent properties, and adjacent contractors to minimize impacts.
- **Utilities –** Utility relocations were coordinated with construction activities to maintain project schedule.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 265 Franklin Turnpike Extension Project #(NFO) 6265-071-V05-B643, C501 Location: Pittsylvania County, VA	Name: Virginia Department of Transportation (VDOT)	Name of Client/ Owner: VDOT, Lynchburg District Project Manager: Mr. Terry Meadows, Jr., PE* Phone: 434-856-8317 Email: terry.meadows@vdot.virginia.gov * Zachary P. Weddle, PE, previous Project Manager, has since retired	12/2011	11/2011 (actual)	$18,295	$18,900 (increased contract value due to approved change orders)	$18,900

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

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

Activities within the project's new construction area included large-diameter storm-drainage pipe, heavy excavation and embankment placement, and bridge construction across a creek avoiding wetlands impacts and the Norfolk Southern Railroad (NSRR). The heavy excavation, which included blasting, required coordinated monitoring efforts; and the excavation, storm drainage installation, and bridge construction all required close adherence to environmental regulations.

This project required a substantial amount of third-party coordination between VDOT, City of Danville, Pittsylvania County, local schools, fire and emergency response, and NSRR. Through the establishment of communication channels early in the project, Wagman was able to foster efficient and proactive coordination. In addition, frequent communication practices as well as the establishment of relationships between City/County representatives and our field personnel resulted in smooth interaction when scheduling work activities. The early communication, proactive coordination, and establishment of field relationships are all practices that will be implemented on the Route 15/17/29 Interchange project.

Demonstrate a Well-Integrated Organization with Proven Cooperative Work History and Team Experience and Complementary Skills and Experience – The reconstruction of Routes 41 and 293 was a significant, heavily traveled intersection modification that required multiple stages and traffic shifts similar to the Route 15/17/29 Interchange project. Similar relevant features included phased MOT, utility relocations, signalization, and providing continuous access to property owners during construction. Management of excavation cuts and fills eliminated cut-and-fill slope concerns. The earthwork was managed to maintain higher CBR value materials in the top 2 feet of subgrade and minimize locally occurring, highly plastic soils and silt deposits.

Relevant and Verifiable Evidence of Good Performance – A large contributing factor to the project's success was the fact that the Contractor personnel understand that a respectful relationship while working together to achieve project goals creates a positive, proactive team-oriented atmosphere. Dedication to a sincere formal partnering process and adherence to the CPM schedule enhances decision making and can be a driving force to completing the project ahead of schedule. Also, coordination and cooperation with the many stakeholders involved (including VDOT, the City of Danville, NSRR, local business owners, community leaders, and the traveling public) contributed significantly to the project's successful early completion.

Both Key Construction Co., Inc. and D.W. Lyle Corporation were acquired by Wagman Heavy Civil, Inc. (formerly 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 from these acquisitions the key personnel whose knowledge, resources, and experience strengthen G.A. & F.C. Wagman team's overall capabilities. G.A. & F.C. Wagman is justified in using 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 Route 15/17/29 Interchange project.

PROJECT HIGHLIGHTS

- Met or exceeded all DBE project requirements
- Met or exceeded all environmental requirements
- Maintained exemplary safety record
- Maintained positive public and adjacent landowner relations
- Completed the project early

SIMILAR SCOPE ACTIVITIES

- Roadway and Bridge
- Storm Drain
- Excavation
- Temp Shoring
- Survey
- Environmental
- Landscaping
- Hydraulics
- TCD/TMP
- Utility Relocation
- Public Involvement/ Relations (including third-party coordination)
- Signalization
- Overall Project Mgmt.
- Staged Reconstruction/ Widening
- Community Relations
- High-Plasticity Soils

SIMILAR RISKS AS RTE. 15/17/29 PROJECT

- **Maintenance of Traffic.** Public communication and an advanced TMP plan successfully mitigated multi-phased intersection reconstruction.
- **Utilities.** Although this was a bid-build project, significant planning and communication were required to avoid gas, power, and telephone utility relocations for phased construction.
- **Public Relations.** Intersection reconfiguration and utility relocations required frequent public communications facilitated by the VDOT District and daily project community relations and involvement with local schools and churches.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Design-Build Intercounty Connector Contract B Location: Montgomery County, MD	Name: MD200 Constructors, a JV Wagman was part of this JV.	Name of Client: Maryland State Highway Administration Phone: 301-586-9267 Project Manager: Mark Coblentz Phone: 443-844-9886 Email: MCoblentz@iccproject.com	11/2011	11/2011 (Actual)	$560,000	$560,000	$40,900

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

PARSONS' ROADWAY PROJECT EXPERIENCE

Parsons served as the Lead Designer to MD200 Constructors to provide engineering design services for Segment B of the Intercounty Connector Contract. The project was performed on an accelerated schedule through a design-build delivery process.

Parsons was responsible for the overall design of this toll road, including interchanges, the relocation of six side-roads, roadway geometrics, hydraulics, traffic signals, signing and pavement marking, more than 80 acres of reforestation, hiker and biker trails, ITS, and electronic toll collection (ETC). The project requirements called for numerous environmental protections, mitigations, and construction methods. What resulted from the work of more than 150 designers is a successful and environmentally friendly roadway project.

PROJECT FEATURES NARRATIVE

The $560 million Intercounty Connector Contract B Design-Build (ICC B) project consisted of approximately 6.9 miles of six-lane, roadway in Montgomery County, Maryland. The project constructed a diamond interchange at MD 182, and a single-point urban interchange (SPUI) at MD 650. The alternative configuration settled on for the MD 650 interchange, a SPUI, was determined to have the least impacts and offered the safest and most efficient configuration. In addition, the project included detailed traffic analyses and reports that helped determine the safest and most efficient geometric layouts of both interchanges and SIDRA software analysis of the roundabout. The project also included extensive MOT plans that minimized the impacts on the local communities, environment and vehicular traffic while maximizing safety for the construction staff involved. A public outreach effort that included early and consistent communication with neighboring communities, businesses, on-going and planned developments and adjacent projects was implemented and included HOA meetings, county board meetings, public information meetings and driveway meetings with individual home owners and businesses. In addition, approximately 200 permits or modifications were needed and coordination with several adjacent projects was necessary to minimize the overall impacts on the public. With the diverse group of stakeholders and agendas, extensive outreach and partnering effort were required to involve as many of the different viewpoints as possible. The success of this effort culminated with the 2012 Maryland Quality Initiative's Silver Partnering Award.

Innovative design solutions and construction techniques: Segment B of the project corridor designed by Parsons was located in the most sensitive environmental areas of the county and crosses through two important watersheds. The project requirements called for numerous environmental protections, mitigations, and construction methods. As the Lead Designer, Parsons met these stringent environmental requirements and developed several innovative designs to minimize impacts to the surrounding environment.

As part of the project ATC process, drilled shaft foundations (some up to 6.5 feet in diameter) were used for bridge foundations to eliminate the need for many deep excavations. This was to reduce costs as well as impacts to floodplains, wetlands, and waters. Through changes to cross slopes and the vertical alignment, Parsons was also able to reduce the overall excavation from a waste project of approximately 2 million cubic yards to a near-balanced job. To reduce impacts to trees and nearby residences, the overall width of a large portion of the job was reduced by using innovative stormwater management techniques, including median sand filters and underground storage.

In addition, many environmental requirements were met through the design, including the protection of wildlife through search and removal, the use of special wildlife fencing, and time-of-year restrictions on stream work. Many of the culverts designed for the project had to include wildlife passage capability as well as stream relocation designs. Further, the design of the mainline bridges (discussed above) was such that their span lengths would facilitate wildlife crossings and corridors to minimize impacts to the wildlife in the area and reduce the conflicts caused by wildlife crossing an active roadway. In addition, temperature treatments were developed to control the temperature of the outfall water to decrease the impacts of hot pavement on runoff into the sensitive streams nearby.

MEETING/EXCEEDING DBE PROGRAM COMMITMENTS:

- Project Goals: 13.34% DBE
- Actual DBE Awarded: 17.34 % DBE **Exceeded Goal by 40%**

PROJECT HIGHLIGHTS

- *Completed ahead of required schedule and under budget.*
- *Met all DBE goals established on this project.*
- *Alternative configuration interchange with detailed traffic analyses including SIDRA software analysis for the roundabout*

SIMILAR SCOPE ACTIVITIES

- Design-Build
- Roadway
- Survey
- Right-of-Way
- Utilities
- Structures and Bridges
- Permitting
- Geotechnical
- Hydraulics
- Storm Drainage & SWM
- New Pavement
- Interchanges and Guardrails
- Roundabout
- MSE Retaining Walls
- Sound Barrier Walls
- Traffic Control Devices
- Signs & Sign Structures
- Roadway Lighting
- Transportation management plan
- Landscaping
- Public Involvement/Relations
- QA/QC
- Construction Eng. & Inspection
- Project Management

RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- "On behalf of the ICC Corridor Partners Joint Venture (serving as GEC to the Maryland State Highway Administration and the Maryland Transportation Authority) and in reference to the $2.556 billion Intercounty Connector project, I write to commend Parsons Corporation on their efforts in the delivery of the ICC Design-Build project. This project had many monumental engineering and environmental challenges which the Parsons team continually rose above to obtain timely resolution. On behalf of ICC CP JV, I would like to acknowledge your teams' effort and recognize the support of all Parsons staff participating in the program." — David Wallace, PE, Executive Program Manager, ICC CP JV
- 2016 Honor Award – General Design category (Intercounty Connector) from American Society of Landscape Architects, Maryland Chapter
- 2012 Transportation – National Design-Build Award (Intercounty Connector) from Design-Build Institute of America
- 2013 Award of Excellence Partnering Silver Award from Maryland Quality Initiative

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-395 HOV Ramp and Auxiliary Lane Location: Alexandria, VA	Name: Archer Western	Name of Client: Virginia Department of Transportation (VDOT) Project Manager: Christina Briganti-Dunn Phone: 703-259-2960 Email: christiana.briganti@VDOT.Virginia.gov	03/2014	01/2017	$55,449	$55,449 (Assumed cost as we were a subconsultant)	$6,624

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

PARSONS' ROLE

Parsons was the lead designer for improvements to I-395 in Alexandria, including a new ramp, widened bridge, a new auxiliary lane on northbound I-395 between Duke Street and Seminary Road, replacement of the Seminary Road Bridge, and a new pedestrian bridge. Parsons was responsible for all components of roadway design, structural design, 3-D modeling, traffic analysis, drainage design, geotechnical investigations, signing/lighting, the traffic management plan, noise analysis, public meeting support, and other related work.

PROJECT FEATURES/NARRATIVE

This project improved the functionality of the I-395 HOV lanes by providing a new south-facing reversible HOV ramp. The new HOV ramp connects to Seminary Road on the third level of this complex three-level interchange. The new HOV ramp allows car pool and bus access directly to Seminary Road and is primarily intended to serve traffic to the Mark Center, an office park that accommodates many Department of Defense employees as result of BRAC agency location changes. The project also adds a continuous auxiliary lane to northbound I-395 between the Duke Street and Seminary Road interchanges, alleviating congestion in this segment of I-395. Also, a new, ADA-compliant pedestrian bridge over I-395 was provided, replacing a non–ADA-compliant bridge, thus improving pedestrian and bicycle connectivity. A detailed traffic analysis and IMR were completed to help determine the optimum configuration and ramp improvements, improving safety and operations. Throughout the project, we coordinated with the nearby school, businesses, and neighborhoods to minimize impacts during construction and to further optimize the final solution. We also coordinated with adjacent projects and proposed developments to reduce combined impacts to the neighborhoods, traveling public, and schedules of the proposed developments.

DESIGN INNOVATIONS

Parsons' extensive experience with complex interchange configurations enabled our team to significantly modify the original design concept:

- Using continuous weathering steel curved girders versus existing splayed simple spans with fatigue-prone details, eliminating deck joints, and use of lightweight concrete. The revised design provided cost and schedule savings while reducing future maintenance of the structure. The overall result was a safer and more maintainable facility at 70 percent of the originally estimated cost.
- The original concept contained several design features that were improved, including horizontal and vertical designs affected by the hammerhead pier design, utility relocations, and construction phasing. Parsons redesigned the alignments to provide proper vertical clearance, minimize utility impacts, and reduce the overall number of construction phases resulting in improved safety and reduced costs.
- The original concept affected 12 properties. Parsons eliminated six properties from being affected. The remaining six required negotiations and careful planning to remove any potential impacts to the project's scheduled opening.

TEAM MEMBERS

Many of the same team members on this project will perform the same roles and carry the lessons learned over to the DB project for Warrenton Interchange, including the following:

- Proposed Design Manager Josh Wade was the Design Manager
- Proposed Design QC Manager Greg Anderson was the Design QC Manager
- Conrad Scott and Accompong Engineering supported the MOT/TMP efforts
- Kevin Huang and Endesco supported the drainage engineering efforts
- Schnabel was the geotechnical engineering firm

SCOPE AND COMPLEXITY SIMILARITES

- Design-build project for VDOT
- Alternative interchange configuration
- Interchange design
- Bridge/structure design
- Retaining wall design
- Complex MOT and construction phasing
- Major access point to a locality
- Pedestrian and bicycle facilities
- Sound walls
- Public involvement (including coordination with adjacent school)
- Traffic analysis
- Right-of-way acquisition
- Utility relocation and coordination
- Roadway lighting
- Safety and operational improvements

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-64/Route 15 (Zion Crossroads) Interchange Improvements Design-Build Location: Louisa County, VA	Name: Corman Construction	Name of Client: Virginia Department of Transportation – Culpeper District Phone: 540-829-7500 Project Manager: Greg Cooley Phone: 434-906-7979 (cell) Email: Gregory.Cooley@vdot.virginia.gov	4/2014	4/2014 (Actual)	$6,883	$6,883	$923

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

PARSONS' ROLE

Parsons was the lead designer to design and construct improvements to the Route 15 and I-64 interchange in Louisa County, Virginia. As the lead designer, Parsons was responsible for all components of roadway design, 3D modeling, traffic analysis, drainage design, geotechnical investigations, signing and lighting, the development of a traffic management plan (TMP), and other related work. Parsons was also responsible for public involvement for this project. As-builts of the project were formally accepted by the Virginia Department of Transportation (VDOT) on August 18, 2014.

PROJECT NARRATIVE

This design-build (DB) project improved traffic operations and safety by converting the existing standard diamond interchange into a diverging diamond interchange (DDI) and by improving the Route 15 and Spring Creek Parkway intersection. This is the first DDI in the commonwealth of Virginia. The project included important land-use access throughout the area. Parsons' innovative redesign of VDOT's initial concept further improved safety while reducing maintenance costs, the number of maintenance-of-traffic (MOT) phases, overall costs, and the construction schedule.

DESIGN INNOVATIONS

- This is the first DDI in Virginia.
- Parsons optimization of the RFP concept improved long term maintenance, safety and operations while reducing overall costs and construction time.
- The interchange conversion required a unique TMP and MOT development with detailed traffic analyses.
- The public outreach program included 3D traffic simulations, diagrams and leave behind cards that were used to educate the EMS and professional drivers ahead of the opening.

LESSONS LEARNED/RELATABLE TO THE WARRENTON SOUTHERN INTERCHANGE PROJECT

- The public relations task will be very similar, in that there was significant coordination with the local businesses to ensure minimal impacts to their operations, including the extensive operations performed by the Walmart Distribution Center. This effort also included explaining construction phase configurations, detours, and final configuration to the professional drivers, as well as the general public (nearby residences and communities and traveling public) to ensure smooth traffic operations during all phases of the project and to help the users of the facility understand the final configuration and travel paths to be put in place.
- Access point control and safe distance determinations were critical to the successful ultimate operations of the configuration
- The quality control (QC) program, based on and in conformance with our ISO certification, will be applied to the development of the design QC for the DB Project for Warrenton Southern Interchange Project.
- Privately owned right-of-way requirements were designed out of the project, and therefore removed from the critical path
- Utility impacts were reviewed early with input from VDOT and the utilities themselves to allow for a further refinement of the improvements, reduce conflicts, schedule work to minimize impacts to the schedule, and remove the activities from the critical path.
- Relationships with District Staff will speed the early design developments while ensuring all District concerns and goals are addressed.

TEAM MEMBERS

Many of the same team members on this project will perform the same roles and carry the lessons learned over to the DB Project for Warrenton Interchange, including the following:

- Parsons was the lead designer.
- Proposed Design Manager Josh Wade was the Design Manager.
- Proposed Design QC Manager Greg Anderson was the Design QA/QC.
- Proposed Traffic Operations Designer & Manager Sunita Nadella was the Traffic Operations Designer and Engineer.
- Endesco, Inc., was the drainage, hydraulic and hydrologic, and erosion and sediment control subconsultant.

PROJECT RELEVANCE

- DB project for VDOT
- Innovative interchange design
- Detailed traffic analysis and signal timing design and installation
- Multiple complex MOT phases
- Public involvement and education with stakeholders, including adjacent landowners and professional drivers
- Safety and operational improvements
- Eliminated ROW impacts
- Drastically reduced impacts to utilities

RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

- The project opened to traffic on February 21, 2014 and was accepted by April 15, both dates per contract.
- The winning bid was 15 percent lower than the next lowest bid for all components of roadway design.
- "*I answered a lot of questions and concerns from residents during construction. All of the benefits of the DDI that VDOT promised have come true and the phone calls have gone away. Thank you.*" - Dick Havasy, Louisa County Board of Supervisors
- 2014 ACEC/MW Engineering Excellence Award - Honor Award
- 2015 DBIA National Award of Merit Award in the Transportation Category