



Statement of Qualifications  
Contract ID Number: C00106573DB101

# ROUTE 7 AND BATTLEFIELD PARKWAY

INTERCHANGE DESIGN-BUILD PROJECT

submitted to



submitted by



in association with





# 3.2

## Letter of Submittal

**Stephen D. Kindy, P.E**  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219  
(804) 786-6016

**Re: Route 7 and Battlefield Parkway  
Interchange Design-Build Project**  
State Project No.: 0007-253-009, P101, R201,  
C501, B601  
Federal Project No.: STP-5A01(704)  
Contract ID Number: C00106573DB101

**Dear Mr. Kindy:** Wagman Heavy Civil, Inc. (Wagman), is pleased to submit our SOQ for the Route 7 and Battlefield Parkway Interchange Design-Build (D/B) Project, in Leesburg, Virginia. In accordance with the letter of submittal requirements for Section 3.2, Wagman offers the following additional information for review:

**3.2.1** Wagman, 3290 N. Susquehanna Trail, York, PA 17406, is the legal entity who will execute the contract with the Virginia Department of Transportation (VDOT).

**3.2.2 Point of Contact**

Anthony W. Bednarik, Vice President  
3290 N. Susquehanna Trail  
York, PA 17406-9754  
T. 717.764.8521  
F. 717.767.5457  
E. awbednarik@wagman.com

**3.2.3 Principal Officer**

Greg Andricos, President/COO  
3290 North Susquehanna Trail  
York, PA 17406-9754  
T. 717.767.8292  
F. 717.767.5546  
E. gmandricos@wagman.com

**3.2.4** Wagman is a corporation and will take financial responsibility for this project. Wagman has no liability limitations. A single 100 percent performance bond and 100 percent payment bond will be provided for the total D/B 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** 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 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** Wagman’s VDOT prequalification number is W002, and Wagman’s status is active and in good standing. The prequalification and certifications are included in the Appendix.


**3.2.9** Evidence of a letter of surety is found in the Appendix. The letter states that Wagman can obtain a performance and payment bond based on the current estimated D/B contract value referenced. This bond will cover the project and any warranty period.

**3.2.10** Current SCC certificates, DPOR licenses, and staff licenses are included in the Appendix.

**3.2.11** Wagman is committed to achieving a 13 percent 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 D/B team, Wagman can provide confidence to VDOT that the Project will be delivered in accordance with the contract requirements. Thank you for the opportunity to submit our SOQ.

Sincerely,



**Anthony W. Bednarik, DBIA** | Vice President Major Pursuits/Design Build



# 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 (D/B) project for the Route 7 and Battlefield Parkway Interchange D/B Project (the Project). Wagman is an experienced D/B contractor that has partnered to complete the design and construction of more than \$1 billion of transportation projects in the mid-Atlantic region. Wagman specializes in transportation infrastructure and will provide the Virginia Department of Transportation (VDOT) with an experienced and integrated team for the Project. As the overall Project Lead, Wagman will oversee all team members identified in Figure 1.

Wagman has selected Parsons Transportation Group Inc. (Parsons) as Lead Designer to provide all engineering services for this project. Parsons’ key personnel have delivered design services for dozens of projects, including for Virginia’s busiest roadways. With more than 1,000 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 innovative solutions for maintenance-of-traffic (MOT) phasing and traffic controls throughout construction.


Wagman, Parsons, and the proposed individual staff members have a solid, long-term work history of teaming and partnering on transportation projects, most notably, the Maryland State Highway Administration’s (MDSHA’s) Intercounty Connector Contract B Design-Build (ICC B) project, which included a single-point urban interchange (SPUI). Figure 1 provides a list of specialty firms selected expressly for their field of expertise and that will assist the Wagman/Parsons team (D/B Team).

**Figure 1 | Offeror’s Team Structure**




#### Key Personnel Staff (3.3.1)


Below, we identify our key personnel and have included their resumes in the Appendix.

 **Design Build Project Manager (DBPM).** Anthony Bednarik, DBIA, of Wagman, will serve as the DBPM and will oversee all aspects of the project, including design, construction, construction

quality management, and contract administration. Anthony has 31 years of construction experience and has recently served as Wagman’s DBPM on MD 404, which was a \$105 million project that had to be designed and constructed in 18 months. Other recent D/B projects include Route 1 at Ft. Belvoir; I-78 in Lenhartsville, Pennsylvania; and the Delaware Water Gap. Anthony has also worked in a similar capacity with our Design Manager (DM), Josh Wade, on MDSHA’s ICC B project.

 **Quality Assurance Manager (QAM).** John Vicinski, PE, of QCS, will serve as the QAM reporting to the DBPM and will have direct, independent access to VDOT. In this role, John will

be independent of construction operations—including independent from 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 with the VDOT Minimum Standards for Design-Build and Public-Private Transportation Act (PPTA) Projects.

 **Design Manager (DM).** Josh Wade, PE, of Parsons, will provide a quality product, meet design milestones and interfaces, and oversee the project-specific QA/QC Plan. He will develop and manage the design; assign resources; oversee design subconsultants; oversee utility coordination and relocation design; coordinate design and review schedules; develop and implement corrective measures, if necessary; and integrate environmental compliance measures into the design. Josh will remain involved during construction to oversee any plan modifications and shop drawings and review construction progress with the Construction Manager.


Josh has proven experience collaborating and partnering to ensure the success of D/B projects. As DM, his commitment to this project approach led to the ICC B project winning the prestigious MdQI Silver Partnering Award in 2012 (see Work History Forms for more information on this project). The ICC B project included a SPUI. Josh has a history of completing the projects he begins including all of his VDOT DB project. He has worked frequently with Wagman on past projects including the ICC B project (featured below) where our DBPM, Anthony Bednarik, served as the assistant DBPM.




Award-winning ICC B project which included a SPUI at MD 650.

Josh has participated in numerous VDOT projects in the area including the preliminary design along portions of Battlefield Parkway, Route 7 Bypass

Widening, and the Sycolin Road Overpass in the town of Leesburg, and the preliminary design of Pacific Boulevard in Loudoun County.

 **Construction Manager (CM).** Wagman's David Leber, DBIA, PMP, has 14 years of experience and has been the CM for many similar fast-track D/B projects, most recently on VDOT's Route 7 Widening and Bridge Rehabilitation over the Dulles Toll Road and Dulles International Access Highway Design-Build project so he is very familiar with the Route 7 corridor and northern Virginia (see Lead Contractor Work History Form).

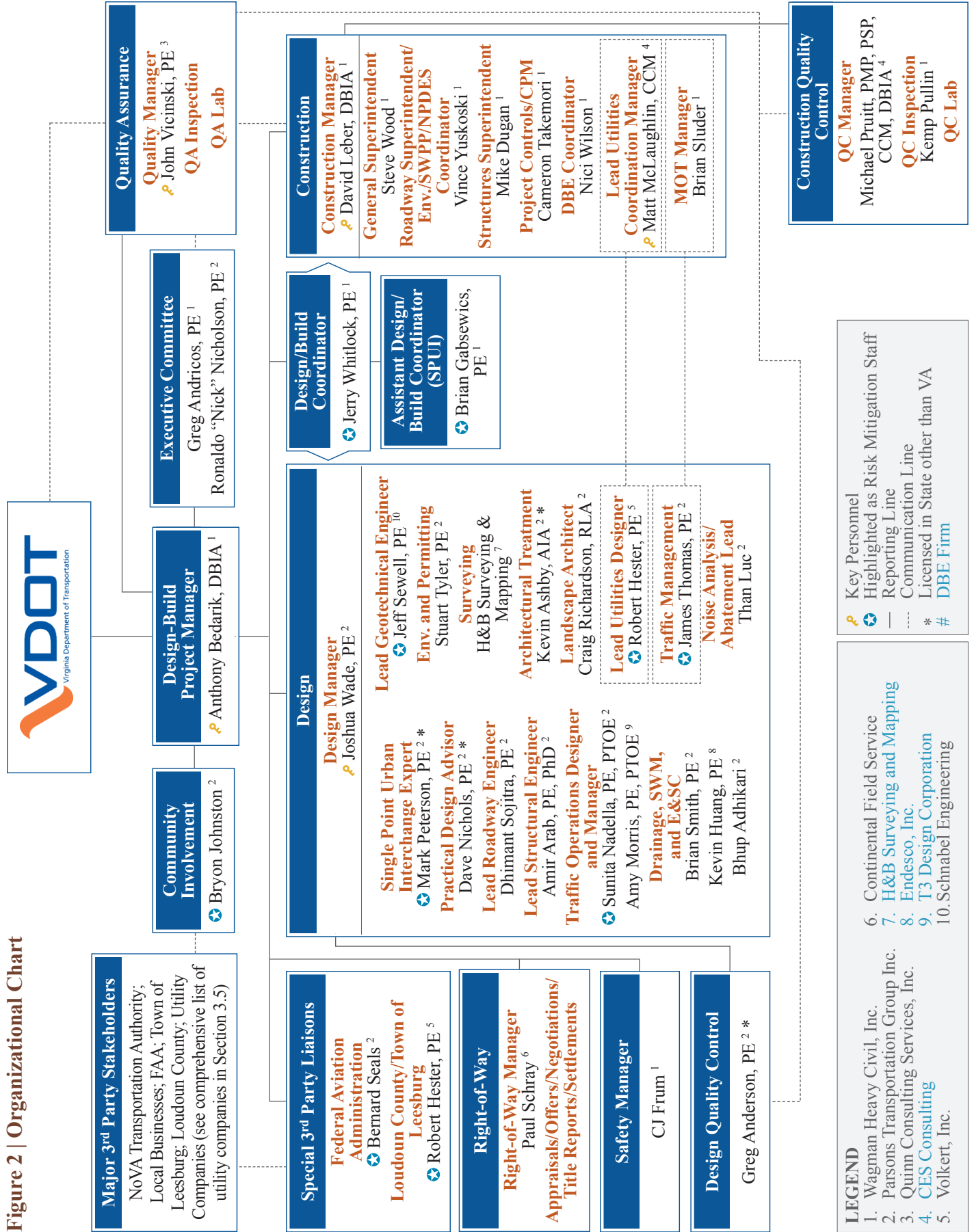
David will manage the efforts of the on-site construction team members, including the QC staff, safety manager, superintendents, and project-scheduling staff. He will play a key role in the constructability review for all aspects of the design. He will coordinate the lead superintendents for each of 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 QC 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.

 **Lead Utility Coordination Manager (LUCM).** CES' Matt McLaughlin, CCM, is a former Utility Construction Engineer for VDOT's NOVA District. He has more than 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 VDOT's Northern Virginia District including for Dominion Energy Transmission and Distribution, Verizon, Washington Gas Distribution, Loudoun Water, Town of Leesburg, and multiple fiber-optic communication facilities owned by Century Link, Zayo, Summit IG and AT&T Local and Long Distance, Comcast, and VDOT (for intelligent transportation systems [ITS]).

### **Organizational Chart (3.3.2)**

The D/B team's organization chart (on the following page) illustrates our chain of command and notes key personnel team members. The chart also shows that a

**Figure 2 | Organizational Chart**



clear separation exists between QA and construction QC inspection and testing.

Through our DBPM, DM, and CM, we will create a strong relationship that sets the foundation to interact and partner with VDOT and third-party stakeholders. Other integration strategies include the following:

- Interdisciplinary, environmental, and constructability
- 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 will coordinate directly with our DBPM, Anthony Bednarik, 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, Bryon Johnston, reports to Anthony and 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. We anticipate VDOT’s oversight and support in our coordination efforts with project stakeholders.

Reporting to the DBPM are the primary positions of the QAM, DM, CM, ROW Acquisition Manager, Safety Manager, D/B Coordinator, and Community Involvement Manager. This structure, combined with our DBPM’s maintenance of an action item log for

potential issues and 3-month look-ahead schedule, will ensure that 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, Josh Wade, will report to the DBPM and coordinate with the CM and Design/Build Coordinator 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 Josh 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 coordinate with Design/Build coordinator and communicate with the DM 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, Robert Hester, PE, potential avoidance opportunities; and develop relocation plans.

Our CM will be on-site for the duration of construction operations and will personally oversee 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, Design/Construction Coordinator, 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. C.J. Frum, the D/B 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. As all Wagman employees have, C.J. will have stop-work authority for any activities deemed unsafe until the condition is rectified.



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

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 noncompliance/nonconformance. Our goal regarding QA/QC is to minimize or eliminate noncompliance issues before they occur.



### Design & Construction Team Interaction

The D/B 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. Our

regular team meetings will promote issue discussion and resolution—both internally and externally. Our open, frequent communications will promote collaboration, which helps to expedite project delivery and minimizes nonconformance issues. D/B projects by their very nature require extensive coordination and integration among the various disciplines involved in design and construction that allow for a successful project delivery. Our Design/Build Coordinator position ensures that our team delivers this approach. The D/B coordinator, Jerry Whitlock, PE, will be co-located with the designers as needed to ensure that the design is constructible, safe, and on schedule. This is common practice for Jerry. Our designers and constructors 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.



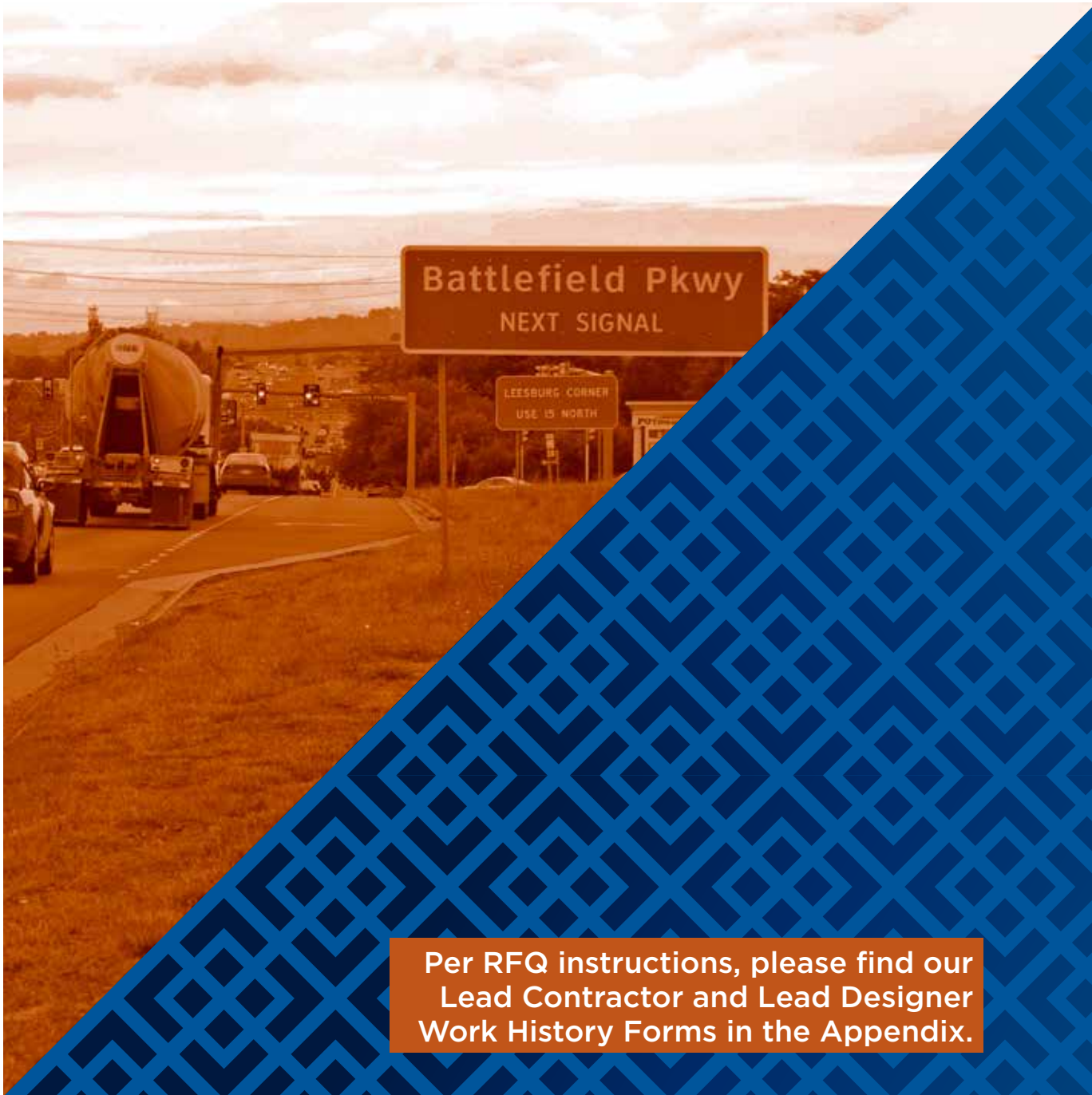
Through the oversight by our Design/Build Coordinator, Jerry Whitlock, the D/B team will have a guide, advisor, integrator—acting similarly to a Responsible Charge Engineer—who will ensure that respective designers are aligned with their construction counterparts throughout the Project's life cycle.

Our team approach necessarily includes collaboration with VDOT, Loudoun County, the Town of Leesburg, utility companies, and other stakeholders, thus fostering a partnering environment. We have earned numerous awards for our partnering process involving proactive communication, teamwork, and safety.



### Executive Committee

The executive committee will support the DBPM and the D/B 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 D/B team. If more resources are needed, these executives will ensure that the required resources are delivered. The D/B team plans to pursue any early completion incentives offered.



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

## 3.4 Experience of Offeror's Team



# 3.5 Project Risks

## 3.5 Project Risks

The Wagman/Parsons Design-Build Team (DB Team) continually refines 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 strategies.

Our team reviewed available information; visited the project site; then identified multiple risks and assessed their impact on the project’s success. Described in detail below are three specific, critical risks.



### RISK NO. 1 | 3<sup>rd</sup> Party Coordination

With more than 80,000 ADT on Route 7 and with Battlefield seeing more than 14,000 ADT, these roadways are used extensively by commuters, governmental entities, businesses, and local residents, and have been identified as high-accident facilities, listed in the top 100 roadway facilities with potential for safety improvement in northern Virginia. In addition, pedestrian facilities connecting each side of Route 7 are missing. To meet the project goals of improving safety, operations, and pedestrian access, the project will grade separate the intersection,

add pedestrian trails and sidewalks to complete the “Battlefield Trail,” and modify access at several points along Route 7. The design and construction efforts must be done while avoiding and minimizing the impacts to the affected third parties—which can only be done through extensive coordination with these entities.

**WHY THIS RISK IS CRITICAL** | A significant number of third parties are affected by the project and have different needs and concerns that must be understood and addressed for the project to be successful. These impacts include changes to access; potential lost business/revenue; reduced business visibility; noise during construction; impacts to operations such as delivery times and resource availability; response times; area avoidance (commuters and local drivers avoiding the area during construction); and overall perception of the project. Each third party will be involved in the D/B process to provide input through the coordination process. This may impact the overall project schedule.

Figure 3 provides a partial list of the third parties potentially impacted by this project, as well as the potential issues and concerns.

**Figure 3 | Potential 3rd Parties Impacted**

	3 <sup>rd</sup> Party Agency	Potential Impacts
Local Governments	Town of Leesburg	The Leesburg Town Plan calls for the construction of the interchange at Route 7 and Battlefield Parkway, but the Town is concerned with the impacts the construction of the Leegate development and this project will have on local businesses and commute times.
	Loudoun County	This interchange is a priority. County Supervisors want a successful project for their constituents.
	First Responders	Response times are critical to first responders and any impacts to their ability to respond quickly can cost lives. However, any improvements to congestion and traffic flow make their jobs easier.
	Loudoun County Public Schools (Tolbert Elementary School and Harper Park Middle School)	Bus-route impacts from congestion or construction can impact resource planning for schools and increase time spent by students on buses. In addition, construction and new access roads adjacent to school properties can result in noise and safety concerns.
	VDOT – Leesburg Residency and Area HQ	Material and equipment deliveries and access times.
Utilities	Northern Virginia Transportation Authority	The NVTA provides project funding and will want to see that its funds are bringing benefits to the community as quickly and efficiently as possible.
	Utility companies	See Risk #3.

	3 <sup>rd</sup> Party Agency	Potential Impacts
Federal	USPS (warehouse)	USPS requires consistent delivery times and access to its warehouse to meet its delivery time requirements and operate as it needs to.
	FAA	The FAA facility is a critical infrastructure resource that cannot be impacted and must have its utilities and access unimpeded. FAA accesses Rte 7 via the Cardinal Drive intersection after Rte 7 access was closed.
Businesses	Lowes Home Improvement Center	Lowes receives and sends out trucks and shipments many times a day. As a relatively new business in the community, it must meet the expectations of its customers and corporate management. Impacts from the Project could hurt its business and/or reputation. Congestion could reroute potential customers (i.e., drive-by traffic) to other routes or keep potential business away.
	Jerry's Leesburg Ford	As with Lowes above, congestion and difficulty getting through the area could reduce drive-by potential customers or push customers to other options such as other car dealers outside the project area.
	Clarion Inn Hotel and Conference Center (Historic Leesburg)	Congestion could impact the access to this hotel and reduce the perception of the facility as a go-to hotel in the area.
	AutoNation	As with Jerry's Ford above, congestion and difficulty getting through the area could reduce drive-by potential customers or push customers to other options such as other car dealers outside the project area.
	Meadows Farm Nurseries, This n' That Amish Outlet, MC Fence and Deck, Backyard Buildings, Model Home Furniture, and Consignment Solutions	These businesses currently have access directly from Route 7. The project includes changing their access to come from Potomac Station Drive. This indirect access is seen as a major impact to their business operations and the timing and handling of their access changes is an important aspect of this project and their future viability.
Developments	Leegate, Stanley Martin Homes (77 acre development; 430,000 SF offices; 200,000 SF of commercial uses; 130 room hotel; two parking structures, and 475 homes)	Leegate has been in the planning stage for many years and now is close to being constructed. The primary concerns are the timing of the construction so as not to build cumulative impacts with the Battlefield Parkway Interchange project and to allow for access to the existing businesses impacted with the change to the Cardinal Drive intersection (i.e., the construction of the proffered Trailview Boulevard connection to Battlefield Parkway).
Residential	Potomac Station and other nearby residential neighborhoods	Nearby residential neighborhoods would be impacted by diverted traffic coming onto roadways primarily used by the local community to access local businesses, schools, and Fort Evans Road and Potomac Station Drive.
	Leesburg FC Complex (Leesburg Football Club)	Access to this property and maintaining proper parking space is critical as soccer fields are in short supply in the county.
Commercial	Marketplace at Potomac Station	Marketplace at Potomac Station is home to a Best Buy, Giant Grocery, banks, fast food restaurant, and services such as a Patient First and SwimKids Swim School. Delays getting to and from these locations could push business to other areas. Access is a priority.
	Village at Leesburg	As with the Marketplace at Potomac Station, access and visibility reductions could impact these businesses for years to come. In this competitive area, Cobb Theater, LA Fitness, Wegmans, and many other businesses in this location cannot suffer income losses due to this project.
	Leesburg Corner Premium Outlets	Similar to the aforementioned Third Parties, these businesses would suffer with a reduction of income due to decreased access.
	Luck Stone Quarry	Luck Stone's business relies on truck access and delivery of its raw materials. Impacts to its access or increases in congestion could delay deliveries and impact its reputation.
	Leesburg Professional Center	The Leesburg Professional Center accesses Route 7 through the Cardinal Drive intersection. Any changes to this access could impact its visibility and/or overall revenue.

**IMPACT ON THE PROJECT** | Access, operations, and services of the third parties in the area could be affected. Without proper communication and coordination, the project could result in the following:

- Unnecessary cumulative stormwater impacts
- Potentially conflicting project design input from stakeholders, requiring resolution effort from the D/B team and VDOT
- Delays and longer school-bus routes
- Delays to emergency-vehicle response times
- Increased likelihood of accidents and delays
- Additional accidents, injuries, and other safety impacts, along with poor perceptions of VDOT and the Town of Leesburg because of driver frustrations during construction
- Business service times could be interrupted, creating increased or delayed operation
- Delivery of materials to the nearby businesses could delay development, impact sales, and cause additional backups on the road network
- Cumulative effects of adjacent construction's deliveries, lane closures, and access could cause additional delays through the area
- Utility services to nearby businesses, residences, and government facilities could be degraded
- Elected officials could receive an inordinate number of calls from angry constituents requiring resolution
- Review time by certain third parties could impact the project schedule

**MITIGATION STRATEGIES** | In addition to our key personnel the following staff will provide added value in mitigating this project risk.



**Loudoun County/Town of Leesburg Liaison** – Robert Hester, PE, has extensive experience in Loudoun County for county, municipal, and federal clients including the Shreve Mills Road, Evergreen Mills Road, Lexington Drive; Hillsboro/Route 9 Transportation Improvements and Roadway Design; and for MWAA – Western Lands Transportation Infrastructure Project which included extensive coordination with the Route 606 Improvements projects. These projects have included coordination with Loudoun County for design reviews of roadway, traffic congestion, utilities, flood plain, environmental, and cultural resources plans.



**FAA Liaison** – Bernard Seals has 40 years of experience with all three Washington, D.C.,

area airports and with the Federal Aviation Administration (FAA) in the Washington, D.C., region. He will lead all necessary coordination with FAA required for this project to ensure that the team addresses FAA concerns.



**Community Involvement** – Bryon Johnston has 20 years of experience helping organizations maximize the power of communications to meet their goals and overcome their toughest public-, media-, and government-relations challenges. He successfully led the outreach efforts for many similar complex projects including the Woodrow Wilson Bridge, which Wagman was a major contractor for.

The primary overall strategy for minimizing this risk is early and continual communication and coordination with third parties. The D/B team will be available for this coordination immediately after notice of award. This communication and coordination will include the following:

- An overall proactive and robust Public Outreach and Coordination Program involving design and construction personnel
- “Pardon-our-dust” and other public meetings
- Direct one-on-one meetings with third parties to discuss the project, timing, coordination of operations, lane closures, and detours and changes to traffic patterns so that the third parties’ delivery and operations services know what to expect
- Coordination with VDOT communications staff, including for the project website
- Use of social media, newspapers, and radio to notify the public and other third parties on the project, schedule, and changes to traffic patterns
- Direct and continual communication with EMS and public-school transportation services to ensure that they are knowledgeable and plan for changes in traffic patterns and that they develop emergency plans and contact trees
- Direct meetings with first responders to ensure unimpeded passage through the work zone
- Sight-line analyses with 3D modeling help to ensure safe stopping distances throughout construction
- Temporary and long-term lane-closure coordination
- Potential detour development and coordination
- Access closure timing with new access construction
- Commercial signage/viewshed coordination to minimize impacts to business revenue

- Coordination of lane closures to overlap usage
- Direct communication with the construction team during construction
- Message boards throughout the corridor to communicate to the traveling public

We will also look to design enhancements, construction sequencing, and MOT strategies that optimize the coordination between the parties and reduce overall impacts

On the ICC B project, the Wagman/Parsons team determined that constructing the interchange in halves would minimize community and environmental impacts, remove the need for a temporary lane shift, and avoid impacts to/relocations for dozens of utilities in the area. We built the SPUI without reducing the number of through travel lanes and minimized impacts to third parties.



Our proposed DBPM and DM worked with MD SHA to communicate impacts, traffic changes, and the project schedule with third parties. These efforts were instrumental in the project being awarded the Best Transportation Project of the Year; ENR Mid-Atlantic, and the Silver Award in Partnering; Maryland Quality Initiative.

Early and continual communication and coordination will have opportunities for additional benefits for the area, including the following:

- Reduced overall impacts to ROW from an overall stormwater management and drainage approach that considers all potential development in the area including the Trailview Boulevard extension/connection to Battlefield Parkway
- Overall reduced construction impacts and lane closures by overlapping activities with adjacent construction
- Development of shared staging areas that could be used by adjacent development
- Use of adjacent property for the placement of excess materials (e.g., boulders for aesthetic treatments)

**ROLE OF VDOT AND OTHER AGENCIES** | As promised by VDOT at previous public meetings and presentations, VDOT, the Town of Leesburg, and Loudoun County, along with the D/B team, will work with the impacted third-party stakeholders to avoid and minimize impacts and to coordinate overlapping and adjacent activities to minimize cumulative impacts and effects.

### **RISK NO. 2 | Maintenance of Traffic**

The D/B team considers the efficient, safe MOT through this interchange to be a significant risk.

**WHY THIS RISK IS CRITICAL** | The section of Route 7 at Battlefield Parkway is a major east–west highway with more than 80,000 ADT and carries local traffic as well as through traffic between Washington, D.C.; Tysons Corner; Leesburg; Loudoun County; Winchester; and beyond. Route 7 provides access to multiple business and government facilities. Battlefield Parkway accommodates north–south travel and access to businesses, schools, and government facilities on the east side of Leesburg. Maintaining adequate through-traffic capacity and access to adjacent land uses are especially critical for this project due to the high traffic volumes on these roads, the lack of alternative routes, the potential loss of revenue to businesses impacted during construction, and reduction in efficiency of government services due to decreased access to government facilities. The lack of alternative routes for east–west travel is especially noticeable as the main alternative routes, the Dulles Greenway and Dulles Toll Road, are toll facilities.

**IMPACT ON THE PROJECT** | Inadequately planned and executed MOT can cause many negative impacts including unnecessary degradation of traffic operations and traffic safety, an increase in construction duration, inconvenience and loss of revenue to adjacent businesses, erosion of public support for the project, and loss of confidence in VDOT to deliver projects.

**MITIGATION STRATEGIES** | Effective mitigation of project risks begins with identifying and allocating the right staff to develop an approach that has proven successful on similar VDOT projects. In addition to our key personnel the following staff will provide added value in mitigating this project risk.

**Design/Build Coordinator** – Jerry Whitlock, PE, of Wagman, has 12 years of construction including VDOT experience; D/B Experience on multiple VDOT transportation projects including interchanges, new roadways, bridge replacements, utility relocations, ROW acquisitions, noise walls, MOT, ITS, extremely compressed schedules and coordinating multiple third party project stakeholders. Mr. Whitlock will ensure the design is complete and constructible. He has performed this role on five regional D/B transportation projects.

**Assistant Design-Build Coordinator, SPUI** – Wagman’s Brian Gabsewics, PE was the field engineer for the construction of the SPUI for the ICC B project. He took the design plans and created operational work plans for use by the field craft; from pile foundation through bridge punch list.

**Single Point Urban Interchange (SPUI) Expert** – Mark Peterson, PE has 35 years of experience in roadway and MOT design and was the lead engineer for the Grand Rapids South Beltline (M-6), a 12 mile limited access facility that included Michigan’s first SPUI. Mark improved the interchange’s overall design and constructability.

**Lead Maintenance-of-Traffic Engineer** – James Thomas, PE, has the Advanced Workzone Certification and the Guardrail Inspection Training (GRIT) certification. He developed the MOT plans for multiple VDOT projects including Military Highway CFI, Walney Road D/B, Gum Spring Road, Signal View Drive, and PRTC Bus Stops.

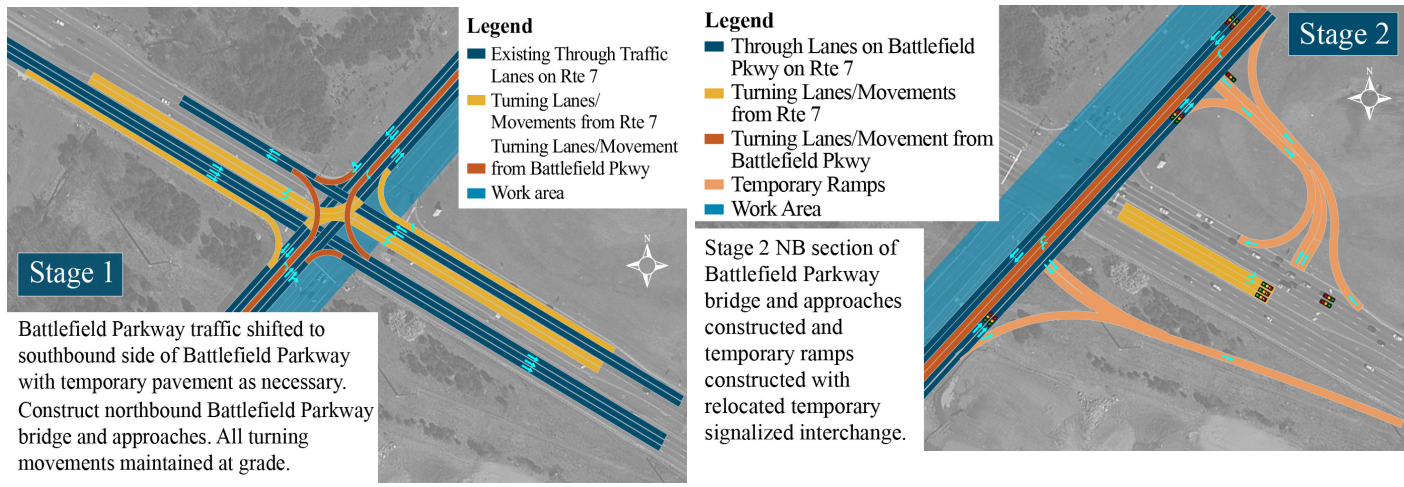
**Lead Traffic Engineer** – Sunita Nadella, PE, PTOE, serves as Parsons’ traffic engineering practice lead for D/B projects in this region. Her responsibilities include traffic modeling and simulations for MOT stages and detours. She has served as the lead traffic engineer on all of Parsons’ VDOT D/B projects. Her project experience includes SPUIs and tight urban diamond interchanges (TUDIs).

**Community Involvement** – Bryon Johnston has considerable experience in successful strategic communication efforts for MOT phasing, closures, and detours, including serving as the public relations lead on the Woodrow Wilson Bridge project.

Our DBPM, Anthony Bednarik, and our DM, Josh Wade, collaborated on the ICC B project to reduce construction phases for the SPUI included in that project. Our CM, David Leber, is the CM for VDOT’s Route 7 Widening and Bridge Rehabilitation over the Dulles Toll Road and Dulles International Access Highway Design-Build. This section of Route 7 has more than 180,000 ADT. Their experience is detailed in the Key Personnel Resume Forms and the projects are detailed in the Work History Forms.

**Construction Duration.** The best way to reduce overall construction impacts is to reduce the construction duration, which is best accomplished by minimizing the number of construction stages. The proposed interchange could be built in two stages (Figure 4). In Stage 1, Battlefield Parkway traffic will be shifted west to allow construction of the east section of the interchange bridge and approaches. Route 7 widening will occur in this stage. In Stage 2, Battlefield Parkway will be shifted to the roadway work

**Figure 4 | Construction Staging for SPUI**





constructed in Stage 1. Movements between Route 7 and Battlefield Parkway will be maintained with temporary ramps.

An innovative and aggressive option would be to build the interchange in one stage by closing Battlefield Parkway for the duration of construction. A possible detour route would be Russell Branch Parkway, Crosstrail Boulevard/River Creek Parkway, and Potomac Station Drive or Fort Evans Road. This detour route would require traffic analysis to determine its suitability and to determine the traffic impacts. Clearly, this detour would decrease the level of service (LOS) on the detour routes. However, constructing the interchange in one phase will reduce construction duration by up to 12 months.

Irrespective of the number of construction stages, temporary lane closures will be avoided during peak commuting hours and will be coordinated with the operations of nearby businesses, schools, and government facilities to avoid closures during special events and high-traffic times for these entities.

**Property Access.** The following entities have direct access to Route 7 within the project limits: Jerry's Ford, Meadows Farm Nurseries, Backyard Buildings and More, Model Home Furniture, This n' That Amish Outlet, Consignment Solutions, and Clarion Inn Historic Leesburg. The potential access plan during construction for these entities is as follows:

- **Consignment Solutions and Model Home Furniture:** The project provides new permanent access from Potomac Station Drive. Construction of this new access road will occur early in the project to move traffic away from Route 7.
- **Meadows Farm Nurseries, Backyard Buildings and More, and This n' That Amish Outlet:** The project provides new permanent access from Potomac Station Drive via John W. Tolbert, Jr. Elementary School property. Construction of this new access road will occur early in the project, with consideration of school schedules, to move traffic away from Route 7.
- **Clarion Inn Historic Leesburg:** The project does not change access to this hotel. The current right-in/right-out driveway from Route 7 can be readily maintained during the widening of Route 7.
- **Jerry's Ford:** The project closes the right-in/right-out driveways to Route 7. Alternate access

will be provided via the Trailview Boulevard extension being constructed as part of the Leegate development. Current access will need to remain open until the Trailview Boulevard extension is completed and, even after completion, will remain open until late in construction to provide maximum traffic flexibility.

- **Cardinal Drive intersection:** The current signal will be removed and the intersection converted to a right-in/right-out. This intersection conversion can not occur until the Trailview Boulevard extension is completed and, even after completion, will remain open until late in construction to provide maximum traffic flexibility.
- **Jerry's Ford's entrance and the Cardinal Drive intersection** can be readily maintained during the overlay and widening of Route 7.

Effectively managing this risk requires a detailed Transportation Management Plan (TMP) and Communication Plan. The D/B Team will develop MOT and Sequence of Construction (SOC) plans, focusing on vehicular-, pedestrian-, and bicycle-traffic safety and maintaining access to businesses in each construction phase. Public involvement is important to ultimate project success and, therefore, it will be emphasized in the TMP. 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.

**Communication.** We will execute a public awareness campaign as part of the project TMP. This campaign will proactively notify road users and nearby property owners about changing conditions. Our Community Involvement Manager and the D/B team will ensure that road users and stakeholders are proactively and regularly updated on work progress, schedule, delays, accidents, and lane closures near the project and in accordance with VDOT-approved procedures. Notification methods will include using portable changeable message signs (PCMSs) 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) that can control the PCMS boards remotely and notify 511 Virginia. We will coordinate with any other nearby roadway improvement and development projects. The

D/B team has experience with VDOT's Lane Closure Advisory Management System (LCAMS).

Robust communication plans have been integral to the success of all our projects and were used on the ICC B, Military Highway CFI, I-395/Seminary Road HOV Ramp, and the Zions Crossroads DDI projects, as well as the Rte. 7 Bridge Replacement over DTR.

#### ROLE OF VDOT AND OTHER AGENCIES |

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 use of the 511 system.



### **RISK NO. 3 | Utility Coordination**

As shown in the RFQ Concept Plans and confirmed by field observation, the project contains numerous private and public utilities within the project limits, including Dominion Energy Transmission and Distribution, Verizon, Washington Gas Distribution, Town of Leesburg Water and Sewer, and multiple fiber-optic communication facilities owned by Century Link, Zayo, Summit IG and AT&T Local and Long Distance, Comcast, and VDOT (for ITS). Thus, we consider utility coordination and relocation to be a critical project risk.

**WHY THIS RISK IS CRITICAL |** Utility coordination and relocation are a risk because utility companies have multiple responsibilities that compete for their resources. Utility company priorities do not always match a project's goals or priorities, which can negatively impact the project schedule. For this project, the following specific areas exacerbate utility concerns: some utilities within the project limits serve the FAA air traffic control center and other government facilities including "black" utilities; the ground conditions present challenges to underground construction; and the Transform I-66 Project is likely to require an abundance of utility companies' relocation resources in Northern Virginia.

#### IMPACT ON THE PROJECT BY EACH UTILITY

| After reviewing the concept plans and walking the site, there is evidence in the field that the designation is missing information associated with Town of Leesburg water facilities. Also, the duct bank that is shown on the plans indicates that the power, telephone, and cable television (CATV) systems are inside it. However, field observation reveals that the telephone and CATV systems are still active on overhead pole lines. During project execution, we will perform subsurface utility engineering to Quality Level "A," including discussions with all utility companies to determine the location of all utilities. Based on our investigation and experience, we have assessed the potential impact associated with the relocation of each utility type on this project. Although the potential impact on this project varies from one utility type to another, in the aggregate, utility relocation and coordination presents a significant potential risk to the project if not properly mitigated through a comprehensive and proactive utility coordination effort.

**Dominion Energy** transmission facilities should not be in conflict with facilities constructed by this project. The height of the conductors will influence construction methods; this will be evaluated during constructability reviews.

**Dominion Energy** distribution systems will be impacted. Distribution poles that will be in conflict on the west end of the interchange have Verizon, CATV, and fiber-optic facilities on them. Discussions have taken place between Dominion Energy and the Town of Leesburg to place this system underground, and this option will be evaluated as the project develops. Underground systems that are in conflict also exist and will require mitigation. It appears that the duct bank on the east end of the interchange will be clear of conflict, but coordination will be required to get the Verizon and Comcast facilities placed in it. Electrical power must be managed throughout the life of the Project.

The **Verizon** distribution system has medium- to large-diameter copper cables and a fiber-optic system. Government circuits are likely within this system. They are located on the Dominion Energy Distribution poles and must be placed in the previously installed duct bank. Advance scheduling is

required to allow for Verizon to plan ahead to perform the required splicing, which takes longer than for the other systems. If the distribution system is relocated back onto poles, Verizon will be scheduled to install its lines after the power lines allowing more splicing time. Verizon's system is not a candidate to transfer from the old poles to the new ones.

**Comcast** facilities must be placed in the duct bank and rebuilt on the distribution pole line. Comcast also provides communication facilities for the VDOT traffic signals. Advance planning and scheduling will be a factor in managing their relocation efforts.

The **Washington Gas** distribution system is within the limit access area under the roadway and regulator stations are within the proposed ramps—thus, they will be in conflict. This small-diameter pipe will have to be relocated to where it can be serviced and maintained without impacting the limited-access lanes. This piping system can be constructed throughout the year, but can only be connected from April to October.

Multiple fiber-optic facilities such as (but not limited to) **Summit IG, Century Link, AT&T Local and Long Distance, Zayo, and VDOT ITS**, are attached to the Dominion Energy distribution poles and in their own underground duct banks. The duct banks are on both sides of Route 7 as well as Battlefield Parkway. Conflicts exist, but different mitigation strategies will be used to resolve them. The installation of new systems will be avoided because these systems have the strong possibility of government circuits. These government circuits require several levels of approvals to allow for splicing time periods and will take significant additional time to coordinate. These cutover times are restricted for the private circuits from early November to mid-January. The government circuits have other undesignated cut-over restrictions and can be impacted by world events. Advance planning and allowing for splicing delays are essential.

**Town of Leesburg water system** facilities are not designated on the concept plans. However, we believe that water facilities may require extensive relocation. Connection to the existing system may have time-of-day and/or time-of-year restrictions, which could be mitigated by use of night tie-ins and coordination with the Leesburg Utility Department.

The **Town of Leesburg sanitary sewer system** crosses Route 7, but does not appear to be in conflict. The casing pipes likely must be extended to the limits of the limited-access lines. Some manholes fall within the limited-access lines, but providing service to them can be accomplished by alternate access roads.

**MITIGATION STRATEGIES** | The following staff will provide added value in mitigating this project risk.



**DBPM, Anthony Bednarik, and DM, Josh Wade**, collaborated on the ICC B project to reduce utility relocations at the SPUI included in that project. Their experience is detailed in their Key Personnel Resume Forms.



**LUCM, Matt McLaughlin**, is a former VDOT Northern Virginia District utility manager, with considerable experience with the same utility companies impacted by this project. His experience is detailed in his Key Personnel Resume Form.



**Lead Utility Engineer – Robert Hester, PE** has extensive experience in Loudoun County for county, municipal, and federal clients including the Shreve Mills Road, Evergreen Mills Road, and Lexington Drive respective roadway improvements projects, Hillsboro/Route 9 Transportation Improvements and Roadway Design, and for MWAA – Western Lands Transportation Infrastructure and Route 606 Improvements projects. Robert will coordinate early in the project design with the Leesburg Utility Department to identify design and sequencing strategies to minimize risk associated with water and sewer service in the corridor.

Robert and Matt recently provided coordination and underground design services for Dominion Energy facilities on Route 9 in Loudoun County, as well as waterline design and construction plans for this similar roadway improvement project.

In addition, the project staff identified above will employ the following mitigation strategies:

- Perform Quality Level “A” subsurface utility engineering soon after NTP.
- Place high emphasis on close coordination with VDOT and Town of Leesburg utility staff for preparation, submittal, and review of the necessary utility relocations to comply with VDOT's Utility Manual of Instructions, Utility Relocation Policies & Procedures. This includes arranging, coordinating,

and conducting the utility field inspection (UFI) meeting(s) and completing the UT-9, UT-4, and UT-11 forms, and other required documents.


- Establish a utility task force led by the LUCM during design and continue through construction, to define potential impacts, evaluate solutions for minimizing impacts, and facilitate relocations. The utility task force will work with the ROW acquisition teams to ensure proper ROW and easements for the relocated utilities. The utility task force will conduct regular meetings (likely biweekly), which provide the D/B 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.
- 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 WBS.
- 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. 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. Wagman and Parsons were very successful on ICC B, avoiding utilities and eliminating utility relocations.
- Use D/B 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.
- Have contingency plans for delayed utility relocation. For example, on the Rte. 7 Bridge Replacement over DTR project, even after extensive utility coordination, Wagman still experienced utility relocation delays due to lack of resources from the utility owners. This started to impact the project's schedule, so Wagman temporarily installed the utilities on the previously constructed phase of

the bridge to allow construction to continue without delay to the critical path of the project.

#### PROJECT SPECIFIC STRATEGIES |

**FAA & Other Government Facilities.** We know these utilities run within the project limits and we will design to avoid the facilities or work around them by protecting them or slightly modifying the location by lowering cables in place. Coordination led by our FAA Liaison Bernard Seals

**Rock Excavation.** Hard diabase rock is common in this area making utility relocation more difficult and expensive; techniques such as breaking or blasting will be required for trenching because micro-tunneling will be very difficult.

 **Lead Geotechnical Engineer – Jeffrey Sewell, PE,** has experience on multiple VDOT projects, including I-395/Seminary Road HOV Ramp project and Zion Crossroads DDI. Through his experience as the lead geotechnical engineer on the Silver Line Phase 2 Metrorail project, Jeff is familiar with the ground conditions expected on this project.

**Demand of Utility Company Resources.** Many large scale projects will be ongoing in this area during design and construction. Demand on the utility owner's resources to coordinate and relocate their facilities will be taxed. Early communication, understanding the resource demands of all the projects and incorporating the utility owners schedule into our project schedule will mitigate risk to this project. On past ICC projects, Wagman contracted directly with utility owner approved subcontractors to complete utility relocations and maintain the project schedule

**ROLE OF VDOT AND OTHER AGENCIES |** We anticipate that VDOT will participate in the utility-relocation planning efforts, including planning meetings and UFI meetings. VDOT will review and approve all utility relocations. The success of the utility relocation effort is also contingent on timely review and approvals by VDOT's utility division. In the event any utilities encounter resource constraints that could impact the project, we would expect VDOT to assist in coordinating among VDOT requirements and priorities in the region.



# Appendix



# The SOQ Checklist

**ATTACHMENT 3.1.2**

**Project: 0007-253-009**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	16-18
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	19
<b>Letter of Submittal (on Offeror's letterhead)</b>				
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	20
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	21-30
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	31
Evidence of obtaining bonding	NA	Section 3.2.9	no	32, 33

**ATTACHMENT 3.1.2**

**Project: 0007-253-009**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	36-45
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	46-54
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	55, 56
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	n/a
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2, 3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	57, 58
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	59, 60
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	61, 62
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	63, 64
Key Personnel Resume – Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	65, 66

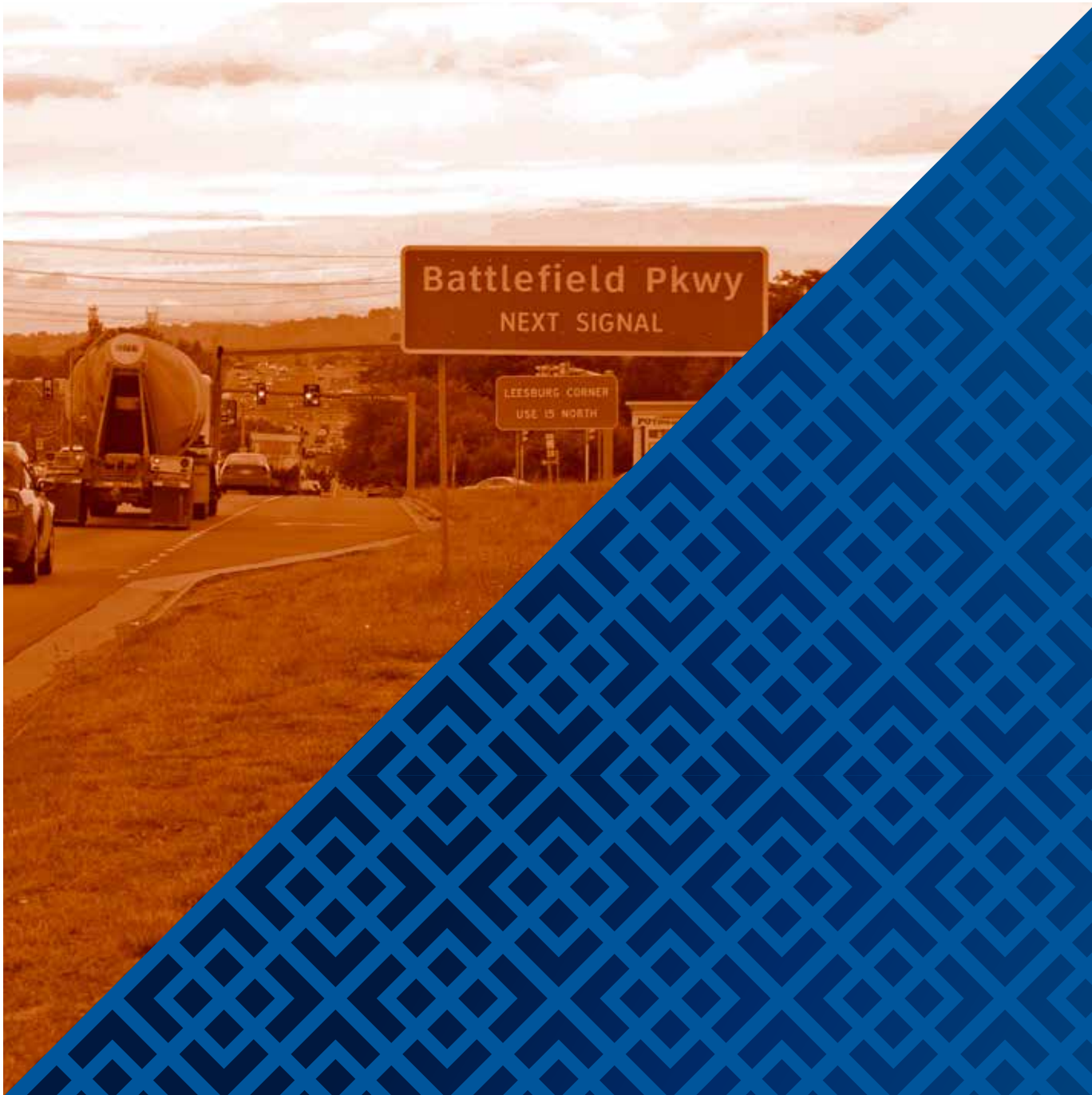


**ATTACHMENT 3.1.2**

**Project: 0007-253-009**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	3-6
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	67-69
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	7-72
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7-15



# Form C-78-RFQ

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00106573DB101

PROJECT NO.: 0007-253-009

**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

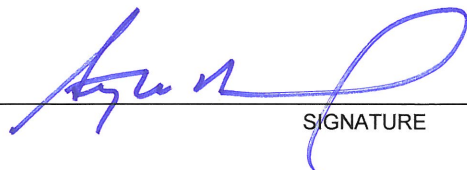
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this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

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

1. Cover letter of RFQ – December 8, 2018  
(Date)

2. Cover letter of \_\_\_\_\_  
(Date)

3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
SIGNATURE

January 30, 2018  
DATE

Anthony W. Bednarik  
PRINTED NAME

Vice President  
TITLE



# List of Affiliated and Subsidiary Companies

**ATTACHMENT 3.2.6**

**State Project No. 0007-253-009**

**Affiliated and Subsidiary Companies of the Offeror**

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

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate (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	Intercounty Constructors	120 White Plains Road, Suite 310, Tarrytown, NY 10591
Affiliate	Lane - Wagman, a Joint Venture	14500 Avion Pkwy, suite 200 Chantilly, VA 20151
Affiliate	Wagman/Cianbro, a Joint Venture	3290 Susquehanna Trail, York, PA 17406



# Debarment Forms

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

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


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

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

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

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

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

  
\_\_\_\_\_  
Signature

January 30, 2017  
Date

Vice President Major Pursuits/Design Build  
Title

Wagman Heavy Civil, Inc.  
Name of Firm

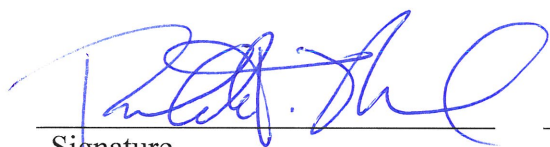
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

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



Signature

January 30, 2018  
Date

Vice President  
Title

Parsons Transportation Group Inc.  
Name of Firm

\*On February 20, 2017, Parsons Transportation Group Inc. received a notice of termination from the Peninsula Corridor Joint Power Board (the JPB) for a project in California. Parsons believes that the termination was wrongful and without merit, as no default in the performance of services by Parsons under the contract had occurred. Accordingly, Parsons has filed a legal action against the JPB for wrongful termination and breach of contract, and we believe that we will prevail in any such action).



ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

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



Signature

January 31, 2018  
Date

President  
Title

Quinn Consulting Services, Inc.  
Name of Firm


ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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

  
\_\_\_\_\_  
Signature

1/9/2018  
\_\_\_\_\_  
Date

President  
\_\_\_\_\_  
Title

CES CONSULTING LLC  
\_\_\_\_\_  
Name of Firm

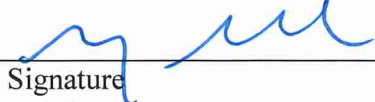
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

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

 _____ Signature	<u>1/12/18</u> _____ Date	Senior Vice President _____ Title
--	---------------------------------	---

Schnabel Engineering, LLC  
\_\_\_\_\_  
Name of Firm

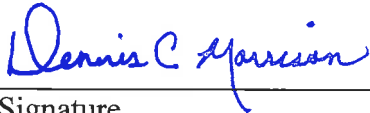
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

	January 31, 2018	Senior Vice President
_____ Signature	_____ Date	_____ Title

Volkert, Inc.

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

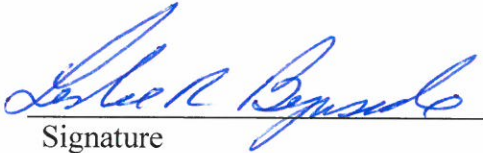
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

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

  
Signature

January 15, 2018  
Date

Vice President  
Title

H&B Surveying and Mapping, LLC  
Name of Firm

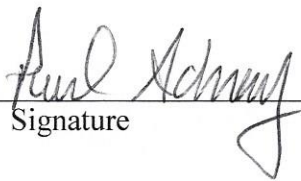
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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

<u></u>	<u>1-16-2018</u>	<u>ROW PROGRAM MANAGER</u>
Signature	Date	Title

CONTINENTAL ACQUISITION SERVICES, INC., dba CONTINENTAL FIELD SERVICE  
Name of Firm

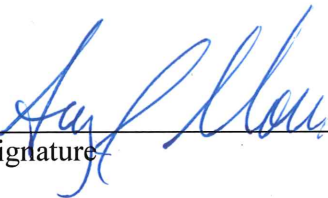
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

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

	01-15-18	President
Signature	Date	Title

T3Design  
Name of Firm

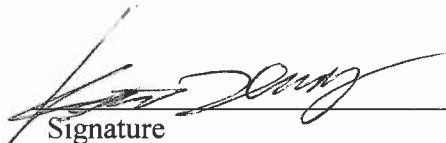
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0007-253-009**

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

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

 Signature	<u>January 31, 2018</u> Date	<u>President</u> Title
---	---------------------------------	---------------------------

Endesco, Inc.  
Name of Firm





# Offeror's VDOT Prequalification Certificate



COMMONWEALTH OF VIRGINIA



## **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**

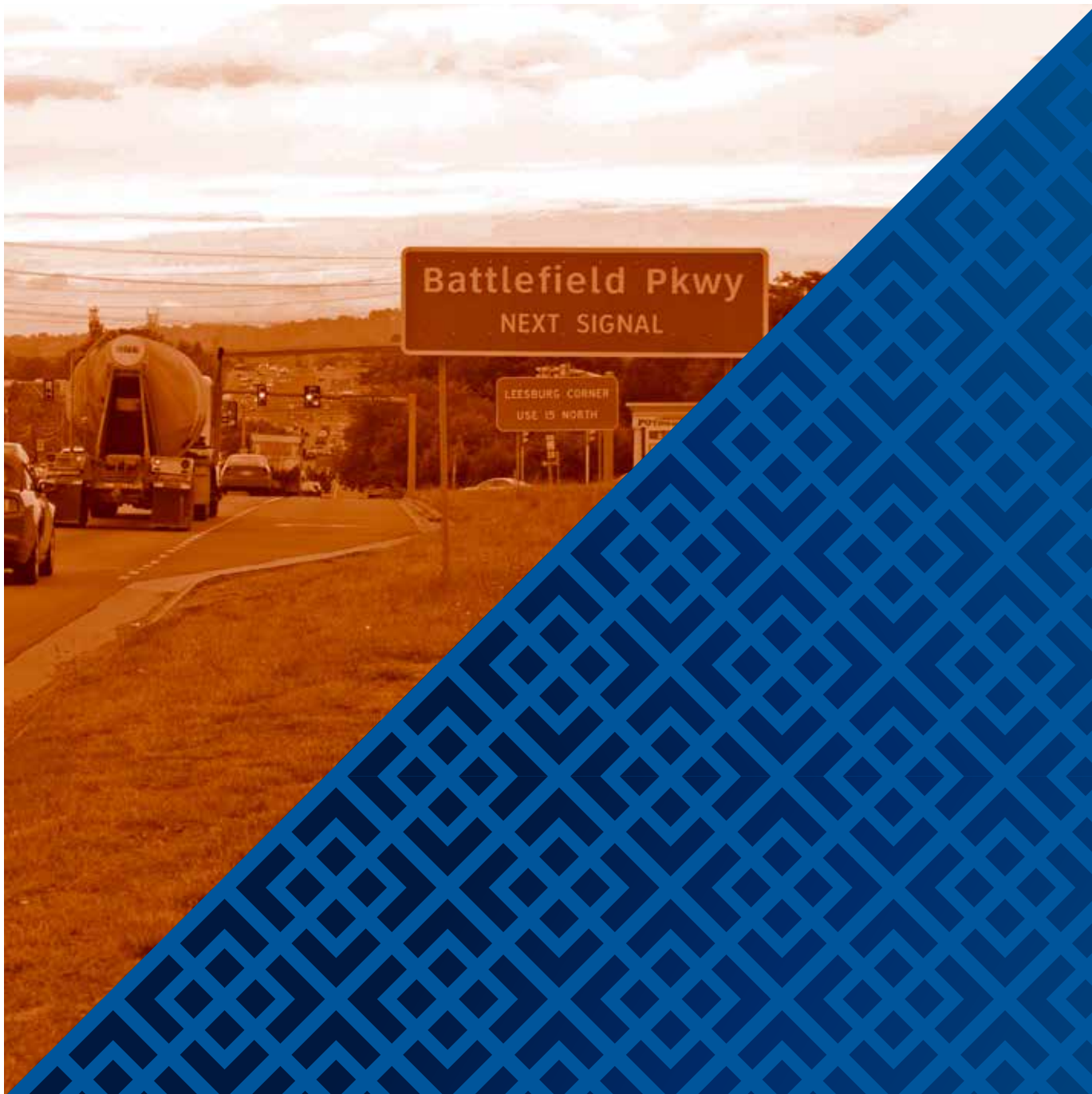
Your firm specializes in the noted Classification(s):  
**MAJOR STRUCTURES; MINOR STRUCTURES; CLEARING AND GRUBBING;  
DEMOLITION OF STRUCTURES; EXCAVATING**

**Issue Date:** October 31, 2017

**This Rating and Classification will Expire:** October 31, 2018

**Issued under the authority of:**  
**Don E. Silies, Director of Contracts**

*It is not permissible to use this document after the posted expiration date, to alter this document, or for this document to be used by a sole proprietor or any firm other than named on this certificate.*



# Surety Letter



333 S. Wabash Avenue, Chicago, IL 60604

January 22, 2018

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


Re: A Design-Build Project  
Route 7 and Battlefield Parkway Interchange  
From: 0.75 Miles W. of Battlefield Pkwy Along Rte. 7  
To: 0.75 Miles E. of Battlefield Pkwy Along Rte. 7  
From: 0.25 Miles S. of Rte. 7 Along Battlefield Pkwy  
To: 0.40 Miles N. of Rte. 7 Along Battlefield Pkwy  
Town of Leesburg, Virginia  
State Project No.: 0007-253-009, P101, R201, C501, B601  
Federal Project No: STP-5A01(704)  
Contract ID Number: C00106573DB101

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 Bond and 100% Labor and Materials Payment Bond in the amount of \$42,000,000 (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  
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, Robert N Striewig Jr, Eugene M Fritz, Patricia C Robinson, Kathy R Reisinger, Donald R Wert, Anthony S Phillips, Kristen D Shive, 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 1st day of August, 2017.

WESTERN SURETY COMPANY



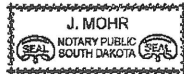
*Paul T. Bruflat*

Paul T. Bruflat, Vice President

State of South Dakota }  
County of Minnehaha } SS

On this 1st day of August, 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*

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 22<sup>nd</sup> day of January, 2018.



WESTERN SURETY COMPANY

*L. Nelson*

L. Nelson, Assistant Secretary



# SCC and DPOR Information Tables

## ATTACHMENT 3.2.10

### State Project No. 0007-253-009

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
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*	ENG	0411001042	2-28-2018
Quinn Consulting Services, Inc.	0492551-7	S, Corporation	Active	14160 Newbrook Drive, Suite 220 Chantilly, VA 20151	ENG	0407003733	12-31-2019
CES Consulting, LLC	S3416007	Limited Liability Company	Active	23475 Rock Haven Way, Ste. 255 Dulles, VA 20166	ENG	0407005783	12-31-2019
Schnabel Engineering LLC	S0889123	Limited Liability Company	Active	9800 Jeb Stuart Pkway Ste 100 Glen Allen, VA 23059	ENG	0411000322	2-28-2018
Volkert, Inc.	F1366592	Foreign Corporation	Active	6225 Brandon Ave. Ste 540, Springfield, VA 22150	Business Entity	0407002610	12-31-2019
H&B Surveying and Mapping, LLC	S290560-4	Limited Liability Company	Active	612 Hull Street Suite 101B Richmond, VA 23224	Business Entity	0407005432	12/31/2019
Continental Field Service	F167489	Foreign Corporation	Active	N/A	N/A	N/A	N/A
T3 Design Corporation	06585392	Corporation	Active	10340 Democracy Lane, Suite 305 Fairfax, VA 22030	ENG	0405001624	12-31-2017
Endesco, Inc.	F133736	Corporation	Active	15245 Shady Grove Rd, Ste 3356 Rockville, MD 20850	ENG	0407005431	12-31-2017

\*Parsons Transportation Group Inc. address is of licensing contact, DPOR license is for Fairfax, VA, which recently moved to Tysons, VA

**ATTACHMENT 3.2.10**  
**State Project No. 0007-253-009**  
**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
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.	John Kevin Vicinski, PE	14160 Newbrook Drive Suite 220 Chantilly, VA 20151	4609 Marble Rock Ct Chantilly, VA 20151	Professional Engineer	0402026380	08-31-2019





# Full Size SCC and DPOR Supporting Registration/ License Documentation



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- UCC or Tax Liens
- Court Services
- Additional Services

General

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

Select an action

- [File a registered agent change](#)
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- [Manage email notifications](#)

Principal Office

3290 NORTH SUSQUEHANNA TRAIL  
 YORK PA17406

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY  
 100 SHOCKOE SLIP  
 2ND FLOOR  
 RICHMOND VA 23219  
 RICHMOND CITY 216  
 Status: Active  
 Effective Date: 1/1/2018

Screen ID: e1000

Need additional information? Contact [scinfo@sc.virginia.gov](mailto:scinfo@sc.virginia.gov) Website questions? Contact: [webmaster@sc.virginia.gov](mailto:webmaster@sc.virginia.gov)

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## SCC eFile Business Entity Details

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### PARSONS TRANSPORTATION GROUP INC.

#### General

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

#### Select an action

- [File a registered agent change](#)
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#### 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

Screen ID: e1000

Need additional information? Contact [sccinfo@scc.virginia.gov](mailto:sccinfo@scc.virginia.gov) Website questions? Contact: [webmaster@scc.virginia.gov](mailto:webmaster@scc.virginia.gov)

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**QUINN CONSULTING SERVICES INCORPORATED**

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- 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

**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](#)
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**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

Screen ID: e1000

Need additional information? Contact [scinfo@sc.virginia.gov](mailto:scinfo@sc.virginia.gov) Website questions? Contact: [webmaster@sc.virginia.gov](mailto:webmaster@sc.virginia.gov)

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**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

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](#)
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Principal Office

23475 ROCK HAVEN WAY  
 SUITE 255  
 DULLES VA20166

Registered Agent/Registered Office

AVTAR SINGH  
 6773 LEOPOLDS TRAIL  
 HAYMARKET VA 20169  
 PRINCE WILLIAM COUNTY 176  
 Status: Active  
 Effective Date: 5/18/2016

Screen ID: e1000

Need additional information? Contact [sccinfo@scv.virginia.gov](mailto:sccinfo@scv.virginia.gov) Website questions? Contact: [webmaster@scv.virginia.gov](mailto:webmaster@scv.virginia.gov)

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**Schnabel Engineering, LLC**

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**General**

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

**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](#)
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**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

Screen ID: e1000

Need additional information? Contact [sccinfo@scv.virginia.gov](mailto:sccinfo@scv.virginia.gov) Website questions? Contact: [webmaster@scv.virginia.gov](mailto:webmaster@scv.virginia.gov)

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## SCC eFile Business Entity Details

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### Volkert, Inc.

#### General

SCC ID: F1366592  
Entity Type: Foreign Corporation  
Jurisdiction of Formation: AL  
Date of Formation/Registration: 1/21/1999  
Status: Active  
Shares Authorized: 2250

#### Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
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#### Principal Office

P.O. BOX 7434  
MOBILE AL36670

#### Registered Agent/Registered Office

CORPORATION SERVICE COMPANY  
100 SHOCKOE SLIP  
2ND FLOOR  
RICHMOND VA 23219  
RICHMOND CITY 216  
Status: Active  
Effective Date: 1/1/2018

Screen ID: e1000

Need additional information? Contact [scinfo@sc.virginia.gov](mailto:scinfo@sc.virginia.gov) Website questions? Contact: [webmaster@sc.virginia.gov](mailto:webmaster@sc.virginia.gov)

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## SCC eFile Business Entity Details

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### H & B Surveying and Mapping, LLC

#### General

SCC ID: S2905604  
Entity Type: Limited Liability Company  
Jurisdiction of Formation: VA  
Date of Formation/Registration: 4/27/2009  
Status: Active

#### 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](#)
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#### Principal Office

612 HULL STREET STE 101B  
RICHMOND VA23224

#### Registered Agent/Registered Office

TIMOTHY H GUARE  
TIMOTHY H GUARE PLC  
6802 PARAGON PL STE 100  
HENRICO VA 23230  
HENRICO COUNTY 143  
Status: Active  
Effective Date: 7/2/2009

Screen ID: e1000

Need additional information? Contact [sccinfo@scv.virginia.gov](mailto:sccinfo@scv.virginia.gov) Website questions? Contact: [webmaster@scv.virginia.gov](mailto:webmaster@scv.virginia.gov)

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**Continental Acquisition Services, Inc.**

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- Additional Services**

**General**

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

**Select an action**

- [File a registered agent change](#)
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**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

Screen ID: e1000

Need additional information? Contact [sccinfo@scv.virginia.gov](mailto:sccinfo@scv.virginia.gov) Website questions? Contact: [webmaster@scv.virginia.gov](mailto:webmaster@scv.virginia.gov)

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**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

Select an action

- [File a registered agent change](#)
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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

Screen ID: e1000

Need additional information? Contact [scinfo@sc.virginia.gov](mailto:scinfo@sc.virginia.gov) Website questions? Contact: [webmaster@sc.virginia.gov](mailto:webmaster@sc.virginia.gov)

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## SCC eFile Business Entity Details

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### 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

#### 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](#)
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#### Principal Office

15245 SHADY GROVE ROAD STE 335  
ROCKVILLE MD20850

#### Registered Agent/Registered Office

CORPORATION SERVICE COMPANY  
100 SHOCKOE SLIP  
2ND FLOOR  
RICHMOND VA 23219  
RICHMOND CITY 216  
Status: Active  
Effective Date: 1/1/2018

Screen ID: e1000

Need additional information? Contact [scinfo@sc.virginia.gov](mailto:scinfo@sc.virginia.gov) Website questions? Contact: [webmaster@sc.virginia.gov](mailto:webmaster@sc.virginia.gov)

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Build #: 1.0.0.29601

License Search

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Disciplinary Action Search

License Details

<b>Name</b>	WAGMAN HEAVY CIVIL INC
<b>License Number</b>	2701015887
<b>License Description</b>	Contractor
<b>Firm Type</b>	Corporation
<b>Rank</b> <input type="checkbox"/>	Class A
<b>Address</b>	3290 NORTH SUSQUEHANNA TRAIL, YORK, PA 17406
<b>Specialties</b> <input type="checkbox"/>	Highway / Heavy (H/H)
<b>Initial Certification Date</b>	1976-10-29
<b>Expiration Date</b>	2019-01-31

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

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EXPIRES ON

12-31-2019

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0407006418

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AND LANDSCAPE ARCHITECTS  
BUSINESS ENTITY 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>

*Jan W. DeBoer*  
Jan W. DeBoer, Director

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EXPIRES ON  
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BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS  
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BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



QUINN CONSULTING SERVICES INCORPORATED  
14160 NEWBROOK DR  
STE 220  
CHANTILLY, VA 20151



*Jan W. DeBoer*  
Jan W. DeBoer, Director

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PROFESSIONS: ENG  
QUINN CONSULTING SERVICES INCORPORATED  
14160 NEWBROOK DR  
STE 220  
CHANTILLY, VA 20151



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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2019

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  
SUITE 255  
DULLES, VA 20166



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR AP/ELSC/DLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005783 EXPIRES: 12-31-2019  
PROFESSIONS: ENG  
CES CONSULTING LLC  
23475 ROCK HAVEN WAY  
SUITE 255  
DULLES, VA 20166



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DPOR-PC (02/2017)

# DPOR License Lookup License Number 0407004386

## License Details

<b>Name</b>	SCHNABEL ENGINEERING, LLC
<b>License Number</b>	0407004386
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	LLC - Limited Liability Company
<b>Rank</b>	Business Entity
<b>Address</b>	9800 JEB STUART PKWY STE 200, GLEN ALLEN, VA 23059
<b>Initial Certification Date</b>	2003-03-10
<b>Expiration Date</b>	2019-12-31

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

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402036595	RABE, WALTER JOSEPH JR	Professional Engineer License	Engineering	2019-11-30

Showing 1 to 1 of 1 entries

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License Search

Advanced License Search

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License Details

Related Licenses



<b>Name</b>	VOLKERT INC
<b>License Number</b>	0407002610
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	6225 BRANDON AVE STE 540, SPRINGFIELD, VA 22150
<b>Initial Certification Date</b>	1983-07-29
<b>Expiration Date</b>	2019-12-31

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

PROFESSIONS: LS



H & B SURVEYING & MAPPING LLC  
612 HULL ST  
SUITE 101B  
RICHMOND, VA 23224



*Jay W. DeBoer*  
Jay W. DeBoer  
Director

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PROFESSIONAL CORPORATION REGISTRATION



T3 DESIGN CORPORATION  
10340 DEMOCRACY LN STE 305  
FAIRFAX, VA 22030



*James W. DeBoer*  
James W. DeBoer, Director

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Department of Professional and Occupational Regulation

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

PROFESSIONS: ENG



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



*Jay W. DeBoer*  
Jay W. DeBoer, Director

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



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DPOR-PC (02/2017)

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PROFESSIONAL ENGINEER LICENSE



JOHN KEVIN VICINSKI  
4609 MARBLE ROCK CT  
CHANTILLY, VA 20151



  
James W. Tabor, Director

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DPOR-LIC (02/2017)

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PROFESSIONAL ENGINEER LICENSE



JOSHUA SHEPPARD WADE  
43346 RIVERPOINT DRIVE  
LEESBURG, VA 20176



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DPOR-LIC (05/2015)



# Key Personnel Resume Forms

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a. Name & Title: Anthony W. Bednarik, Vice President of Major Pursuits/Design-Build		
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 <u>19</u> Years, With Other Firms <u>12</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Currently, Anthony is Vice President of Design-Build for Wagman Heavy Civil, Inc. Anthony is responsible for design-build (D/B) projects for Wagman, from pursuit to final completion. Over the past 15 years, Anthony has worked as a DBPM, D/B Coordinator, Project Manager, and Estimator. 2016–2018 VP, D/B (DBPM on MD 404) 2011–2016 VP, D/B (D/B projects: Route 1 at Ft. Belvoir; I-78 in Lenhartsville, Pennsylvania; and Delaware Water Gap) 2008–2011 Wagman DBPM, ICC B 2006–2008 Wagman DBPM, ICC A 2003–2006 DBPM, Youghiogheny Reservoir Bridge Replacement 2001–2003 Project Manager (PM) (four projects: Salisbury Bypass Contracts A and B; Route 115 Widening, Berlin, Maryland; Route 54 Evacuation Route Upgrade; new structure and road widening, Fenwick Island, Delaware) 1999–2001 DBPM, Route 15; PM, Danville Cut-and-Cover Tunnel		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: BS, Civil Engineering, Bucknell University, 1987		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: DBIA-Certified Professional, ARTBA Project Management Academy, ASCE		
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. <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b>  <b>D/B, Maryland State Highway Administration (MDSHA), MD 404 Dualization   \$111M</b> <i>Name of Firm:</i> Wagman Heavy Civil, Inc. <i>Project Role:</i> DBPM <i>Beginning Date:</i> 09/2015 <i>End Date:</i> 12/2017 Anthony was the DBPM for this high-profile, fast-paced project on the eastern shore of Maryland. As DBPM, Anthony was responsible for the project from pursuit and estimating, through design development, and into construction. This 9-mile project had to be designed and constructed in 18 months. The project achieved substantial completion on November 20, 2017—1 day early, but achieving a \$5 million “no excuse” bonus. Anthony managed the team immediately after notice of award that finalized right-of-way (ROW) acquisition, and concluded utility coordination and relocation, while overseeing the project design and permitting efforts. Utilities ran along the entire 9-mile corridor. Utility relocations or avoidance were completed during design development through close coordination with the utility owners. Through teamwork and partnering with the owner, Wagman started construction 4 months after notice of award. Public outreach was an important element of this heavily traveled highway, and Anthony and his team worked closely with MDSHA to obtain third-party input and to develop open communication with the locals and traveling public. This project also involved 12 innovative intersections to improve traffic movement throughout the corridor. A fully integrated CPM was developed during pursuit, then updated during design development and construction. Environmental elements were avoided and impacts were minimized.  <i>Similarities with the Route 7 and Battlefield Parkway Interchange:</i> <input checked="" type="checkbox"/> D/B <input checked="" type="checkbox"/> Alternative Configuration Interchange <input checked="" type="checkbox"/> Roadway <input checked="" type="checkbox"/> Survey <input checked="" type="checkbox"/> Bridge and Walls with Treatments <input checked="" type="checkbox"/> Environmental		



- Geotechnical
- Erosion and Sediment Control
- Hydraulics & SW Mgt.

**D/B, MDSHA, Intercounty Connector Contract (ICC) B | \$561M**

*Name of Firm:* Wagman Heavy Civil, Inc. *Project Role:* Wagman DBPM

*Beginning Date:* 12/2009 *End Date:* 11/2011

Anthony served as Wagman’s senior representative and was assigned to the project as Wagman’s DBPM. Using lessons learned on the ICC A, Anthony was instrumental in the successful execution of ICC B. As Wagman’s DBPM, he was responsible for design coordination from environmental to roadway and structures. He worked with designers and field personnel to ensure that the design met all environmental commitments, design requirements, and constructability constraints. Anthony worked with the design team and field personnel for initial survey and geotechnical investigation through submission of design packages for construction. To minimize schedule impacts, Anthony would facilitate any design modifications initiated from the field. Anthony assisted with the initial project schedule. He was involved in organizing the project management team, bringing people together from three different companies to create an integrated organization. Other duties included interaction with public outreach, to inform people of the latest designs and any impacts to the local communities. Anthony used his relationship with utility companies from ICC A to facilitate relocations or to avoid utility relocation completely by redesigning elements such as bridge piers and bridge footings. As a team member with local experience, Anthony assisted the management team in coordinating the partnering process for the project.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> D/B          | <input checked="" type="checkbox"/> Alternative Configuration Interchange | <input checked="" type="checkbox"/> Roadway              |
| <input checked="" type="checkbox"/> Survey       | <input checked="" type="checkbox"/> Bridge and Walls with Treatments      | <input checked="" type="checkbox"/> Environmental        |
| <input checked="" type="checkbox"/> Geotechnical | <input checked="" type="checkbox"/> Erosion and Sediment Control          | <input checked="" type="checkbox"/> Hydraulics & SW Mgt. |

**D/B, MDSHA, ICC A | \$464M**

*Name of Firm:* Wagman Heavy Civil, Inc. *Project Role:* Wagman DBPM

*Beginning Date:* 11/2006 *End Date:* 12/2009

Anthony was part of the ICC A joint venture team from preliminary design and proposal preparation through construction startup and mobilization. As Wagman’s senior representative on the project (Wagman’s DBPM), Anthony was responsible for design coordination, utility relocation, project mobilization, and early data gathering such as survey and geotechnical borings. Anthony established relationships with the various utility owners to assist with the utility relocation, including for utilities such as power, communication, gas, water, and sewer. He assisted disciplines with technical expertise, and constructability reviews including acquisition of MDE permit modifications, E&S Permit Plans, acquisition of ROW, earthmoving, utilities, and structures. He coordinated with the third-party QC firm and the environmental compliance firm for the project. As part of the project senior management, Public Outreach and Partnering plans were developed to inform third-party stakeholders and resolve issues. Before his new assignment on ICC B, Anthony established the process to coordinate the ITS, ETC, and electrical components of the project. As Wagman’s executive, Anthony continued to attend joint venture meetings, project progress meetings, and partnering discussions until project completion while assigned to ICC B.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |  |  |  |
|--|--|--|
| <input checked="" type="checkbox"/> D/B          | <input checked="" type="checkbox"/> Grade-Separated Interchange      | <input checked="" type="checkbox"/> Roadway              |
| <input checked="" type="checkbox"/> Survey       | <input checked="" type="checkbox"/> Bridge and Walls with Treatments | <input checked="" type="checkbox"/> Environmental        |
| <input checked="" type="checkbox"/> Geotechnical | <input checked="" type="checkbox"/> Erosion and Sediment Control     | <input checked="" type="checkbox"/> Hydraulics & SW Mgt. |

\* 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.

**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: John Vicinski, Director of Design-Build Services
b. Project Assignment: Quality Assurance 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): Quinn Consulting Services, Inc. (QCS)   Full time
d. Employment History: With this Firm <u>15</u> Years, With Other Firms <u>12</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b><u>Quinn Consulting Services, Inc.</u></b> <b>Start Date:</b> 06/13/2008 <b>End Date:</b> Ongoing <b>Position:</b> <i>Vice President, Design-Build Quality Assurance</i> <b>Responsibilities:</b> <b>Quality Assurance Manager   06/2008 – Ongoing.</b> John is a professional engineer and design-build (D/B) professional with 34 years of experience in transportation and heavy construction. His experience includes quality assurance (QA) management and inspection on interstates, primary and secondary roads, and rural roadways. Since joining QCS in June 2008, he has worked as a Quality Assurance Manager (QAM) on Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA) D/B projects where he has written, overseen, and implemented project-specific Quality Assurance and Quality Control (QA/QC) Plans that conformed to the VDOT Minimum Requirements for Quality Assurance and Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Projects. <b><u>Alpha Corporation</u></b> <b>Start Date:</b> 01/1995 <b>End Date:</b> 06/2008 <b>Position:</b> <i>Vice President and Director of Transportation Services</i> <b>Responsibilities:</b> Managed up to 25 contracts simultaneously, primarily providing CEI services on D/B, districtwide, and project-specific projects for VDOT and other transportation clients.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: BS, Civil Engineering Technology, University of Pittsburgh at Johnstown, 1982
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer: Virginia, Certificate #402-026380; Maryland, Certificate #4737559; Pennsylvania, License #PE043306E DBIA Certified (expires 12/2020) Soils and Aggregate Field Compaction (expires 12/31/2019), Asphalt Field Level 1 and 2 (expires 12/31/2019), Hydraulic Cement Concrete Field (expires 12/31/2019), Pavement Marking (expires 12/31/2018), Slurry Seal (expires 12/31/2019), Surface Treatment (expires 12/31/2019), DEQ Erosion and Sediment Control (expires 05/31/2018), DEQ SWM (expires 09/21/2019), Radiation Safety Officer (expires 2020)
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b> <b>D/B, VDOT, I-395 Express Lanes, VDOT and Transurban 95 Express Lanes Comprehensive Agreement   \$330M</b> <i>Name of Firm:</i> QCS <i>Project Role:</i> QAM <i>Beginning Date:</i> 08/2017 <i>End Date:</i> 06/2020 <i>Specific Responsibilities:</i> John serves as the QAM on this \$330 million extension of the I-395 express lanes. This project extends the I-395 express lanes for 8 miles north from Turkeycock Run near Edsell Road to the vicinity of Eads Street in Arlington. The two existing high occupancy vehicle (HOV) lanes are being converted to express lanes and a third lane will be added, providing three reversible express lanes. As the QAM, John is responsible for overseeing the project-specific Quality Management System Plan (QMSP), which included both the Design Quality Management Plan (DQMP) and the Construction Quality Management Plan (CQMP). In his role as QAM, John is responsible for chairing project activity preparatory meetings, holding weekly QA/QC meetings with owner representatives, and

overseeing the QA and QC inspection and testing on the project and verifying compliance with the VDOT Minimum Standards for QA and QC on Design-Build and P3 Projects.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> D/B                           | <input checked="" type="checkbox"/> QA/QC                            | <input checked="" type="checkbox"/> Roadway              |
| <input checked="" type="checkbox"/> Public Relations              | <input checked="" type="checkbox"/> Bridge and Walls with Treatments | <input checked="" type="checkbox"/> Environmental        |
| <input checked="" type="checkbox"/> Construction Eng & Inspection | <input checked="" type="checkbox"/> Erosion and Sediment Control     | <input checked="" type="checkbox"/> Hydraulics & SW Mgt. |

**D/B, VDOT, Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening, Loudoun County, VA | \$77M**

*Name of Firm:* QCS

*Project Role:* QAM

*Beginning Date:* 08/2015

*End Date:* 06/2018

*Specific Responsibilities:* John is the QAM on this \$77 million project which involves the reconstruction and widening of Route 606 Old Ox Road, from its original two-lane configuration to a four-lane median-divided urban collector. The final plan is for a six-lane limited-access, median-divided urban arterial with additional provisions for a possible bus/HOV lanes. This interim project is designed to implement the interim four-lane condition while providing for the eventual final plan. John provides coordination with QA/QC teams for execution of the work according to plans and VDOT specifications. As the QAM, he is responsible for the QA and oversight of the construction operations, including the QA testing technicians; checks test reports, daily reports, safety reports, and environmental reports; determined and certified to VDOT whether the materials and work complied with the contract documents; conducts preparatory inspection meetings before the start of any new work; provides oversight and directs the independent QA testing and inspections; and compares the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> D/B          | <input checked="" type="checkbox"/> Construction Eng. & Inspection   | <input checked="" type="checkbox"/> Roadway       |
| <input checked="" type="checkbox"/> Survey       | <input checked="" type="checkbox"/> Bridge and Walls with Treatments | <input checked="" type="checkbox"/> Environmental |
| <input checked="" type="checkbox"/> Geotechnical | <input checked="" type="checkbox"/> Erosion and Sediment Control     | <input checked="" type="checkbox"/> QA/QC         |

**Design-Build, VDOT, Eastern Federal Highway, Route 1 Widening near Fort Belvoir | \$82M**

*Name of Firm:* QCS

*Project Role:* QAM

*Beginning Date:* 03/2014

*End Date:* 12/2017

*Specific Responsibilities:* John was the QAM on this \$180 million D/B project that consisted of the widening of a 3.68-mile segment of US 1 (Richmond Highway) from Telegraph Road (Route 611) to Mount Vernon Highway (Route 235) in Fairfax County, Virginia. The project widened the highway from four through-lanes to six through-lanes, including the addition of left- and right-turn lanes at intersections and connecting roadways, and construction of a multiuse trail, pedestrian sidewalk, and on-road bicycle accommodations. The project also included the construction of new bridges over the Accotink Creek. These improvements were necessary to improve traffic operations on US 1 and access to a new Army hospital at Ft. Belvoir. As the QAM, John was responsible for the QA and oversight of the construction operations, including the QA testing technicians; checked test reports, daily reports, safety reports, and environmental reports; determined and certified to VDOT whether the materials and work complied with the contract documents; conducted preparatory inspection meetings before the start of any new work; provided oversight 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.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> D/B          | <input checked="" type="checkbox"/> Alternative Configuration Interchange | <input checked="" type="checkbox"/> Roadway       |
| <input checked="" type="checkbox"/> Survey       | <input checked="" type="checkbox"/> Bridge and Walls with Treatments      | <input checked="" type="checkbox"/> Environmental |
| <input checked="" type="checkbox"/> Geotechnical | <input checked="" type="checkbox"/> Erosion and Sediment Control          | <input checked="" type="checkbox"/> QA/QC         |

\* 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.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
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 <u>23</u> Years, With Other Firms <u>0</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Parsons Transportation Group Inc.</b> <i>Start Date:</i> 05/1994 <i>End Date:</i> Ongoing <i>Position:</i> Regional Lead for Civil Engineering <i>Responsibilities:</i> Josh has been employed by Parsons for his entire career. Over the past 15 years, he has been the Design Manager for multiple projects as well as managed Parsons' design efforts in Virginia. He has worked extensively with Wagman Heavy Civil, Inc., on multiple projects including the development of the single-point urban interchange (SPUI) at MD 200 (the ICC) and MD 650. He has given presentations to VTCA and other industry groups on alternative interchange development and is currently on the VTCA Design-Build Committee, working with David Lyle of Wagman and VDOT on continually improving the design-build (D/B) process in Virginia.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland University College, Adelphi, MD   MBA   2009   Business Administration University of Maryland, College Park, MD   BS   1993   Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1999   Professional Engineer   Virginia   No. 0402032924
g. Document The extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>  <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b>  <b>D/B, Maryland State Highway Administration (MDSHA), Intercounty Connector Contract B (ICC B), Montgomery County, MD   \$560M</b> <i>Name of Firm:</i> Parsons <span style="float: right;"><i>Project Role:</i> Design Manager</span> <i>Beginning Date:</i> 08/2008 <span style="float: right;"><i>End Date:</i> 11/2011</span> <i>Specific Responsibilities:</i> As the Design Manager, Josh was responsible for the design efforts of the D/B project from bid development through design and construction, for which Wagman was part of the contractor JV. The project included two new interchanges and a grade separation with a roundabout. The MD 650 interchange is an SPUI configuration to reduce the impacts on neighboring properties, improve the operations along MD 650, and accommodate the dozens of utilities nearby. The work also included utility protection designs and relocations including extensive existing electrical lines; improvements of state and local roads, intersection improvements, and 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 project also included extensive maintenance-of-traffic (MOT) plans that minimized the impacts on the local communities, utilities, 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. This included developing a construction sequencing and MOT scheme to build the SPUI in halves to minimize impacts on the traveling public, nearby third-party stakeholders, and the dozens of utilities. Josh worked closely with Wagman, and took a hands-on approach to the project, getting involved and overseeing every aspect of the design of the project including coordinating the individual design disciplines, ensuring that the overall project design is in conformance with the contract documents throughout the entire project, including during construction. He developed the design QA/QC program, managed it, and ensured it was implemented for all aspects of the project including RFIs and NDCs to ensure that all constructed elements met the design plans and were reviewed for conformance with the quality plan, standards, and applicable processes. 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 ENR (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 Route 7 and Battlefield Parkway Interchange:*

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> D/B with Wagman           | <input checked="" type="checkbox"/> Third-Party Coordination                       | <input checked="" type="checkbox"/> Alternative Configuration Interchange |
| <input checked="" type="checkbox"/> Detailed Traffic Analyses | <input checked="" type="checkbox"/> Complex MOT                                    | <input checked="" type="checkbox"/> Utility Coordination and Relocations  |
| <input checked="" type="checkbox"/> Landscape Architecture    | <input checked="" type="checkbox"/> Business Access Modifications and Coordination |   |

**D/B, VDOT, Military Highway Continuous Flow Intersection (CFI), Norfolk, VA | \$59M**

*Name of Firm:* Parsons

*Project Role:* Design Manager

*Beginning Date:* 08/2011

*End Date:* Ongoing (design phase complete), construction to end 07/2018

*Specific Responsibilities:* The project for the Hampton Roads District is in the city of Norfolk, primarily along Military Highway, with a new innovative CFI at the intersection with Northampton Boulevard. The project length along Military Highway is approximately 1.58 miles. The CFI elements will direct the left-turning vehicles on Military Highway (which would otherwise conflict with the opposing through movement) away from the main intersection. Vehicles turning left will cross over conflicting through-traffic at signalized locations several hundred feet in advance of the main intersection. These left-turning vehicles can then proceed through the main intersection at the same time as opposing through-vehicles without conflict at the main intersection. The elimination of the left-turn phase improves the safety and efficiency of the main intersection. A major element of the project was the protection, relocation, and undergrounding of utilities (gas, electric, and telecom) throughout the project. The project also included extensive MOT to allow for the MOT throughout the project.

As the Design Manager, Josh works closely with the contractor and District staff and is responsible for the design efforts of this VDOT D/B project through design and construction. He is responsible for coordinating the individual design disciplines and ensuring that the overall project design is in conformance with the contract documents. Josh established and oversees a QA/QC program for all pertinent disciplines involved in the design, including, review of design, working plans, shop drawings, preparing responses to design-builder internal requests for information (RFIs), specifications, and constructability for the project. He is involved during the ongoing construction phase to ensure field changes/modifications meet the intent of the approved design(s), and that revisions are properly documented in as-built plans including the development of a notice of design change (NDC) tracking system that immediately informs construction staff of any potential plan changes and which sheets/elements could be affected. This reduces potential rework and helps ensure schedules are not impacted by changes after design approval.

The Military Highway CFI project will be complete well before the award of the Route 7 and Battlefield Parkway Interchange D/B Project.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> VDOT D/B                            | <input checked="" type="checkbox"/> Extensive Utilities | <input checked="" type="checkbox"/> Alternative Configuration |
| <input checked="" type="checkbox"/> Detailed Traffic Analysis           | <input checked="" type="checkbox"/> Extensive MOT       | <input checked="" type="checkbox"/> Public-Relations Program  |
| <input checked="" type="checkbox"/> Safety and Operational Improvements |   |   |

**I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension, Alexandria, VA | \$55M**

*Name of Firm:* Parsons

*Project Role:* Design Manager

*Beginning Date:* 04/2013

*End Date:* 12/2015

*Specific Responsibilities:* As the Design Manager, Josh 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 was responsible/involved as follows: determined design packaging, set the design schedule, resource and subconsultant management, ROW avoidance and acquisition support, coordinated with stakeholders (including VDOT and the City), 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 traveling public, pedestrians, and nearby school. An IMR and associated traffic analysis were 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 HOAs, and overall noise-wall and landscaping update meetings with nearby residences.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> VDOT D/B                  | <input checked="" type="checkbox"/> Alternative Interchange Geometrics      | <input checked="" type="checkbox"/> Complex MOT |
| <input checked="" type="checkbox"/> Extensive Public Outreach | <input checked="" type="checkbox"/> VDOT Northern Virginia District Project |   |
| <input checked="" type="checkbox"/> Retaining Walls           | <input checked="" type="checkbox"/> Noise walls                             |   |

\* 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**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>		
a. Name & Title: David Leber, DBIA, PMP, Construction Manager		
b. Project Assignment: Construction 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): Wagman Heavy Civil, Inc.   Full time		
d. Employment History: With this Firm <u>10</u> Years, With Other Firms <u>4</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Wagman Heavy Civil, Inc. 2011 to Present, Construction Manager Wagman Heavy Civil, Inc. 2007 to 2011, Assistant Construction Manager Wagman Heavy Civil, Inc. 2005 to 2007, Project Coordinator to 2007, Project Engineer		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Mount St. Mary's University, Emmetsburg, MD/MBA and Graduate Certificate/2013–Present/Project Management West Virginia University, Morgantown, WV/BS/2004/Economics (minor in communication) Frederick Community College, Frederick, MD/AS/2008/Construction Management		
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDOT Erosion and Sedimentation 3-00480                      OSHA 10- and 40-hour VA Responsible Land Disturber RLD03157                      CPR and First Aid Training MD E&S Yellow and Designer Registration                      VDOT Work Zone Intermediate 011416004 MSHA Traffic Manager    MDE Green Card		
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b>  <b>D/B, VDOT, Route 7 Widening and Bridge Replacement over Dulles Toll Road (DTR) and Dulles International Airport Access Highway (AAH), Fairfax County, VA   \$39M</b> <i>Name of Firm:</i> Wagman Heavy Civil, Inc. <i>Project Role:</i> Construction Manager <i>Beginning Date:</i> 10/2015 <i>End Date:</i> 05/2018 David is the Construction Manager for this complex, utility-intense, and heavily traveled (180,000 ADT) project replacing the Route 7 Bridge over the DTR and AAH. David is responsible for resource allocation for construction, workforce and equipment, subcontractor coordination, material delivery, quality assurance and quality control. David coordinates with VDOT and stakeholders (including WMATA, MWAA, Fairfax County, utility owners and others) to ensure compliance with contract requirements and to act as a good neighbor. The project includes a major vehicular highway bridge spanning the conjoined DTR and AAH, a prefabricated structural truss pedestrian bridge and a complex cast-in-place elevated pedestrian structure, three precast pedestrian underpasses below vehicular highway ramps, a complex network of shared-use pathways, utility coordination and relocation, ROW acquisition, maintenance of traffic (MOT), noise-wall installation, and roadway construction in a very heavily congested urbanized region of northern Virginia. Implementation of nontraditional foundation construction using micropiles due to space constraints under the existing bridge and between the DTR and AAH, as well as nontraditional methods of construction for communication utility relocations were key to the success of this project. David worked day and night to execute an MOT-phasing plan that reduced the number of construction phases from seven to four—thus reducing the overall project schedule by approximately 7 months and significantly reducing costs and impacts to the traveling public and stakeholders.  <i>Similarities with the Route 7 and Battlefield Parkway Interchange:</i>		
<input checked="" type="checkbox"/> D/B	<input checked="" type="checkbox"/> Alternative Configuration Interchange	<input checked="" type="checkbox"/> Roadway
<input checked="" type="checkbox"/> Survey	<input checked="" type="checkbox"/> Bridge and Walls with Treatments	<input checked="" type="checkbox"/> Environmental

- Geotechnical
- Erosion and Sediment Control
- Hydraulics & SW Mgt.

**D/B, Maryland Transportation Authority, I-95 Bridge Rehabilitation and Joint Replacement, Baltimore, MD | \$51M**

*Name of Firm:* Wagman Heavy Civil, Inc. *Project Role:* Construction Manager

*Beginning Date:* 04/2013

*End Date:* 10/2015

David was the Construction Manager for this heavily traveled (180,000 ADT) project on I-95 in Baltimore, Maryland, which included joint replacement and removal of an existing concrete bridge deck on 28 structures. The work was completed in 15 phases with multiple work zones in each phase. Hydrodemolition removed a portion of the deck and a latex modified concrete overlay repaired the bridge surface. David was responsible for developing schedules and work plans for project-specific requirements. The bridge deck was reconstructed in multiple phases while maintaining traffic on its heavily traveled section of I-95 in Baltimore, just south of the Ft. McHenry Tunnel. David supervised and coordinated all subcontract activities; ensured work was performed per contract requirements; communicated and ensured compliance of safety plans; and performed buyout and contract negotiations for all subcontractors and suppliers. As the Construction Manager on this urban project, David was responsible for all quality control and contract compliance. In addition, he performed cost and revenue forecasting and reporting and negotiated all contract administration with the owner. David had direct responsibility for compliance with stringent environmental regulations regarding the control of the runoff from the hydrodemolition activities. In addition to project oversight, he was also responsible for coordination with MDTA, the Stadium Authority, the motoring public, and other stakeholders to ensure that lane closures and other activities impacting the motoring public were properly planned and executed.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- Major Interchange with MOT
- Roadway
- Public Involvement
- Survey
- Bridges
- Environmental
- Geotechnical
- Erosion and Sediment Control
- Hydraulics & SW Mgt.

**D/B, SHA, Intercounty Connector Contract A, Montgomery County, MD | \$480M**

*Name of Firm:* Wagman Heavy Civil, Inc. *Project Role:* Assistant Construction Manager

*Beginning Date:* 03/2007

*End Date:* 12/2010

David served as Assistant Construction Manager/Engineer for this D/B project to construct 8 miles of a divided highway with open-road toll facilities from I-370 to MD Route 97, including an 8.5-mile-long shared-use path with multiple underpasses below the new roadway. This project included the acquisition of additional right-of-way and contractor-led Quality Control and Quality Assurance programs. One mile of the project was the total reconstruction of existing I-370 while maintaining traffic, and coordination with WMATA and CSX. David served on a D/B team from project startup to closeout and held several positions from E&S Construction Manager to Assistant Construction Manager – Utilities. He started as a Construction Engineer and quickly became an Assistant Construction Manager. David assisted the D/B team to identify cost and time savings and resolve constructability issues including three grade-separated interchanges. As E&S Manager, David achieved environmental compliance of the project; supervised erosion- and sediment-control installation; oversaw construction of numerous stream and culvert crossings; and managed final stormwater management facilities. As Utility Coordinator/ Manager, David coordinated the relocations of gas, power, and communication lines; worked with Pepco to design and construct more than 30 power drops; and managed the installation of six traffic signals, project lighting, ITS along I-270 and the ICC corridor, and electrical systems.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- Design/build
- Alternative Configuration Interchange
- Roadway
- Survey
- Bridge and Walls with Treatments
- Environmental
- Geotechnical
- Erosion and Sediment Control
- Hydraulics & SW Mgt.

\* 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.

**VDOT, Rte. 7 Widening & Bridge Replacement over DTR, Fairfax County, VA | Role: Construction Manager | Substantial completion anticipated for May 2018**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: Matthew McLaughlin, CCM   Construction Manager/Utilities Coordination Manager
b. Project Assignment: Lead Utility Coordination 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): CES Consulting LLC   Full time
d. Employment History: With this Firm <u>4</u> Years, With Other Firms <u>30</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>CES Consulting LLC</b> <i>Start Date:</i> 2013 <i>End Date:</i> Ongoing <i>Position:</i> Construction Manager/Utilities Coordination Manager <i>Responsibilities:</i> Matthew currently provides management support to the District's utility construction field operations for the relocation efforts in the Northern Virginia District for VDOT. This includes ensuring compliance with safety and environmental laws and regulations and coordination of all utility relocations by companies to include Dominion Energy, NOVEC, Verizon, Comcast, Cox Communications, Plantation Pipeline, Colonial Pipeline, Washington Gas Transmission and Distribution, Columbia Gas Transmission and Distribution, AT&T Local and Long Distance, Zayo, Above-Net, Summit IG, Century Link, Qwest Government Services, MCI/Verizon Business, and XO Communications, as well as the water and sanitary sewer authorities throughout the region.  <b>VDOT NOVA District</b> <i>Start Date:</i> 2000 <i>End Date:</i> 2013 <i>Position:</i> District Utility Construction Engineer <i>Responsibilities:</i> Matthew performed oversight for the districtwide utility construction program in northern Virginia, which included the supervision of staff to include Construction Managers, Senior Inspectors, Inspectors, Trainees, CAD Technicians, and a Graphic Specialist to monitor field operations, record the horizontal and vertical location of the installed facilities, and transmit the electronical as-built plans to the project stakeholders. Matthew was responsible for safety and environmental compliance. He was also responsible to coordinate all utility field relocations, verify conflicts and review cost responsibilities, conduct utility field inspections and progress meetings, review and coordinate utility relocation designs to determine conflict resolutions, review and recommend approval of utility relocation plan and estimates, review in-plan water and sanitary sewer designs for conflict resolution, modify the designs (if necessary) based on field conditions and construction activities, resolve utility conflicts during the construction operations, provide technical support to the construction staff, and review the status of the ROW for needed parcels in order to establish utility relocation schedules. He created the policies, procedures, and field protocols to manage the newly formed section and developed a utility mapping system that uses advanced technologies to create electronic as-built plans. The projects include design/bid/build and the VDOT versions of D/B.  <b>City of Manassas</b> <i>Start Date:</i> 1983 <i>End Date:</i> 2000 <i>Position:</i> Construction Inspector <i>Responsibilities:</i> Matthew ensured compliance with all federal, state, and local requirements for safety and environmental regulations, plans, specifications, and zoning compliance for site plan improvements to include water distribution systems, sanitary sewer systems, drainage systems to include stormwater management facilities, roadway improvements to include highways, subdivision roadways and parking lots, and he coordinated utility relocation efforts with utility companies and resolved utility conflicts during the construction activities. He performed daily inspections and provided relevant documentation, reviewed site plans and recommend approvals, edited and formatted the City's first design and construction standards manual (1,104 pages of text and details), and performed bond reductions and releases for public improvement, commercial and residential projects as a recommendation to the Director of Public Works.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Associate Degree in Construction Management, NOVA Community College, 2000
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Certified Construction Manager (CCM) – 2015   Intermediate Work Zone (2016)
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be</i>



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, Gainesville Interchange | \$94M**

*Name of Firm:* VDOT/CES Consulting LLC

*Project Role:* Utility Manager

*Beginning Date:* 2009

*End Date:* 2014

*Specific Responsibilities:* As the Utility Manager, Matthew managed and coordinated the utility construction field operations. The utilities included Dominion Power, Verizon, Comcast, Qwest Government Services, Prince William Service Authority, and Columbia Gas Distribution and Transmission. This project was unique because the utility relocation efforts were phased in conjunction with the early partial takes of the ROW acquisition. At the same time, an advanced detour project was extracted from the overall parent project to include high-risk utility work that included water, sanitary sewer, drainage, and roadway widening. There was also a demolition contract that was administered at the same time to remove the structures that were in conflict with the utility relocation work and the advanced detour project as well as the first phase of the parent project. So the start of the utility relocation efforts were accelerated because of the early partial ROW takes (14 parcels out of a total of 65), while the next parcels were obtained, the first phase of the private utility work was completed. This started the second phase of the private utility work. At the same time, Matthew administered the building demolition work, which was being performed to include asbestos abatement. The construction staff was managing the advanced detour project which has specific utilities that had to be cleared to avoid conflicts. So ultimately the ROW acquisitions, utility relocations, structure demolitions and the advanced detours projects were all being performed concurrently to set the stage for the \$74 million interchange project. This saved money, reduced the construction risk, and advanced the original advertisement date by almost 4 years. This was a modified version of a design/bid/build project, which is very similar to the current D/B projects. This project was awarded VDOT Commissioner's Award.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Roadway             | <input checked="" type="checkbox"/> Bridge and Walls with Treatments | <input checked="" type="checkbox"/> Survey                   |
| <input checked="" type="checkbox"/> Environmental       | <input checked="" type="checkbox"/> Geotechnical                     | <input checked="" type="checkbox"/> ROW Acquisition          |
| <input checked="" type="checkbox"/> Utility Relocations | <input checked="" type="checkbox"/> Erosion and Sediment Control     | <input checked="" type="checkbox"/> Stakeholder Coordination |

**D/B, VDOT, Route 7 from Reston Parkway to Route 123**

*Name of Firm:* CES Consulting LLC

*Project Role:* Utility Manager/Owners Representative

*Beginning Date:* 10/2016

*End Date:* 05/2017

*Specific Responsibilities:* As the Utility Manager, Matthew performed the initial reviews on this 7-mile D/B project that includes a bridge and an overpass as the owner's representative to determine the utility scope, cost responsibility, utility cost estimate, mitigation strategies, schedule impacts, and construction phasing scenarios. The utilities include Dominion Energy, Verizon, Comcast, Cox Communications, Washington Gas Transmission and Distribution, Columbia Gas Transmission, Century Link, and Summit IG, as well as other fiber-optic companies.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> VDOT D/B            | <input checked="" type="checkbox"/> Roadway                      | <input checked="" type="checkbox"/> Survey                   |
| <input checked="" type="checkbox"/> Environmental       | <input checked="" type="checkbox"/> Geotechnical                 | <input checked="" type="checkbox"/> ROW Acquisition          |
| <input checked="" type="checkbox"/> Utility Relocations | <input checked="" type="checkbox"/> Erosion and Sediment Control | <input checked="" type="checkbox"/> Stakeholder Coordination |

**D/B, VDOT, Route 7 Widening and Bridge Replacement over DTR and AAH, Fairfax County, VA | \$39M**

*Name of Firm:* CES Consulting LLC

*Project Role:* Utility Manager/Owners Representative

*Beginning Date:* 2015

*End Date:* 2018

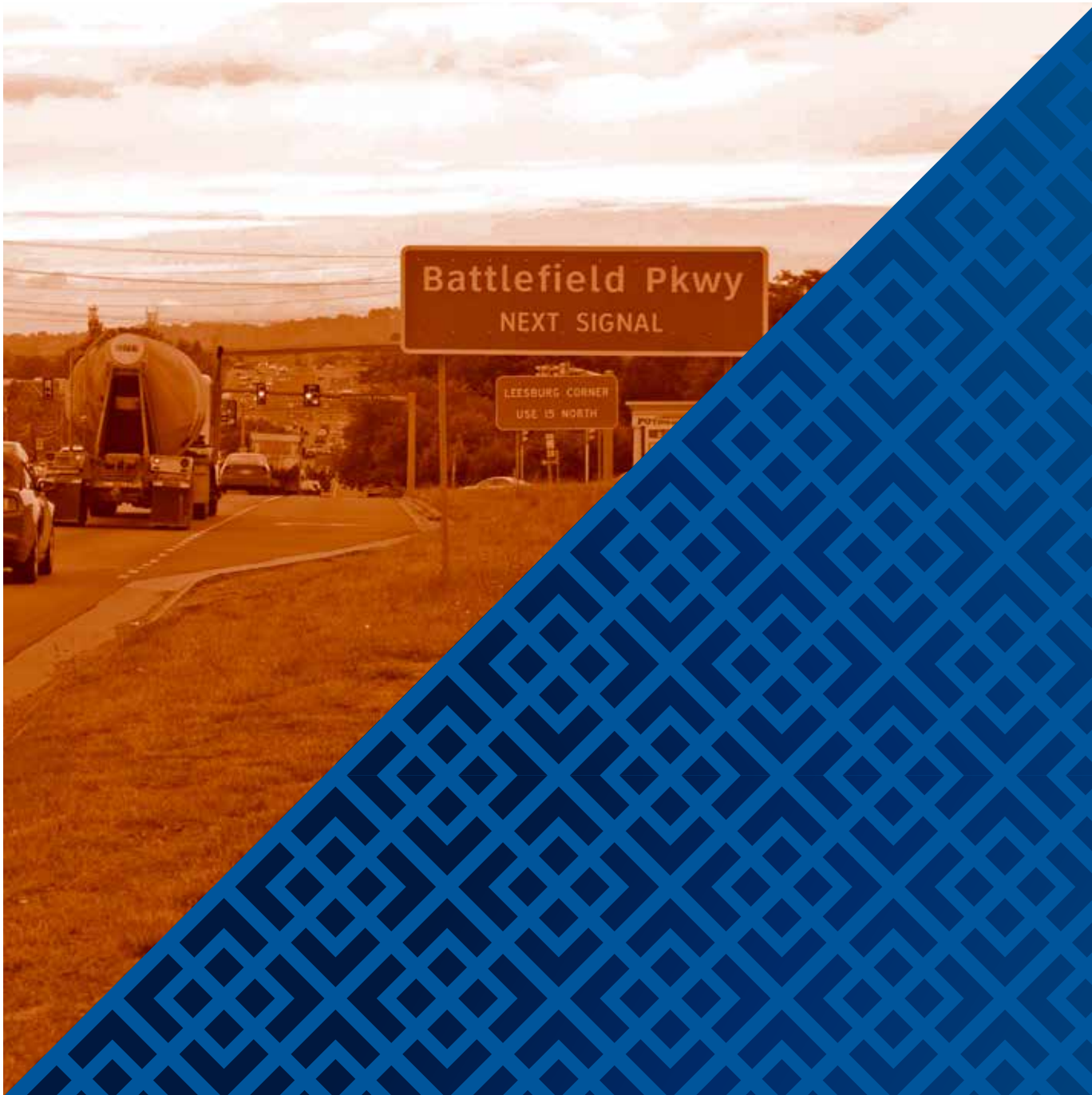
*Specific Responsibilities:* As the Utility Manager to represent the owner (VDOT), Matthew was responsible for overseeing the field construction of more than 5 miles of fiber-optic and telephone facilities as well as natural gas, water distribution system, overhead and underground power to include the distribution systems while avoiding the transmission power system. He provided technical assistance to advise the owner when issues arose to include ROW, plan compliance, and schedule impacts. The utility companies include Dominion Energy, NOVEC, Verizon, Columbia Gas, AT&T, Comcast, and multiple fiber-optic companies. Matthew also provided specific oversight to the accumulation and recording of the utility data for an accurate as-built plan created in an electronic format.

*Similarities with the Route 7 and Battlefield Parkway Interchange:*

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> VDOT D/B            | <input checked="" type="checkbox"/> Roadway                      | <input checked="" type="checkbox"/> Survey                   |
| <input checked="" type="checkbox"/> Environmental       | <input checked="" type="checkbox"/> Geotechnical                 | <input checked="" type="checkbox"/> ROW Acquisition          |
| <input checked="" type="checkbox"/> Utility Relocations | <input checked="" type="checkbox"/> Erosion and Sediment Control | <input checked="" type="checkbox"/> Stakeholder Coordination |

\* 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




# 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	
<b>DESIGN-BUILD</b> Intercounty Connector (ICC MD 200) I-270/I-370 to MD 97 Contract A Montgomery County, MD	Lead Designer: Parsons-Jacobs, a Joint Venture Geotechnical Engineer: Schnabel	Owner: Maryland State Highway Administration Phone: 410.545.0360 PM: Mark Coblentz Phone: 443.844.9886 E-mail: MCoblentz@sha.state.md.us	08/2010	12/2010 (actual) (due to owner-approved time extensions)	\$464,000	\$484,000 (owner approved change orders) (final)	Wagman, a 22 percent equity partner in the Intercounty Constructors JV entity, was contractually responsible for delivery of this D/B project. Wagman's % = \$102,107.
<p><b>h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects 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.</b></p>							
<p><b>PROJECT OVERVIEW:</b> ICC Contract 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 in Montgomery County, Maryland, to the I-95/ US 1 corridor in Prince George's County, Maryland. Wagman Heavy Civil, Inc., was an equity member of a fully integrated construction joint venture (JV) known as the Intercounty Constructors, and as such, was joint and severable with each partner and financially responsible for the project. The project was 7.3 miles long, with 18 structures, 350,000 SF of noise walls, utility relocations, right-of-way (ROW) acquisition, environmental permitting and monitoring, drainage, more than 3 million cubic yards of roadway excavation, and construction of four grade-separation interchanges. On the project's western end, 1.5 miles of existing I-370 were widened and reconstructed. I-370 was widened to the median to create an additional lane and eight existing structures were widened to the median (the bridge over CSXT was also widened to the outside).</p>  <p><b>ENVIRONMENTAL COMPLIANCE, SAFETY, AND QUALITY</b></p> <p><b>Environmental:</b> This environmentally sensitive project required a full-time environmental compliance staff. This environmental staff reviewed design plans for compliance, maintained a compliance tracking sheet, monitored construction work in the field to avoid and minimize impacts. Our team reduced environmental impacts from the EIS by more than 10 percent and achieved multiple environmental incentives during design and construction.</p> <p><b>Safety:</b> A robust and proactive safety program was initiated at the onset of the contract to firmly communicate the intent to have the program run with a highly functional safety culture. The project management team constantly promoted and fostered the high-level program. The project safety results were exceptional, garnering an industry safety award, and included a nonloss manhour streak that exceeded 1 million manhours.</p> <p><b>Quality:</b> The key strategy for a tremendously successful project in terms of quality was the use of an experienced contractor employee who served as the liaison between the QC team, the construction team, and the MDSHA QA team. This role, filled by a professional engineer, served to seamlessly fill any communication gaps and help each distinct entity further understand the needs of the other. This proactive effort reduced rework, expedited complete and accurate documentation, and facilitated the flow of construction by reducing the influence of the QC effort with regard to schedule by timely review and release of hold points as well as all preparatory meetings being performed in a manner to resolve concerns well before physical work commenced.</p>		<p><b>INNOVATIVE SOLUTIONS:</b> We used the alternative technical concept (ATC) process to redesign a three-level interchange into a two-level trumpet interchange, reducing bid cost and reducing long-term maintenance costs for the owner. Through partnering, risk was shared, and Wagman assisted MDSHA with the required ROW acquisition.</p> <p><b>MINIMIZING IMPACTS:</b> A complete transportation management plan (TMP) was developed for the project that included all phases of construction and project completion. This ICC project tied into existing I-370 (ADT=100,300) and then onto I-270, along with the eastern portion of the project being primarily new alignment construction, the overall maintenance-of-traffic (MOT) effort had a unique blend of challenges. With significant volume along I-270, all work in that area was exposed to high-speed, high-volume traffic. It was imperative to provide well-planned traffic operations to adequately inform the traveling public and to minimize impacts. In addition, along the I-370 corridor much of the work included multistage operations in the area with direct access to the Shady Grove Metro Station and facility. Another key challenge was the need to traverse through various high-profile neighborhoods and communities where pedestrian and child safety, noise impact, and dust control were all highly sensitive issues—but were handled efficiently through an open and transparent communication effort. This included numerous temporary cross-road “run-arounds” where traffic was relocated to facilitate construction of bridges that carried local roads over the alignment.</p> <p>The interface of I-370 and the new ICC required us to widen to the median and to the outside and reconstruct four additional structures to accommodate new ramps for the new interchange to the Washington Metropolitan Area Transit Authority (WMATA) station in Rockville, Maryland. Major traffic control and traffic switches were required on the western end to minimize impacts to the traveling public.</p> <p><b>COMMUNICATION STRATEGIES:</b> Wagman worked closely with MDSHA on a comprehensive, third-party coordination effort to include organizing meetings, generating newsletters, providing website content, and addressing daily concerns. Wagman also interacted with the railway (CSXT) daily to ensure proper coordination between construction activities and rail traffic. Context-sensitive solutions were incorporated to ensure compliance with the MDSHA commitments. The design and coordination efforts demonstrated by the Wagman staff on the ICC A project illustrates their competency in performing cooperative team work and coordinating with third-party entities on D/B projects.</p> <p><b>MINIMIZING RIGHT-OF-WAY:</b> ROW was acquired by the owner, but using the ATC, we obtained additional ROW to reduce the cost to the owner by designing and constructing an alternate interchange with the DC Metro. The RFP called for a three-level interchange that we redesigned to a two-level interchange, eliminating bridge structures and retaining walls.</p> <p><b>MINIMIZING UTILITY IMPACTS:</b> This project required significant outreach and coordination programs, which successfully relocated and improved numerous public and private utilities with minimal service interruptions. We bisected multiple neighborhoods and maintained all utilities to local home owners and business. In addition, we had to coordinate with a major gas-line relocation project within the project corridor. We employed utility owner-approved subcontractors to relocate many utilities such as power, communications, and fiber.</p> <p><b>MEETING/EXCEEDING DBE PROGRAM COMMITMENTS:</b></p> <ul style="list-style-type: none"> <li>↳ Project Goals: 15.00 percent DBE</li> <li>↳ Actual DBE Awarded: 15.60 percent DBE <b>Exceeded Goal by 4.00 percent</b></li> </ul>		<p><b>PROJECT HIGHLIGHTS</b></p> <ul style="list-style-type: none"> <li>↳ Coordination and relocation of all impacted public and private utilities</li> <li>↳ Multiphase MOT coordination with various stakeholders</li> <li>↳ Work performed during off-peak hours, minimizing impacts to the traveling public, adjacent residences, and businesses</li> <li>↳ Construction of three grade-separated interchanges through the corridor</li> </ul> <p><b>SIMILAR SCOPE ACTIVITIES</b></p> <ul style="list-style-type: none"> <li>↳ D/B</li> <li>↳ Roadway</li> <li>↳ Survey</li> <li>↳ Bridge</li> <li>↳ Retaining walls with architectural treatment</li> <li>↳ Environmental permitting</li> <li>↳ Environmental commitments, compliance, and mitigation</li> <li>↳ Sound barrier walls</li> <li>↳ Geotechnical</li> <li>↳ Erosion and sediment control</li> <li>↳ Hydraulics and stormwater management</li> <li>↳ Landscaping</li> <li>↳ Roadway lighting</li> <li>↳ Traffic control devices</li> <li>↳ Overhead signs and sign structures</li> <li>↳ Intelligent transportation systems (ITS)</li> <li>↳ TMP</li> <li>↳ ROW acquisition</li> <li>↳ Utility relocations</li> <li>↳ Stakeholder coordination</li> <li>↳ Public involvement/relations</li> <li>↳ QA/QC</li> <li>↳ Construction eng. and inspection</li> <li>↳ Project management</li> </ul> <p><b>RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE</b></p> <p>This project won the following awards:  <b>2012 National Design-Build Award</b> – Design-Build Institute of America (DBIA)   <b>2012 Exemplary Ecosystem Initiatives Award</b> – Federal Highway Administration (FHWA)   <b>2012 America's Transportation Awards Top 10 Finalist</b> – American Association of State Highway Transportation Officials (AASHTO)   <b>2012 Globe Award for Environmental Excellence</b> – American Road &amp; Transportation Builders Association (ARTBA)   <b>2011 Northeast's Region Best Overall Transportation Project</b> – <i>Engineering News-Record</i> (ENR)   <b>2011 President's Award for Highways</b> – AASHTO</p>			

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**



**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)																							
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DESIGN-BUILD Intercounty Connector Contract B Montgomery and Prince George County, MD	Lead Designer: Parsons Schnabel: Geotechnical Engineering	Owner: Maryland State Highway Administration Phone: 410.545.0360 PM: Mark Coblentz Phone: 443.844.9886 E-mail: MCoblentz@sha.state.md.us	11/2011	11/2011	\$545,000	\$561,000 (approved change orders)	Wagman, a 20 percent equity partner in the Intercounty Constructors JV entity, was contractually responsible for delivery of this D/B project. Wagman's %: \$112,200																							
h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.																														
<p><b>PROJECT OVERVIEW:</b> Intercounty Connector Contract B (ICC B) was a \$570 million highway design-build (D/B), best-value project extending from MD 97 to MD 29. Wagman was an equity member of a fully integrated construction joint venture (JV), so it was joint and severable with each partner and financially responsible for the project. Contract B involves 7.5 miles of new controlled-access, six-lane roadway with two interchanges (MD 650 New Hampshire Avenue and MD 182 Layhill Road). The MD 650 New Hampshire Avenue interchange was a single-point urban interchange (SPUI) that many Wagman personnel worked on including driving pile, designing and constructing support of excavation, substructure concrete, steel erection, concrete deck placement, and MSE wall construction. The work includes 2.5 million yards of excavation, drainage, temporary detours for cross roads, utility relocations, 13 bridges, 300,000 SF of noise walls and retaining walls. New stormwater management structures were created and Wagman reconstructed several existing stormwater management facilities to handle the new stormwater runoff and updated regulations. Contract B was the second of five contracts planned to create the \$1.5 billion 18.8-mile Intercounty Connector that will ultimately connect the I-270 corridor in Montgomery County to the I-95/US 1 corridor in Prince George's County, Maryland. KCI designed the roadway and structures and assisted with the environmental permitting. Anthony Bednarik was assigned to the project as an assistant D/B Project Manager (DBPM), and was also Wagman's executive. Many other Wagman personnel excelled and were placed in positions of authority, such as Structure Construction Manager, General Bridge Superintendent, Piling Manager, Beam Erection Manager, Field Engineers, Carpenters, Operators, Laborers, E&amp;S workers, and MOT personnel.</p> <p><b>ENVIRONMENTAL COMPLIANCE, SAFETY, AND QUALITY</b></p> <p><b>Environmental:</b> The Intercounty Connector project is an extremely environmentally sensitive and community-sensitive project and extensive measures have been planned by the D/B team to minimize the environmental impact of this project. Many innovative environmental features were developed for this project. Redundant E&amp;S controls in sensitive areas, mulch access roads, and underground SWM basins minimized thermal impact to sensitive streams. The team created designs that avoided and minimized impacts and then the construction team implemented controls to further reduce impacts. The team earned multiple environmental incentives and reduced impacts by more than 10 percent.</p> <p><b>Safety:</b> Design improved safety throughout the ICC corridor and Wagman worked more than 1 million manhours without a major injury.</p>			<p><b>Quality:</b> Quality control (QC) was the responsibility of the design-builder and we managed the program using a third-party firm. QC personnel were invited to all planning meetings, in particular new work activities and review of new work plans.</p> <p><b>INNOVATIVE SOLUTIONS:</b> Wagman used many alternative technical concepts (ATCs) and other innovations to reduce cost, improve schedule, or improve environmental performance, such as caisson in lieu of spread footings to minimize permanent impacts to wetlands and flood plains; underground stormwater management facilities to minimize the thermal impact to freshwater streams after a rain event; and alternate pier locations to minimize impacts with wetlands, streams, and underground utilities.</p> <p>The Wagman survey team used 3D modeling to increase production of the bulk excavating. Working with the model and adjusting vertical alignment, Wagman matched existing elements and eliminated excess material to be hauled off-site, thus reducing cost.</p> <p><b>MINIMIZING IMPACTS:</b> Environmental impacts were minimized by redesigning bridge foundations to avoid wetlands and streams. Grades were adjusted to minimize excess excavated material and to reduce the overall highway footprint. Champion trees were saved by using retaining walls. Fish passage was provided through cross culverts. Wagman used specially trained dogs to relocate turtles within the construction zone.</p> <p><b>MINIMIZING RIGHT-OF-WAY:</b> Adjusting vertical and horizontal alignment allowed Wagman to minimize area impacted by cuts and fills. Right-of-way (ROW) was acquired by the owner, but Wagman conducted multiple community meetings for third-party input and communication with the local neighborhoods and businesses.</p> <p><b>MINIMIZING UTILITY IMPACTS:</b> As a first order of business, Wagman confirmed the location of existing utilities through using test pits and electronic devices. Some of the utility information was incorrect and the information gathered during the test pit program was used to redesign bridge piers to avoid major utility relocations. Impacts to utilities at the new interchanges were minimized by building temporary detours for traffic to allow unimpeded construction for the utilities and the new structures.</p> <p><b>COMMUNICATION STRATEGIES:</b> Communication was very important on this politically charged project. Wagman employed a detailed plan that included public meetings, "pardon our dust" meetings, websites, newsletters, and email chains. Message boards were used during construction in conjunction with radio notifications and the statewide intelligent transportation system (ITS). The team designed and constructed the SPUI interchange to be built in phased construction eliminating utility relocations. Anthony Bednarik, Josh Wade, Steve Wood, and Brian Gabsewics all worked on this SPUI.</p> <p><b>MEETING/EXCEEDING DBE PROGRAM COMMITMENTS:</b></p> <ul style="list-style-type: none"> <li>↳ Project Goals: 20.00 percent DBE</li> <li>↳ Actual DBE Awarded: 21.22 percent DBE <b>Exceeded Goal by 6.0 percent</b></li> </ul>	<p><b>PROJECT HIGHLIGHTS</b></p> <ul style="list-style-type: none"> <li>↳ Multiple grade-separated interchanges</li> <li>↳ Phase-constructed SPUI</li> <li>↳ Avoided utility relocation through design</li> <li>↳ Comprehensive TMP to minimize impacts to traveling public</li> </ul> <p><b>SIMILAR SCOPE ACTIVITIES</b></p> <table border="0"> <tr> <td>↳ D/B</td> <td>↳ Landscaping</td> </tr> <tr> <td>↳ Roadway</td> <td>↳ Roadway lighting</td> </tr> <tr> <td>↳ Survey</td> <td>↳ Traffic control devices</td> </tr> <tr> <td>↳ Bridge</td> <td>↳ Overhead signs and sign structures</td> </tr> <tr> <td>↳ Retaining walls with architectural treatment</td> <td>↳ ITS</td> </tr> <tr> <td>↳ Environmental permitting</td> <td>↳ Transportation management plan</td> </tr> <tr> <td>↳ Environmental commitments, compliance, and mitigation</td> <td>↳ ROW acquisition</td> </tr> <tr> <td>↳ Sound barrier walls</td> <td>↳ Utility relocations</td> </tr> <tr> <td>↳ Geotechnical</td> <td>↳ Stakeholder coordination</td> </tr> <tr> <td>↳ Erosion and sediment control</td> <td>↳ Public involvement/relations</td> </tr> <tr> <td>↳ Hydraulics and stormwater management</td> <td>↳ QA/QC</td> </tr> <tr> <td></td> <td>↳ Construction eng. and inspection</td> </tr> <tr> <td></td> <td>↳ Project management</td> </tr> </table> <p><b>RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE</b></p> <ul style="list-style-type: none"> <li>↳ 2012 DBIA National Design-Build Award Winner</li> <li>↳ 2012 Exemplary Ecosystem Initiatives Award</li> <li>↳ 2012 America's Transportation Awards Top 10 Finalist</li> <li>↳ 2012 Northern Virginia Transportation Alliance Award</li> <li>↳ 2012 ARTBA Globe Award for Environmental Excellence</li> <li>↳ 2012 ENR Mid-Atlantic Best Project of the Year</li> <li>↳ 2013 Award of Excellence Partnering Silver Award from Maryland Quality Initiative</li> </ul>	↳ D/B	↳ Landscaping	↳ Roadway	↳ Roadway lighting	↳ Survey	↳ Traffic control devices	↳ Bridge	↳ Overhead signs and sign structures	↳ Retaining walls with architectural treatment	↳ ITS	↳ Environmental permitting	↳ Transportation management plan	↳ Environmental commitments, compliance, and mitigation	↳ ROW acquisition	↳ Sound barrier walls	↳ Utility relocations	↳ Geotechnical	↳ Stakeholder coordination	↳ Erosion and sediment control	↳ Public involvement/relations	↳ Hydraulics and stormwater management	↳ QA/QC		↳ Construction eng. and inspection		↳ Project management
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**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**


**(LIMIT 1 PAGE PER PROJECT)**

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Route 7 Widening and Bridge Rehabilitation over the Dulles Toll Road and Dulles International Access Highway Design-Build Tyson's Corner, VA	Rinker Design Associates, and Whitman Reardon & Associates	VDOT – NOVA district 703.259.1940 Arif Rahman 703.259.1940 <a href="mailto:md.rahman@vdot.virginia.gov">md.rahman@vdot.virginia.gov</a>	05/2018	01/2018 (substantial completion, open to traffic)	\$39,887	\$42,158 (due to owner-approved change orders)	\$42,158 (due to owner-approved change orders)																								
<p><b>h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.</b></p>																															
<p><b>PROJECT OVERVIEW:</b> This \$42 million design-build (D/B) project for the Virginia Department of Transportation (VDOT) reconstructs and widens the structurally deficient Route 7 bridge over Dulles Toll Road and the Dulles International Airport Access Highway from four lanes to six. This project required the widening of Route 7 approaches to the new structure, necessitating ROW acquisition and major utility relocation. Limited clearances within Metropolitan Washington Airports Authority's (Airports Authority's) right-of-way (ROW) required the design and installation of permanent foundations using micropiles to widen the existing bridge piers between Dulles Toll Road and the Dulles Access Highway. The project also includes a 10-foot-wide shared-use path that will be built for pedestrians and bikes to travel in each direction. This path incorporates grade-separated crossings, including two pedestrian bridges and three tunnels.</p>  <p>Airports Authority facilities that were designed and constructed as part of this project include the following:</p> <ul style="list-style-type: none"> <li>↳ Roadway lighting</li> <li>↳ Bridge substructure</li> <li>↳ Bridge protection barrier</li> <li>↳ Grading for future CD lanes</li> <li>↳ Overhead sign structures</li> </ul> <p><b>ENVIRONMENTAL COMPLIANCE, SAFETY, AND QUALITY</b></p> <p><b>Environmental:</b> The project was audited numerous times during its duration by the Department of Environmental Quality (DEQ) and VDOT, and the project received high remarks for environmental compliance.</p> <p><b>Safety:</b> Wagman's project-specific safety plan, allowed the workforce and traveling public to coexist in this tight corridor during construction without major incident. Wagman reduced traffic phases, thus reducing the safety risk to patrons on the Dulles Toll Road and Dulles Access Highway.</p> <p><b>Quality:</b> The project received a CQIP score of 90.82 percent when audited as part of the Design-Build Construction Quality Improvement Program.</p> <p><b>INNOVATIVE SOLUTIONS</b></p> <p>The project team developed a four-stage construction sequence for the Route 7 bridge. This eliminated three proposed stages, reducing the project cost and schedule. Through teamwork and communication, Wagman maintained all traffic in accordance with the RFP requirements while reducing the number of construction stages. The reduction in construction stages also reduced utility relocations costs. Wagman used micropiles for a deep-foundation solution due to low headroom and constrained work areas.</p>		<p><b>MINIMIZING IMPACT</b></p> <p>Key features of this project were the complex traffic management plan (TMP) and maintenance of traffic (MOT), and installation of specialty foundations due to a constrained working area. This project also included an extremely aggressive schedule for both design and construction that was mitigated using the "rolling D/B" method for all no structures work on the project.</p>  <p><b>MINIMIZING RIGHT-OF-WAY</b></p> <p>During design development and design coordination with VDOT, Wagman reduced ROW impacts—in particular, along the hiker/biker trail alignment and the construction of a bridge for the hiker/biker trail.</p> <p><b>MINIMIZING UTILITY IMPACTS:</b></p> <p>The project used a split-phase construction for the new Route 7 bridge to construct two sections of the bridge on either side of the existing westbound Route 7 bridge. One section was used solely for the utilities to be relocated in from the old bridge. This method of construction provided the necessary time for the utilities to perform their relocation work before needing the old bridge to be demolished in the second stage.</p> <p><b>COMMUNICATION STRATEGIES:</b></p> <p>More than 80 percent of this project was constructed on the Airports Authority's property through agreements with VDOT. Design and construction involved close coordination with the Airports Authority to ensure that the project limits were within its approved property limits and that portions of the final construction that become its property exceeds its construction standards.</p> <p>In addition, project construction required day-to-day lane-closure coordination with the Airports Authority, VDOT, Airports Authority's noise-wall construction project, and the Silver Line project to ensure smooth and efficient operation of both the Dulles Toll Road and the Dulles Access Highway.</p> <p><b>MEETING/EXCEEDING DBE PROGRAM COMMITMENTS:</b></p> <ul style="list-style-type: none"> <li>↳ Project Goals: 8.00 percent DBE</li> <li>↳ Actual DBE Awarded: 14.22 percent DBE <b>Exceeded Goal by 77.75 percent</b></li> </ul>		<p><b>PROJECT HIGHLIGHTS</b></p> <ul style="list-style-type: none"> <li>↳ Gateway project connecting McLean communities west of the DTR to city of Tysons and WMATA Silver Line Metro</li> <li>↳ Project team incorporated numerous geotechnical features, including H-pile and micropile foundations, drilled shafts, tieback-supported walls, and temporary support of excavation.</li> <li>↳ Project met the goals of numerous stakeholders including VDOT, MWAA, WMATA, Fairfax County, City of Tysons, and numerous local community associations</li> </ul> <p><b>SIMILAR SCOPE ACTIVITIES</b></p> <table border="0"> <tr> <td>↳ VDOT D/B</td> <td>↳ Landscaping</td> </tr> <tr> <td>↳ Roadway</td> <td>↳ Roadway lighting</td> </tr> <tr> <td>↳ Survey</td> <td>↳ Traffic control devices</td> </tr> <tr> <td>↳ Bridge</td> <td>↳ Overhead signs and sign structures</td> </tr> <tr> <td>↳ Retaining walls with architectural treatment</td> <td>↳ Intelligent transportation systems (ITS)</td> </tr> <tr> <td>↳ Environmental permitting</td> <td>↳ TMP</td> </tr> <tr> <td>↳ Environmental commitments, compliance, and mitigation</td> <td>↳ ROW acquisition</td> </tr> <tr> <td>↳ Sound barrier walls</td> <td>↳ Utility relocations</td> </tr> <tr> <td>↳ Geotechnical</td> <td>↳ Stakeholder coordination</td> </tr> <tr> <td>↳ Erosion and sediment control</td> <td>↳ Public involvement/relations</td> </tr> <tr> <td>↳ Hydraulics and stormwater management</td> <td>↳ QA/QC</td> </tr> <tr> <td></td> <td>↳ Construction eng. and inspection</td> </tr> <tr> <td></td> <td>↳ Project management</td> </tr> </table> <p><b>RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE</b></p> <ul style="list-style-type: none"> <li>↳ CQIP Score of 90.82 percent</li> </ul>		↳ VDOT D/B	↳ Landscaping	↳ Roadway	↳ Roadway lighting	↳ Survey	↳ Traffic control devices	↳ Bridge	↳ Overhead signs and sign structures	↳ Retaining walls with architectural treatment	↳ Intelligent transportation systems (ITS)	↳ Environmental permitting	↳ TMP	↳ Environmental commitments, compliance, and mitigation	↳ ROW acquisition	↳ Sound barrier walls	↳ Utility relocations	↳ Geotechnical	↳ Stakeholder coordination	↳ Erosion and sediment control	↳ Public involvement/relations	↳ Hydraulics and stormwater management	↳ QA/QC		↳ Construction eng. and inspection		↳ Project management
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**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**


**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract 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)	
Intercounty Connector Contract B Design-Build Montgomery County, MD	MD200 Constructors, a JV (Wagman JV member)	Maryland State Highway Administration 301.586.9267 Mark Coblentz 443.844.9886   MCoblentz@iccproject.com	08/2008	11/2011 (actual)	\$560,000	\$560,000	\$40,900
<p>h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.</p>							
<p><b>PROJECT OVERVIEW:</b> The 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 included a diamond interchange at MD 182, and a <b>single-point urban interchange (SPUI)</b> at MD 650. The project included detailed traffic analyses and reports that helped determine the safest and most efficient geometric layouts of the interchanges. Parsons served as the Lead Designer for the MD200 Constructors Construction JV, working at a designer/contractor co-located project office in Beltsville, Maryland, to provide engineering design services for Segment B of the ICC. Parsons was responsible for the overall design of this facility, including two interchanges, the relocation of six side-roads, roadway geometrics, hydraulics, traffic signals, signing and pavement marking, intelligent transportation systems (ITS), and extensive utility relocations and protections. Parsons also developed and led the design quality program under Design Manager Josh Wade's lead. The ICC B project involved many of the same companies and personnel proposed on the Wagman/Parsons team for the Route 7 and Battlefield Parkway Interchange Project including the firms Wagman, Parsons, Schnabel, and Endesco; and the professionals Anthony Bednarik, Joshua Wade, Jeff Sewell, Dhimant Sojitra, and Greg Anderson.</p> 		<p>Further, the design of the mainline bridges 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.</p> <p>As part of the project alternative technical concept (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 reduced 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.</p>			<p><b>PROJECT HIGHLIGHTS</b></p> <ul style="list-style-type: none"> <li>↳ Completed ahead of required schedule and under budget</li> <li>↳ Met all DBE goals established on this project</li> <li>↳ Alternative configuration interchange with detailed traffic analyses including SIDRA software analysis for the roundabout</li> </ul>		
<p><b>ENVIRONMENTAL COMPLIANCE, SAFETY, AND QUALITY</b></p> <p><b>Environmental:</b> As the Lead Designer, Parsons met the stringent environmental requirements and developed several innovative designs to minimize impacts to the surrounding environment. What resulted from the work of more than 150 designers is a successful and environmentally friendly roadway project. In addition, the project consistently received top grades from the Maryland Department of the Environment's (MDE's) monthly reviews and was completed with an "A" grade from MDE.</p> <p><b>Safety:</b> The design team did not have a single recordable incident. In addition, safety reviews of each design package ensured that safety was an element woven throughout the project.</p> <p><b>Quality:</b> Segment B was substantially complete and opened to traffic earlier than originally contracted and was the first of the five segments to receive final acceptance by the owner and MDE attesting to the quality of the design and construction efforts of Parsons and Wagman. The project won multiple awards including the Best Transportation Project award from <i>Engineering News-Record's</i> (ENR's) Mid-Atlantic Region.</p> <p><b>INNOVATIVE SOLUTIONS:</b> The project requirements called for numerous environmental protections, mitigations, and construction methods. Many of the 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.</p>		<p><b>MINIMIZING IMPACTS:</b> The project included extensive maintenance-of-traffic (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 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.</p> <p><b>MINIMIZING RIGHT-OF-WAY:</b> The majority of the right-of-way (ROW) for the project had been reserved years ahead of time; however, permit requirements resulted in additional ROW being needed. Parsons developed innovative construction-sequencing plans for the SPUI interchange and other crossings that kept the final alignment within the previous existing space and eliminated the need for temporary roadways and, therefore, eliminated the need for the additional ROW.</p> <p><b>MINIMIZING UTILITY IMPACTS:</b> The changes to the RFP plans for the SPUI allowed for the construction of the interchange in halves and drastically reduced the utility impacts in the area, avoiding dozens of potential utility relocations.</p> <p><b>COMMUNICATION STRATEGIES:</b> With the diverse group of stakeholders and agendas, extensive outreach and partnering effort were required to involve as many different viewpoints as possible. The communications plan analyzed the best methods to reach out to and involve each of the third-party stakeholders and included HOA meeting attendance and presentations, one-on-one meetings with businesses, politician debriefs, and even driveway meetings with home owners.</p> <p><b>MEETING/EXCEEDING DBE PROGRAM COMMITMENTS:</b></p> <ul style="list-style-type: none"> <li>↳ Project Goals: 13.34 percent DBE</li> <li>↳ Actual DBE Awarded: 17.34 percent DBE <b>Exceeded Goal by 30 percent</b></li> </ul>			<p><b>SIMILAR SCOPE ACTIVITIES</b></p> <ul style="list-style-type: none"> <li>↳ D/B</li> <li>↳ Roadway</li> <li>↳ Survey</li> <li>↳ Bridge</li> <li>↳ Retaining walls with architectural treatment</li> <li>↳ Environmental permitting</li> <li>↳ Environmental commitments, compliance, and mitigation</li> <li>↳ Sound barrier walls</li> <li>↳ Geotechnical</li> <li>↳ Erosion and sediment control</li> <li>↳ Hydraulics and stormwater management</li> <li>↳ Landscaping</li> <li>↳ Roadway lighting</li> <li>↳ Traffic control devices</li> <li>↳ Overhead signs and sign structures</li> <li>↳ ITS</li> <li>↳ Transportation management plan</li> <li>↳ ROW acquisition</li> <li>↳ Utility relocations</li> <li>↳ Stakeholder coordination</li> <li>↳ Public involvement/relations</li> <li>↳ QA/QC</li> <li>↳ Construction eng. and inspection</li> <li>↳ Project management</li> </ul>		
		<p><b>RELEVANT AND VERIFIABLE EVIDENCE OF GOOD PERFORMANCE</b></p> <ul style="list-style-type: none"> <li>↳ "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</li> <li>↳ 2016 Honor Award – General Design category (Intercounty Connector) from American Society of Landscape Architects, Maryland Chapter</li> <li>↳ 2012 Transportation – National Design-Build Award (Intercounty Connector) from Design-Build Institute of America</li> <li>↳ 2013 Award of Excellence Partnering Silver Award from Maryland Quality Initiative</li> </ul>					

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

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I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension Design-Build Alexandria, VA	Lead Contractor: Archer Western Geotechnical Engineer: Schnabel	Virginia Department of Transportation Christina Briganti-Dunn 703.259.2960 christiana.briganti@VDOT.Virginia.gov	03/2014	01/2017	\$55,449	\$55,449 (assumed cost as Parsons was a subconsultant)	\$6,624		
<p>h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.</p>									
<p><b>PROJECT OVERVIEW:</b> 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, 3D modeling, traffic analysis, drainage design, utilities, geotechnical investigations, signing/lighting, the traffic management plan (TMP), noise analysis, public-meeting support, and other related work. The design efforts were led from and primarily performed in Parsons' Tysons, Virginia office.</p> <p>This project improved the functionality of the I-395 HOV lanes by providing a new south-facing reversible high occupancy vehicle (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 Americans with Disabilities Act (ADA)-compliant pedestrian bridge over I-395 was provided, replacing a non-ADA-compliant bridge, thus improving pedestrian and bicycle connectivity.</p> <p><b>ENVIRONMENTAL COMPLIANCE, SAFETY, AND QUALITY</b></p> <p><b>Environmental:</b> Parsons obtained all required permits and certifications. In addition, noise studies were completed that looked at potential impacts to and mitigation for the nearby Winkler Botanical Preserve.</p> <p>Inspection and repairs were completed to the culvert for Holmes Run and adjacent trail. In addition, a noise-wall system was developed to span the front of the culvert, trail, and stream to minimize impacts while providing noise mitigation to the nearby community.</p> <p><b>Safety:</b> The design team did not have a single recordable incident on the I-395 project. Safety reviews of each design package ensured that safety was an element woven throughout the project for both the traveling public, adjacent resources, and workers throughout design, construction, and the completed facility.</p> <p>The pedestrian bridge design was changed to align it closer to Seminary Road for higher visibility. In addition, safety was paramount in developing pedestrian maintenance-of-traffic (MOT) schemes to facilitate movement across I-395 during replacement of the pedestrian bridge/facility. In addition, pedestrian studies were completed looking at pedestrian movements in the area and for proposed developments nearby to assist the locality in future planning.</p> <p><b>Quality:</b> Being one of the first engineering companies to receive ISO 2001 certification (and recertification), Parsons has developed stringent quality assurance and quality control (QA/QC) procedures that were integral to the project quality plan, led by the Design Manager, Josh Wade. Part of this plan included an audit of each package which results in a certification that is submitted with each package to VDOT.</p>				<p><b>INNOVATIVE SOLUTIONS:</b> Parsons' extensive experience with complex interchange configurations enabled its team to significantly modify the original design concept as follows:</p> <ul style="list-style-type: none"> <li>↳ 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.</li> <li>↳ 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.</li> <li>↳ Use of drilled shafts through structural slope protections allowed for the placement of the pedestrian bridge closer to the Seminary Road bridge, increasing visibility and improving security.</li> <li>↳ Use of a high-level crane allowed for easier movement of material and equipment to the various areas of the project and reduced impacts to traffic.</li> </ul> <p><b>MINIMIZING IMPACTS:</b> A detailed traffic analysis and interchange modification report (IMR) were completed to help determine the optimum configuration and ramp improvements, improving safety and operations. Throughout the project, Parsons coordinated with the nearby school, businesses, and neighborhoods to minimize impacts during construction and to further optimize the final solution. Parsons also coordinated with adjacent projects and proposed developments to reduce combined impacts to the neighborhoods, traveling public, and schedules of the proposed developments.</p> <p>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.</p> <p><b>MINIMIZING RIGHT-OF-WAY:</b> The number of easements needed on the project was reduced by half through redesigns of the project and changes to construction sequencing and MOT concepts.</p> <p><b>MINIMIZING UTILITY IMPACTS:</b> Utility impacts were reduced along the widened off-ramp through use of slope-protection designs.</p> <p><b>COMMUNICATION STRATEGIES:</b> Communication with third parties was handled through a complete Communications Plan that included "pardon our dust" meetings; direct coordination with the nearby residences, schools, and EMS; and website updates and email notifications. Detailed discussions with adjacent HOAs residents resulted in the reduction of noise-wall quantities and optimized solutions that involved the community in the process.</p> <p><b>TEAM MEMBERS:</b> Many of the same team members on this project will perform the same roles and carry the lessons learned over to the Route 7 and Battlefield Parkway Interchange D/B Project, including the following:</p> <ul style="list-style-type: none"> <li>↳ Proposed Design Manager Josh Wade was the Design Manager</li> <li>↳ Proposed Structures Lead Amir Arab was the Structures Lead</li> <li>↳ Proposed Design QC Manager Greg Anderson was the Design QC Manager</li> <li>↳ Kevin Huang and Endesco supported the drainage-engineering efforts</li> </ul>			<p><b>SCOPE AND COMPLEXITY SIMILARITIES</b></p> <ul style="list-style-type: none"> <li>↳ VDOT D/B</li> <li>↳ Roadway</li> <li>↳ Survey</li> <li>↳ Bridge</li> <li>↳ Retaining walls with architectural treatment</li> <li>↳ Environmental permitting</li> <li>↳ Environmental commitments, compliance, and mitigation</li> <li>↳ Sound barrier walls</li> <li>↳ Geotechnical</li> <li>↳ Erosion and sediment control</li> <li>↳ Hydraulics and stormwater management</li> <li>↳ Landscaping</li> <li>↳ Roadway lighting</li> <li>↳ Traffic control devices</li> <li>↳ Overhead signs and sign structures</li> <li>↳ Intelligent transportation systems (ITS)</li> <li>↳ TMP</li> <li>↳ Right-of-way acquisition</li> <li>↳ Utility relocations</li> <li>↳ Stakeholder coordination</li> <li>↳ Public involvement/relations</li> <li>↳ QA/QC</li> <li>↳ Construction eng. and inspection</li> <li>↳ Project management</li> </ul>		

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Military Highway Continuous Flow Intersection Design-Build Norfolk, VA	Lead Contractor: Corman-EV Williams, a Joint Venture Geotechnical Engineer: Schnabel Design Support: Volkert	Robert “Bud” Morgan Area Construction Engineer – Urban 757.494.5472 Robert.Morgan@VDOT.Virginia.gov	09/2015 – 05/2018	08/2018 (estimated, extension to contract due to ROW delay)	\$59,833	\$59,833 (assumed cost as Parsons was a subconsultant)	\$5,783				
<p>h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.</p>											
<p><b>PROJECT OVERVIEW:</b> Parsons is the Lead Designer for Virginia’s first-of-its-kind continuous flow intersection (CFI) in the city of Norfolk. The CFI will combine the addition of new lanes, new signals, and new traffic management technology to increase capacity and reduce congestion along this important corridor. Parsons is responsible for all components of roadway design, 3D modeling, traffic analysis, drainage design, signing/ lighting, the traffic management plan (TMP), public-meeting support, environmental permits, and other related engineering and coordination work. The project will increase through-traffic capacity at Military Highway and Northampton Boulevard in Norfolk with a high-capacity intersection design.</p> <p>The project includes widening of Military Highway from a four-lane roadway to an eight-lane divided roadway from Lowery Road to Broad Creek; widening of Military Highway from a four-lane roadway to a six-lane divided roadway from Broad Creek to Robin Hood Road; widening Princess Anne Road and Northampton Boulevard from a four-lane divided roadway to a six-lane divided roadway; a railroad traffic shift to improve traffic safety during construction of a new railroad crossing; wetland mitigation; environmental permits; and extensive dry- and wet-utility adjustment, undergrounding, and relocation throughout the corridor.</p> <p>The design efforts were led from and primarily performed in Parsons’ Tysons, Virginia office.</p> <p>Other specific elements of the project include the following:</p> <ul style="list-style-type: none"> <li>↳ Noise-analysis report and noise walls</li> <li>↳ Multiple stormwater basins with some in contaminated soils and groundwater issues</li> <li>↳ Postdesign efforts included drainage improvements/corrections and modifications to drainage system to avoid impacting a previously unknown waterline with casing without impacting schedule</li> <li>↳ FAA and airport coordination</li> <li>↳ Commercial business access maintenance and redesign</li> </ul> <p><b>ENVIRONMENTAL COMPLIANCE, SAFETY, AND QUALITY</b></p> <p><b>Environmental:</b> Environmental efforts included Department of Environmental Quality (DEQ) certifications, coordination and site inspections, threatened species coordination (northern long-eared bat), and wetland impact permits (Section 404). The Parsons team also performed regular site reviews to ensure that DEQ and COE inspections had no major findings.</p> <p><b>Safety:</b> The design team has not had a single recordable incident on the Military Highway project. In addition, safety reviews of each design package ensured that safety was an element woven throughout the project for both the traveling public, adjacent resources, and workers throughout design, construction, and the completed facility.</p> <p><b>Quality:</b> Being one of the first engineering companies to receive ISO 2001 certification (and recertification), Parsons has developed stringent quality assurance and quality control (QA/QC) procedures that are integral to the project quality plan led by the Design Manager, Josh Wade. Part of this plan includes an audit of each package that results in a certification that is submitted with each package to the Virginia Department of Transportation (VDOT). In addition, the district staff has on several occasions commended the quality of Parsons’ deliverables.</p> <p><b>INNOVATIVE SOLUTIONS:</b> Parsons’ extensive experience with alternative intersection and interchange configurations enabled its team to improve the original concept provided by VDOT. Parsons’ accepted modifications will improve the safety, operations, and maintenance requirements of the facility by including significant pedestrian walkways, crosswalks, refuge areas, and sidewalks. Other design innovations include the following:</p> <ul style="list-style-type: none"> <li>↳ Underpass of I-64 to be widened by adding lanes without lengthening the structure</li> <li>↳ Correction of the clearance under the I-64 bridge by lowering the roadway profile</li> </ul>				<p><b>MINIMIZING IMPACTS:</b> This project included significant traffic analyses and signal design including traffic monitoring requirements, intelligent transportation systems (ITS) improvements, maintenance-of-traffic (MOT) phase analyses, and modeled detours to reduce impacts to the corridor and adjacent roadways. Converting a standard four-leg intersection into a CFI in-place required significant MOT/construction phasing analyses and modeling to ensure a functioning corridor through all phases of the project construction.</p> <ul style="list-style-type: none"> <li>↳ No long-term lane closures</li> <li>↳ MOT queue monitoring with VISSIM modeling predictions</li> <li>↳ Development of traffic mitigation strategies to reduce impacts along Military Highway during construction and along adjacent roadways such as Robin Hood Road, I-64, and Princess Anne Road</li> <li>↳ Detours modeled and used to improve construction schedule and reduce long-term impacts</li> </ul> <p><b>MINIMIZING RIGHT-OF-WAY:</b> More than 62 right-of-way (ROW) acquisitions or easements were planned for and managed by the design-build (D/B) team, with nine full acquisitions done by the owner. Of the 62 potential impacts, fewer than 40 were eventually needed through the improved designs and construction-sequencing planning. This reduction of impacts reduces risk to the project—and reduces costs to VDOT and the Commonwealth.</p> <p><b>MINIMIZING UTILITY IMPACTS:</b></p> <p>The project included extensive utility undergrounding (all utilities on poles including Dominion Power, L3 Communications, Cox Communications, and Verizon), and relocated and protected water lines and new drainage systems including stormwater management (SWM) ponds. Two of the gas lines were significant challenges, with small windows for relocations. These lines were managed with minimal impact to the project. In addition, one of the primary water mains, which serviced a significant portion of the city, was found to be at a shallow depth and more than 60 years old, and consisted of a fragile material. A protection system was developed to avoid any potential impact and service outing for the residents.</p> <p><b>COMMUNICATION STRATEGIES:</b> A significant Communications Plan was developed to coordinate with the many third-party stakeholders including the Federal Aviation Administration (FAA), an adjacent airport, nearby businesses, schools, residences, and commuters. Strategies employed included matching different outreach methods and techniques to the third parties such as radio spots, email notices, variable message boards, social media, WAZE notices, and website updates. Some highlights include the following:</p> <ul style="list-style-type: none"> <li>↳ Coordination with adjacent developments including recently opened mall for potential shared SWM facilities and to reduce combined traffic impacts</li> <li>↳ Coordination with a railroad-crossing widening within the limits of the project</li> <li>↳ FAA/airport coordination including migratory birds and height restrictions</li> <li>↳ EMS and medical-facility coordination to ensure full operations and access</li> <li>↳ Additional signage to convey access and pattern changes</li> </ul> <p><b>TEAM MEMBERS:</b> Many of the same team members on this project will perform the same roles and carry over best practices achieved to the Route 7 and Battlefield Parkway Interchange D/B Project, including the following:</p> <ul style="list-style-type: none"> <li>↳ Proposed Design Manager Josh Wade was the Design Manager</li> <li>↳ Proposed Structures Lead Amir Arab was the Structures Lead</li> <li>↳ Proposed Design QC Manager Greg Anderson was the Design QC Manager</li> </ul>				<p><b>SCOPE AND COMPLEXITY SIMILARITIES</b></p> <ul style="list-style-type: none"> <li>↳ VDOT D/B</li> <li>↳ Roadway</li> <li>↳ Survey</li> <li>↳ Retaining walls</li> <li>↳ Environmental permitting</li> <li>↳ Environmental commitments, compliance, and mitigation</li> <li>↳ Geotechnical</li> <li>↳ Erosion and sediment control</li> <li>↳ Hydraulics and stormwater management</li> <li>↳ Landscaping</li> <li>↳ Roadway lighting</li> <li>↳ Traffic control devices</li> <li>↳ Overhead signs and sign structures</li> <li>↳ TMP</li> <li>↳ ROW acquisition</li> <li>↳ Utility relocations</li> <li>↳ Stakeholder coordination</li> <li>↳ Public involvement/relations</li> <li>↳ QA/QC</li> <li>↳ Construction eng. and inspection</li> <li>↳ Project management</li> </ul>			