



# I-64 Hampton Roads Express Lanes (HREL) Segment 1A

Contract ID No. C00117840DB112

## Statement of Qualifications



### Electronic Submission

**Date**

March 3, 2022

**Submitted by**

Wagman-Fay SE JV  
3290 N. Susquehanna Trail  
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**Joint Venture**



General Construction | Heavy Civil | Geotechnical



**FAY SOUTHEAST  
S&B USA CONSTRUCTION**

**Lead Engineer**



**WALLACE  
MONTGOMERY**

ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS





## 3.2

# Letter of Submittal

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Lead Engineer



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March 3, 2022

Bryan W. Stevenson, PE, DBIA  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

RE: I-64 Hampton Roads Express Lanes (HREL) Segment 1A  
A Design-Build Project | C00117840DB112

3.2 Letter of Submittal

Dear Bryan Stevenson:

Wagman – Fay SE, a Joint Venture (the JV) is pleased to submit our SOQ for the I-64 Hampton Roads Express Lanes (HREL) Segment 1A Design-Build (DB) project. In accordance with the Letter of Submittal requirements for Section 3.2, we offer the following additional information for review:

**3.2.1 Legal Offeror Name and Address:** Wagman – Fay SE, a Joint Venture, with an address of 3290 North Susquehanna Trail, York, PA 17406, is defined as the legal entity who will execute the contract.

**3.2.2 Authorized Representative/Point of Contact:**  
**Glen Mays, DBIA, Design-Build Project Manager**  
26000 Simpson Road, North Dinwiddie, VA 23803  
(P) 804.631.0000; (F) 804.733.6281  
(E) gkmays@wagman.com

**3.2.3 Principal Officer Information:**  
**Greg Andricos, PE, President & COO**  
3290 North Susquehanna Trail, York, PA 17406  
(P) 717.767.8292; (F) 717.767.5546  
(E) gmandricos@wagman.com

**3.2.4 Offeror's Structure Financial Responsibility, Bonding Approach:** Wagman – Fay SE, a Joint Venture, is a fully integrated Joint Venture Partnership of Wagman Heavy Civil, Inc. and Fay Southeast, Inc., who will have joint and several liability for the project with no limitations. The JV will provide a single 100% performance bond and 100% payment bond for the total DB contract value.

**3.2.5 Full Legal Name of Lead Contractor:** Wagman – Fay SE, a Joint Venture. **Lead Designer** is Wallace, Montgomery & Associates, LLP.

**3.2.6 Affiliated and Subsidiary Companies:** The full legal name and address of all affiliated and/or subsidiary companies of Wagman Heavy Civil, Inc. and Fay Southeast Inc. are provided on Attachment 3.2.6 in the Appendix. Wallace, Montgomery & Associates, LLP has no affiliated or subsidiary companies.

**3.2.7 Certificates Regarding Debarment:** Signed Certificates Regarding Debarment Forms for Primary (Attachment 3.2.7 (a)) and the Lower Tier firms (Attachment 3.2.7 (b)) are included in the Appendix.

**3.2.8 VDOT Prequalification Certifications:** Wagman Heavy Civil, Inc. (W002) and Fay Southeast Inc. (W140) are active, in good standing, and prequalified to bid on the Project. Evidence of prequalification and approval of the "Joint Venture Bidding Agreement" for Wagman – Fay SE, a Joint Venture, is included in the Appendix.

**3.2.9 Evidence of Obtaining Bonding:** Evidence of a letter of surety is found in the Appendix stating Wagman – Fay SE, a Joint Venture, is capable of obtaining a performance and payment bond based on the current estimated DB contract value referenced. This bond will cover the project and any warranty period.

**3.2.10 Compliance with Laws and Required Registration:** Current SCC Certificates, DPOR licenses, and staff license are included in the Appendix.

**3.2.11 Achieving a Twelve Percent (12%) DBE Participation Goal:** Wagman – Fay SE, a Joint Venture is committed to achieving the 12% DBE participation goal for the entire contract value.

The JV has a successful history serving Virginians on numerous projects. As a single, integrated DB Team, we will design and construct this project and ensure the greatest opportunity for success, including the potential for an expedited delivery. Thank you for the opportunity to submit our Statement of Qualifications.

Sincerely,

**Wagman – Fay SE, a Joint Venture**

Glen Mays, DBIA, Design-Build Project Manager





## 3.3

## 's Team Structure

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



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#### The Wagman - Fay SE Design-Build Team

**Wagman – Fay SE, a Joint Venture Design-Build Team** (hereafter referred to as the DBT), understands the criticality of the entire Hampton Roads Express Lanes (HREL) network and the importance of it opening in conjunction with the completion of the HRBT expansion by December 19, 2025. HREL Segment 1A is a high-profile project with a compressed schedule. Its stakeholders deserve an extraordinary team that has experience delivering similar projects safely, on time, and within budget while limiting impacts to the traveling public, businesses, and local communities. We are that team. Wagman and Fay SE have each worked on heavy civil projects across the east coast for over 50 years. While each firm has the individual capacity and resources to design and build this project, we have decided to pool our regional and local resources to form a fully integrated JV and provide the overall best value to VDOT. *We offer VDOT a truly integrated DBT that has previously established relationships and produced successful results working together.* Recently, Wagman and Fay SE worked together in Hampton Roads to construct the 3,850 LF major bridge structure and associated ramps connecting the existing MLK Expressway to Interstate 264. Both contractors also have significant experience working directly with our Lead Designer, Wallace Montgomery (WM). This has included:

- I-95 Express Toll Lanes (ETL) in Baltimore, Maryland. Federally funded \$220M design-bid-build project completed to widen I-95 and provide new ETLs through the corridor, including a major interchange at I-95/I-695. Wagman was the managing partner of a tri-venture construction team. WM was responsible for coordinating corridor-wide maintenance of traffic during construction including all adjacent projects. Completed in 2010.
- MD 404 Dualization Design-Build Project on the Eastern Shore of Maryland. Federally funded \$105M design-build project to transform 9-miles of existing 2-lane roadway into a four-lane divided highway. Wagman led a tri-venture construction team and WM served as Lead Designer. Completed in 2019.
- Thomas J. Hatem Bridge Rehabilitation Project in Perryville, Maryland. \$55M design-bid-build bridge rehabilitation for the 1.4-mile long toll bridge. The project involving widening, deck replacement, deck rehabilitation, superstructure and substructure repairs, multiple pier replacements, accelerated bridge construction (ABC), utility relocation and coordination, and public outreach. Fay was Lead Contractor and WM served as Lead Designer. Completed in 2011.

**Wagman Heavy Civil, Inc. (Wagman)**, founded in 1902, has two offices in Virginia and is recognized as a regional leader in design-build project delivery. Their recent VDOT design-build projects include: Odd Fellows Road over US 29/460; Route 7 Widening and Bridge Rehabilitation over Dulles Toll Road and Airport Access Highway; I-95 Southbound Rappahannock River Crossing; I-95 Northbound Rappahannock River Crossing; and Route 7 and Battlefield Boulevard Interchange.

**Fay Southeast (Fay SE)**, founded in 1982, offers a legacy of success as an accomplished infrastructure contractor for VDOT. Notable projects constructed by Fay SE in the Hampton Roads region include the 1.7 mile extension of Nimmo Parkway (new highway/bridge construction) between Holland Road and General Booth, the Route 35 Bridge over the Nottoway River Design-Build Project, and the Pembroke Avenue Bridge over the Hampton River.

**Wallace Montgomery (WM)**, founded in 1975, is a top-rated, mid-Atlantic, multi-disciplined transportation engineering firm. They have experience working on the design-build teams that successfully delivered the I-64/Zion Crossroads Diverging Diamond Interchange and the I-95/Temple Avenue Triple Lane Roundabout and are currently serving as the Lead Designer on the Albemarle Intersection Bundling design-build project.

#### 3.3.1 Key Personnel

The DBT is excited to bring experienced Key Personnel to VDOT with certified Design Build Institute of American (DBIA) credentials that will ensure the successful delivery of the HREL Segment 1A project. Each of our proposed Key Personnel have over 25 years of experience and have held similar roles and responsibilities on recent similar projects. We are committed to keeping these individuals on the team throughout the pursuit and execution phases if awarded the project. Although we are interested in exploring the possibility of adding deputies to strengthen our team during the second phase of procurement for this project, we want to emphasize that the job duties of our Key Personnel will never be delegated to others. The Key Personnel for our Team includes:

**Design-Build Project Manager (DBPM): Glen Mays, DBIA** has 37 years of experience and will serve as VDOT's primary point of contact for the Project. He has proven experience successfully delivering high-profile design-build projects for VDOT on-time and on-budget. He will supervise the overall design and construction, project management, stakeholder communication, quality management, contract administration, and all other services. Glen has the authority to answer all questions and resolve disputes with VDOT personnel.

**Entrusted Engineer in Charge (EIC): Scott Rhine, PE, DBIA** has 27 years of experience and will be responsible for ensuring that all engineering work integrated into the project is in conformance with all Contract



Documents. He will make engineering decisions, is fully capable of answering any design inquiries, and will compile, seal, and sign the cover sheet of Final plans and Construction Plans submitted to VDOT. Scott reports to the DBPM and has open and direct lines of communication with the DM, CM, and QAM. Scott will be assigned to the project full-time for the duration of the project once design activities begin. He will be on the project site full time from construction commencement to final acceptance.

**Quality Assurance Manager (QAM): Richard Allen, PE, DBIA** has 27 years of experience, reports to the DBPM, and will operate completely independent from construction operations and QC inspection and testing. He will develop the QA/QC plan for the project and has full responsibility for all QA performed, including supervising the QA inspection and QA testing for all materials used. He is responsible for monitoring the contractor's QC program for the project, ensuring adherence to all environmental permits, and confirming that all work, materials, testing, and sampling are performed in accordance with contract requirements. Richard will certify each monthly Payment Application and be on-site full-time for the duration of construction operations.

**Design Manager (DM): Eric Sender, PE, DBIA** has 31 years of experience and reports to the DBPM while maintaining continuous communication with the EIC, CM, QAM, and the Project Public Involvement/Relations Manager. He will be fully responsible for managing the overall project design, design QA/QC, working plans, shop drawings, specifications, and constructability of the project, and will coordinate the individual design disciplines to ensure that the design is in conformance with the Contract Documents.

**Construction Manager (CM): Durant Walters, PE, DBIA** has 32 years of experience and reports to the DBPM and will be responsible for managing the construction process and QC activities to ensure the materials and work performed meet contract requirements, the "approved for construction" plans and specifications. Durant will be on the project site for the duration of construction operations.

#### 3.3.2 Organizational Chart

The key to successfully delivering the HREL Segment 1A project will be providing VDOT with a well-integrated organization that is capable of seamlessly coordinating all project requirements. As we demonstrated in the introduction, the JV contractors have successful experience working with each other and the Lead Designer. The greatest indicator of future performance is past performance, and our previous working experience doesn't end there. Our entire team has significant experience working together on previous projects. This extends beyond the top tier of our organization to proven relationships with major subcontractors and suppliers, specialty subconsultants and a wide array of Disadvantaged Business Enterprises (DBEs) that we rely on to deliver components of the project. Several examples of these relationships include:

- Wagman and Quinn Consulting (QA) have worked together on four major DB projects in Virginia totaling over \$300M in contract value. Every project has achieved CQIP scores that exceed the statewide goal.
- Curtis Contracting (major subcontractor), Wallace Montgomery (Lead Designer), and Bowman Consulting (major subconsultant) are all currently working together to deliver the Albemarle Intersection Bundling Design-Build project for VDOT. The positive working relationships that have been forged on that project will help foster communication and expedite delivery on HREL Segment 1A.
- Fay-SE (Lead Contractor) and Curtis Contracting (major subcontractor) have a strong working relationship that dates back to the construction of the MLK Expressway Extension project in 2016. Not only were they awarded adjoining segments and coordinated throughout construction, but Curtis Contracting also served as a major subcontractor to Fay-SE on Segment B of the project.

In addition to the integrated experience our DBT brings to VDOT, we offer all pertinent disciplines and several value-added personnel and firms that you will not find on any other teams. These value-added personnel and firms include:

- Mike Lewis (WM) and Steve Pletcher (WF) – Constructability: The ability to develop final design plans that are easily constructible is critical to the on-time delivery of this project. We are devoting design and construction resources to review plans before they are submitted to VDOT to make sure they are constructible. Mike Lewis (WM) has over 40 years of experience as an owner's representative in the CEI industry and will call upon the lessons he has learned over the years to make sure our team doesn't make similar mistakes. Steve Pletcher (WF) has over 25 years working directly for contractors. He works with field personnel to develop work plans and 3D modeling illustrating ingress & egress and safe work zones. He understands what it takes to build a project and will specifically review the Sequence of Construction and MOT Plans to make sure that they incorporate realistic means and methods that will be used.
- Randy Sprinkle – Document Controls: Our DBT is committed to integrating a seamless document controls process to ensure submittals are always tracked, every comment is addressed, and every person involved



with the project is looking at the current set of plans and contract documents. Randy Sprinkle will lead this effort for the DBT. He is proficient with PlanGrid and will be responsible for uploading all design submittals, construction submittals, RFIs, NCRs, and Deficiencies into PlanGrid and tracking the status of each from the initial submission through approval and final closeout.

- Ian Millikan, PE, CCM, DBIA – Value Engineering: As a former Assistant State Construction Engineer for VDOT, Ian understands the importance of considering and incorporating value engineering concepts into projects. He has participated on numerous value engineering teams in his career and also oversaw the statewide Value Engineering program for a period of time during his tenure. He will review the design and any associated plan revisions to make sure that construction means and methods, economies of scale, and lifecycle costs are always taken into consideration and that quality is never jeopardized.
- Curtis Contracting, Inc. (CCI) – Paving, Grading, and Utility Subcontractor: CCI knows what it takes to deliver design-build contracts on time because they have delivered design-build projects for VDOT as a prime contractor dating back to 2011 (I-295/Meadowville Interchange). Headquartered less than 70 miles from the project, CCI will provide local resources with experience working on VDOT projects to ensure that grading, paving, and utility work is completed ahead of schedule with the utmost quality.
- Wetland Studies and Solutions, Inc. (WSSI) – Environmental Permitting & Resiliency: WSSI has extensive experience supporting VDOT's design-build program in Hampton Roads and knows how to expedite the delivery of environmental solutions to keep projects on schedule.
- Iteris – ITS Integration: Iteris has held the VDOT ITS On-Call prime contract holder for over ten years and has a proven track record of delivering ITS solutions for VDOT in the Hampton Roads District and across the Commonwealth. Tiger Harris will lead ITS design for Iteris.
- EXP – Design Support: EXP is an international engineering powerhouse that was ranked as the #26 Design Firm by ENR in 2021. They have over 900 employees and will be called upon to seamlessly supplement Wallace Montgomery's roadway, structures, and drainage engineering teams to ensure our DBT has the resources at the ready to keep the design on schedule.

**Functional Relationships and Team Communications** | Our approach to coordination and decision-making emphasizes teamwork within our DBT and partnering with VDOT and project stakeholders. Solid lines on the org chart identify the reporting relationships of our DBT and dashed lines represent the many ways our team effectively communicates. The chart shows a clear separation and independent relationship between the construction QC and QA programs. *We have learned through experience that an environment of mutual trust and a willingness to make decisions in real-time results in successful project delivery that exceeds VDOT's expectations for quality, schedule, and budget.*

Our DBPM, Glen Mays will coordinate with VDOT for all aspects of design and construction. We will hold internal biweekly design and weekly construction progress meetings to discuss contract administration; safety; schedule updates; conflict resolution; stakeholder concerns; and progress updates for every pertinent discipline. The meetings specifically address status of design work packages; permit approvals; ROW; utility coordination; construction activities; and upcoming public outreach efforts. Glen will ensure there are open lines of communication between the QAM and VDOT. Our Public Outreach Coordinator, Lynn Polizos will assist Glen with external outreach efforts, including the coordination of "pardon our dust" meetings. Primary positions reporting to the DBPM are Scott Rhine, EIC; Eric Sender, DM; Durant Walters, CM; and Richard Allen, PE, DBIA. QA inspectors/labs report through the QAM. Our QAM also monitors the construction QC program to ensure 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 also have the authority to stop work not in conformance with safety standards or contract documents. QA coordinates with, but works independently of, the daily QC and construction efforts. The QAM leads all preparatory inspection meetings, maintains required logs/materials book and coordinates with the CM to ensure QA staff is on site.

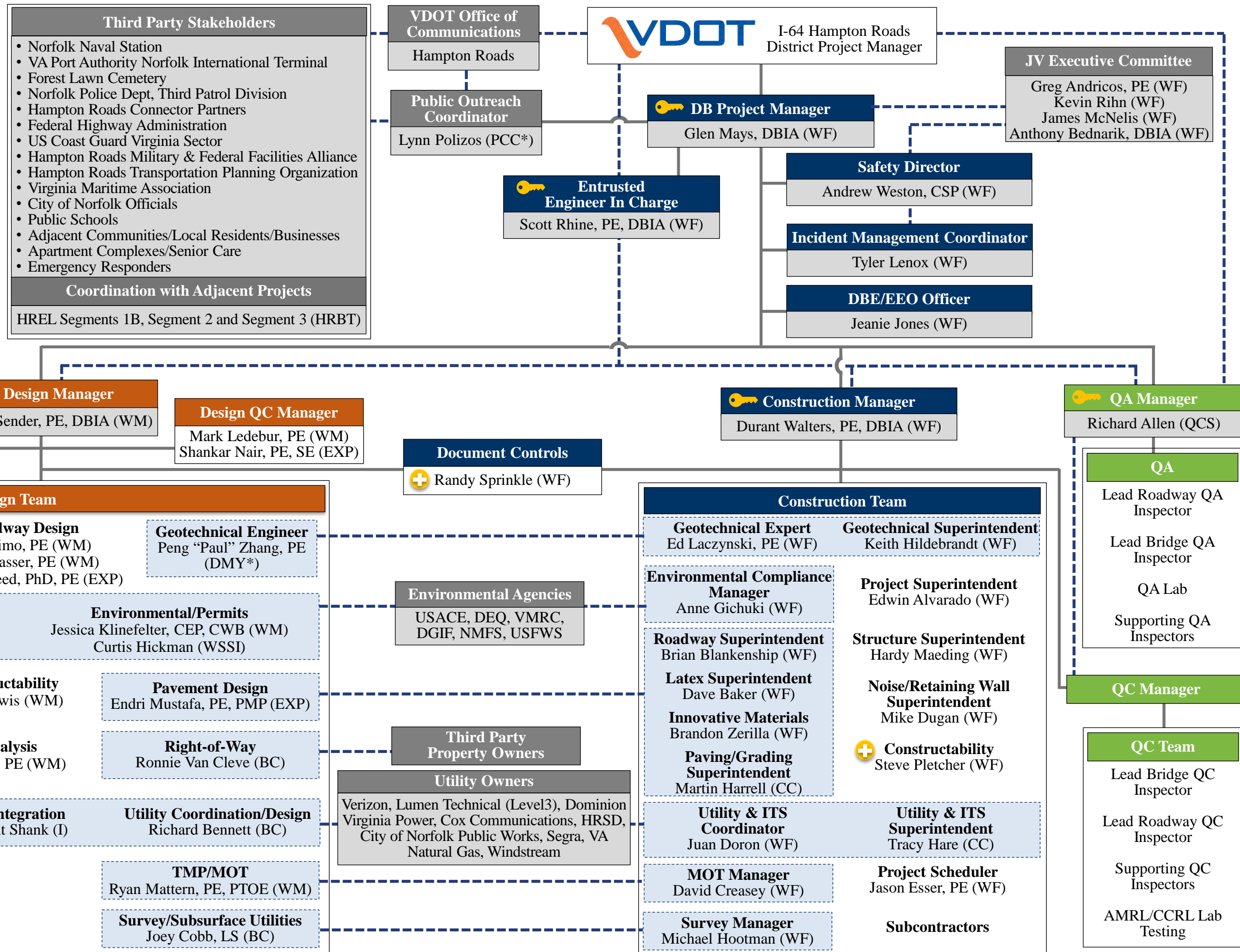
The DBTs management structure recognizes that collaborative DB approach is critical to project success. Our design and construction staff coordinate with the EIC and collaborate to build constructability and safety into the design; minimize delays or rework; streamline reviews; ensure environmental compliance; and eliminate potential field issues. This approach provides a consistent, reliable, and compliant design, ensuring conflicts are anticipated before they happen; VDOT and other stakeholder's expectations are met; and promote design/construction quality. As the construction begins, managers, superintendents, Temporary Traffic Control (TTC) and utility coordinators, QC personnel, and the QAM regularly attends the weekly meetings. Regularly scheduled project progress meetings with the DBT, VDOT, QAM, and stakeholders will be leveraged to enhance partnering, promote over-the-shoulder reviews, and resolve all pertinent issues.



Legend

- Key Personnel
- Value Add Staff
- Design Team
- Construction Team
- Construction QA/QC
- Direct Reporting
- Communication
- \* DBE/SWaM

WF = Wagman/Fay SE JV  
 WM = Wallace Montgomery  
 CC = Curtis Contracting, Inc.  
 BC = Bowman Consulting  
 DMY\* = DMY Engineering Consultants  
 HWR\* = Hassan Water Resources  
 EXP = EXP US Services  
 FT\* = Floura Teeter Landscape Architects  
 I = Iteris  
 PCC\* = Polizos & Co Communications  
 QCS = Quinn Consulting Services, Inc.  
 WS = Wetland Studies and Solutions, Inc.





## 3.4

's Team

Joint Venture

**WAGMAN**  
General Construction | Heavy Civil | Geotechnical



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer

**WM** WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS



### 3.4 Experience of Offeror's Team

The DBT has been assembled for the sole intention of uniting established, well-respected firms with Hampton Roads resources, who are best suited to design and build this project. This team offers tremendous experience in DB, leading to a portfolio that makes this the premier team in the Mid-Atlantic. The relationship between the firms and assigned individuals is one of long-standing cooperation and respect. Our common past experiences provide for seamless integration, best-in-class collaboration and partnering. Our team has relevant past experience in success-fully mitigating these specific risks associated with this project, with demonstrated ability to deliver. In addition to the experience provided on the resume and work history forms, this team offers the following project examples demonstrating previous experience while working together on complex, high profile projects.

|   |            |   |   |
|---|------------|---|---|
| <b>VDOT MLK Expressway   \$78.4M</b><br><b>Major Elements:</b> Urban expressway for congestion relief, roadway, survey, four ramps and a 3,850 LF bridge connecting the existing MLK Expressway to I-264, VE saved \$200K by modifying the design of two ramps bridges. <b>Construction:</b> Hardy Maeding; Greg Andricos, PE; Martin Harrell. <b>Engineering:</b> Amir Arab, PhD, PE   | Objectives | 1 | X |
|   |            | 2 | X |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>NJTA GSP SB   \$140.3M</b><br><b>Major Elements:</b> Marine construction/temporary trestle, with sensitive environmental features, 178-ft-long concrete girders (120 tons), roadway, geotechnical, TMP, signage and lighting, public involvement. <b>Construction:</b> Greg Andricos, PE; Anthony Bednarik, DBIA; Mike Dugan   | Objectives | 1 | X |
|   |            | 2 | X |
|   |            | 3 |   |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>MDTA I-95 MD 43   \$152.5M Major Elements:</b> Interstate conversion into 8 GP lanes and 4 ETLs, roadway and drainage, 6 new bridges, retaining walls, noise barriers, utilities, lighting, overhead signs, ITS, tolling structures, geotechnical, stream diversions. <b>Construction:</b> Greg Andricos, PE; Durant Walters, PE, DBIA. <b>Engineering:</b> David LaBella, PE; Robert Evans, PE, PTOE                              | Objectives | 1 | X |
|   |            | 2 | X |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>BCDOT Triple Bridges   \$35.3M</b><br><b>Major Elements:</b> Multi-phase bridge demolition and replacement over interstate, precast concrete bulb-Ts and arched fascia panels, roadway, geotechnical, utilities, TMP, public involvement/relations. <b>Construction:</b> Greg Andricos, PE; Anthony Bednarik, DBIA. <b>Engineering:</b> Amir Arab, PhD, PE   | Objectives | 1 | O |
|   |            | 2 | X |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>EFLHD Ft. Eustis Bridge   \$17.8M</b><br><b>Major Elements:</b> Construction/temporary trestle, sensitive environmental features, demolition, concrete bulb-T spans on concrete pile bents, staged construction, roadway, utility relocations, survey, ROW, signing and lighting, QA/QC. <b>Construction:</b> Durant Walters, PE, DBIA; James McNelis; Edwin Alvarado; Hardy Maeding; Jason Esser, PE; Andrew Weston               | Objectives | 1 | O |
|   |            | 2 |   |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>MDTA I-95 Baltimore Viaducts Latex Modified Concrete (LMC) Rehab   \$51M</b><br><b>Major Elements:</b> LMC/Hydro Bridge Rehabilitation on active urban interstate, environmental, utilities, TMP, multi-phased MOT, survey, public involvement/relations. <b>Construction:</b> Greg Andricos, PE; Anthony Bednarik, DBIA; Dave Baker. <b>Engineering:</b> Eric Sender, PE, DBIA, Dave LaBella, PE                                  | Objectives | 1 | X |
|   |            | 2 | X |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>VDOT Route 7 &amp; Battlefield Parkway Interchange DB   \$65M Major Elements:</b> Design-build, high volume MOT/TMP to construct new interchange (single point urban interchange (SPUI)), roadway, utilities, environmental compliance, and geotechnical. <b>Construction:</b> Greg Andricos, PE; Anthony Bednarik, DBIA; Ed Laczynski, PE   | Objectives | 1 | X |
|   |            | 2 | X |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>DDOT Malcom X Interchange   \$90.9M</b><br><b>Major Elements:</b> Urban interstate interchange, structures & bridges, retaining walls, TMP/MOT, utilities, signage and lighting, roadway, innovative geotechnical solutions. <b>Construction:</b> Greg Andricos, PE; Anthony Bednarik, DBIA; Ed Laczynski, PE; Keith Hildebrandt. <b>Engineering:</b> Amir Arab, PhD, PE; Faisal Hameed, PhD, PE                                   | Objectives | 1 | O |
|   |            | 2 | X |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>MD SHA I-270 at Watkins Mill Interchange   \$92M Major Elements:</b> New urban interchange, consisting of 14 structures with complex TMP/MOT, roadway, environmental, SWM/ESC, utilities, ITS, signage and lighting, and innovative geotechnical solutions. <b>Construction:</b> Greg Andricos, PE; Anthony Bednarik, DBIA; Ed Laczynski, PE; Keith Hildebrandt  | Objectives | 1 | X |
|   |            | 2 | X |
|   |            | 3 | X |
|   |            | 4 | X |
|   |            | 5 | X |
|   |            | 6 | X |
| <b>I-64 1A Objectives</b><br>1. Finishing contracts on time or early<br>2. Successfully coordinating with adjacent projects<br>3. Delivering projects in developed urban corridors<br>4. Use of innovative design and construction solutions<br>5. Limit impacts to stakeholders/minimize congestion<br>6. Develop communication strategies w/ stakeholders<br>X = Achieved maximum early completion incentive<br>O = Ongoing project |            |   |   |



## 3.5

# Project Risks

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Joint Venture



**FAY SOUTHEAST**  
**S&B USA CONSTRUCTION**

Lead Engineer





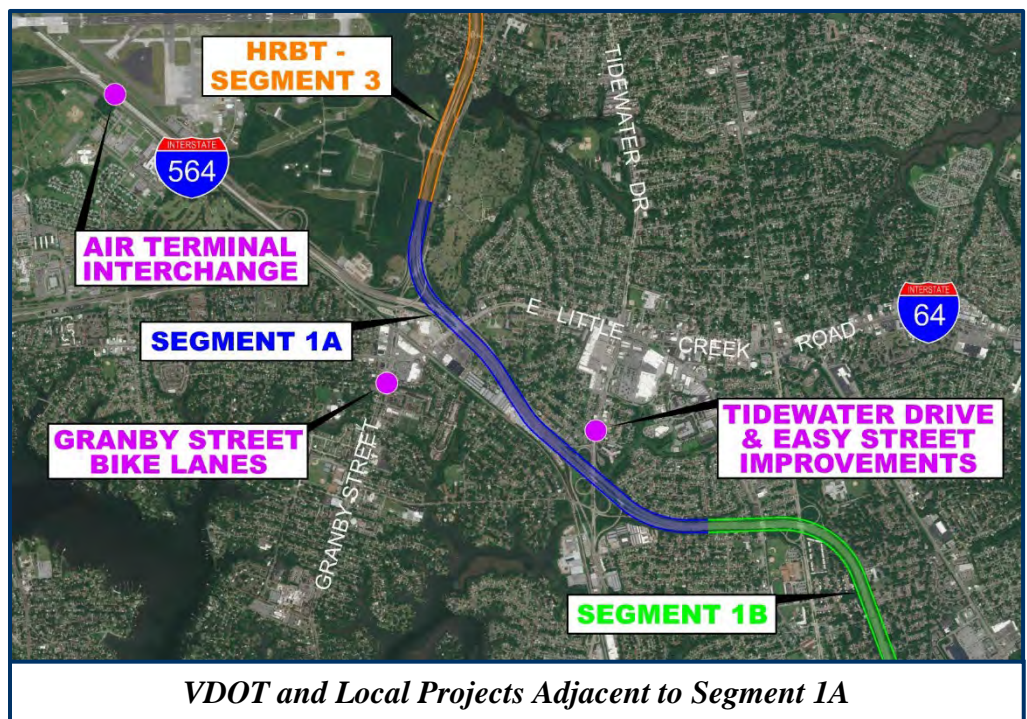
Our DBT conducted Risk Workshops modeled on the system used by VDOT to assess and assign risks. From our risk evaluation process, the following three risks were determined to be the most critical.

#### Critical Risk #1 –Coordination with Adjacent Projects

The construction of the Hampton Roads Express Lanes (HREL) is a priority for VDOT and HRTAC. To expedite completion of the HREL, many segments, including Segment 1A, will be under construction simultaneously. Two of the most impactful to Segment 1A are the HRBT project (Segment 3) to the west and Segment 1B to the east. These projects will have overlapping workzones and require complex construction phasing to maintain traffic, limit disruptions to existing ITS and private utilities, promote proactive stormwater management (SWM) and environmental compliance, and ensure uninterrupted access to the Port of Virginia, Norfolk Naval Station, and emergency evacuation routes. Additionally, there are VDOT, City, and development projects in the area that may impact construction schedules, including the Granby Street Bike Lanes, Air Terminal Interchange, and Tidewater Drive/Easy Street Safety Improvements. With the relaxation of COVID-19 restrictions, more people are returning to the office and people will be traveling to be with family, visit the local beaches or Tides/Admirals games, and annual events like the Blackbeard Festival, Hampton Holly Days Parade, and Crabtown Seafood Festival that will occur during this project’s duration. Each of these events will require close coordination with adjacent project to keep the traveling public moving safely and swiftly through the workzones.

#### WHY THIS RISK IS CRITICAL

Poor coordination with adjacent projects will negatively impact mobility, safety, public perception, and economic output. Time is money. The movements between I-64 and I-564 carry traffic to the Norfolk International Terminal at the Port of Virginia and the Norfolk Naval Station at all hours, and the recent completion of the Intermodal Connector project supports port expansion and naval activities. To help alleviate supply chain disruptions, the port has adopted a 24-hour schedule. As such, timely coordination with adjacent projects, emergency services, and motorists is essential. Inadequate coordination between projects may lead to confusing and potentially dangerous lane shifts between project phases, ITS infrastructure discontinuity that leaves VDOT without a contiguous system, and geometric conflicts between projects that create challenges moving large vehicles to/from the Port and Naval Station. Coordination between projects and clear stakeholder communication are critical to the safe, timely, and quality delivery of all projects within the corridor under budget before the December 2025 completion deadline.



VDOT and Local Projects Adjacent to Segment 1A

Inadequate coordination between projects may lead to confusing and potentially dangerous lane shifts between project phases, ITS infrastructure discontinuity that leaves VDOT without a contiguous system, and geometric conflicts between projects that create challenges moving large vehicles to/from the Port and Naval Station. Coordination between projects and clear stakeholder communication are critical to the safe, timely, and quality delivery of all projects within the corridor under budget before the December 2025 completion deadline.

**RISK IMPACT** | As the connecting segment between the HRBT project and Segment 1B, this project will be subjected to overlapping (and potentially conflicting) activities on each project’s critical path. Failure to proactively coordinate our schedule with adjacent projects will negatively impact the project’s completion date and budget. Segment 1A includes the I-564 interchange, which is the main artery that moves cargo and people from the Port of Virginia and Naval Station to the rest of Virginia and the east coast of the United States. Impacting mobility not only impacts the local and regional economy but could pose a threat to national security as tensions rise in Eastern Europe. The project area includes the transition into the I-64 Reversible Lanes, which increases the risk of injury or death from wrong way movements and head-on crashes if guide signs and gates are not operating properly. An unanticipated material shipment delay caused by global supply chain issues could delay a critical traffic shift or testing of new ITS equipment on Segment 1A or any of the adjacent projects. If schedule

## 3.5 Project Risks

and MOT Plan updates are not immediately communicated and coordinated with adjacent projects, we jeopardize the safety, mobility, budget, and completion schedule of the Segment 1A project.

**RISK MITIGATION STRATEGY** | Our Team, led by DBPM Glen Mays, brings recent and relevant experience coordinating with adjacent interstate design-build projects in Virginia to the Hampton Roads District. In fact, Glen and his team are doing the exact same thing right now on I-95 in the Fredericksburg District. The Design-Build Team led by Wagman is constructing both the Northbound and Southbound I-95 Widening Design-Build projects over the Rappahannock River Crossing (RRC) while simultaneously coordinating workzones, traffic shifts, and environmental permits with the adjacent I-95 Express Lanes Fredericksburg Extension (Fred Ex) that is concurrently under construction and managed by Transurban. We understand the challenges involved with working adjacent to a Mega Project and the importance of establishing relationships and fostering open communication amongst key staff early on. Our DBT is fully committed to creating an environment where collaboration with the adjacent projects is a daily exercise.

**Leveraging eConstruction Technology:** One way that we will mitigate this risk is through extensive use of PlanGrid software. Wagman has partnered with VDOT on previous DB projects by purchasing PlanGrid licenses for our DBT staff to promote a seamless and collaborative eConstruction environment. We will be using PlanGrid for this project because we have seen how its integrated use for design, construction, QA and QC can greatly enhance project collaboration, communication, and efficiency. Randy Sprinkle will serve as our DBT's Document Control Specialist and will monitor PlanGrid daily to make sure that every member of the team is always looking at the most up-to-date versions on the Approved for Construction (AFC) plans, Stormwater Pollution Prevention Plan (SWPPP), Temporary Traffic Control (TTC) Plans, shop drawings, and other contract documents. Additionally, our DBT will use SharePoint to supplement PlanGrid for internal communication and exchange of large files with third party Stakeholders, the HRBT and Segment 1B teams, and other projects within the corridor. We will export CADD files into any format that third parties (City, developers, adjacent contractors) require, whether it be Microstation or AutoCAD, InRoads or Civil3D, or XML surfaces that may be readily used by GPS-enabled equipment.



**Corridor-wide Constructability Reviews:** Projects immediately adjacent to this segment will be in various phases of construction throughout the life of the Segment 1A project. This has the potential to create disastrous conflicts between the adjacent projects unless a seamless approach to construction sequencing is considered across all three projects. For example, grading and paving operations on one project can cause standing water to pond in temporary travel lanes on an adjacent project if the sequence of construction for each project is not clearly understood. Our constructability team will be led by Mike Lewis (WM) and Steve Pletcher (WF). In addition to reviewing the plans for the Segment 1A project, Mike and Steve will have a comprehensive understanding of the sequence of construction for the adjacent projects and know how the work being performed on those projects impact the work being performed on Segment 1A. Glen Mays, DBIA (DBPM), Scott Rhine (EIC), and Durant Walters, PE, DBIA (CM) will also review abutting work actively under construction to check for any potential issues that would impact our project. Glen has extensive experience managing projects that have overlapping work zones with adjacent projects. On the I-75 (SR 93) North of SR 52 to Pasco/Hernando County Line project in Pasco County, Florida, Glen worked hand-in-hand with the adjacent project's DBPM and the Florida Department of Transportation to contractually adjust the work limits performed by each contractor in a fashion that expedited the overall construction of both projects. We will embrace this proactive approach to partnering by working in tandem with the adjacent projects and implementing phase shifts in a manner that does not hinder concurrent or future construction activities or MOT phases.

**Coordinating and Communicating Traffic Shifts and Public Outreach:** When it comes to providing real-time project information, travelers are not concerned about what project segment they are in; they want to know how long it will take to get from Point A to Point B. Coordinating our project TMP with the approved or pending TMPs of adjacent projects will help to minimize delays and present a "united approach" for outreach. Our TMP Public Outreach Plan will be designed in conjunction with the adjoining projects and will be integrated into a corridor-wide plan that will provide clear messaging for safe passage through the active construction zones to reduce user delays and improve safety throughout the corridor. Our strategies will be based on the Virginia Work



Area Protection Manual, VDOT Public Involvement Manual, and the Manual on Uniform Traffic Control Devices. ITS devices such as PCMS, cameras and side-fire radar, will be implemented and coordinated with adjacent projects as needed to advise of distances and travel times through the work zone and to points of interest beyond it.

Our public involvement and outreach communications team, led by Lynn Polizos, will coordinate with the communications teams of adjacent projects to ensure we develop a synchronized and comprehensive communications plan that raises awareness, mitigates corridor-wide impacts, and emphasizes the key benefits of the entire HREL network. Our strategic approach will be comprised of integrated communication tools, a robust media relations program, and a wide range of print, broadcast and interactive marketing campaigns with the ultimate goal of positively engaging and influencing stakeholders at all levels throughout all phases of the project. Similar to Lynn's successful implementation of the public outreach plans for VDOT's I-64 and I-264 Pavement Rehabilitation project in the Norfolk area, and Gilmerton Bridge Replacement project, she will regularly coordinate with the VDOT Hampton Roads Communication Office.

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*Our stakeholder coordination efforts have been incredibly successful on the I-95 SB RRC project. This VDOT Interstate DB project has required significant public engagement with many agency and community stakeholders. The Fredericksburg Trails Alliance has reported publicly on their website, "We met the... Team back on May 21, 2018 at the jobsite...they have exceeded our expectations and have really done an amazing job by doing everything that they said they would do and more." The project team has turned what was considered a risk to the project during procurement to a project benefit through building strong stakeholder relationships. The DBT will provide "web-ready" project updates, graphics, and simulation videos that show new traffic patterns for all major traffic shifts. Material will be provided to VDOT Public Outreach for review and distribution to the public on the VDOT website as well as through e-mail blasts (Constant Contact) to the project listserv. We will use our collective experiences from the SB RRC project to bring the same level of customer service to Segment 1A.*

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**Collaborating with emergency services:** Our DBT will conduct site specific safety training (e.g., establishing evacuation routes) that extend beyond our project limits into the adjacent projects. We will work with the adjacent projects to provide consistent information to the Virginia Department of Emergency Management, Virginia State Police, Norfolk Naval Station, Port of Virginia, City of Norfolk Police, and nearby Fire Stations 9 and 12. First responders will be provided with a single point of contact for incident management within the corridor, so they do not have to track down responsible parties for each individual project. We will work with the adjacent projects to hold corridor-wide site orientations, project drive-throughs, and outreach meetings to make sure first responders are up to date on the latest work conditions and travel routes. Our DBT will engage EMS and on-call towing companies responsible for this area during the design phase to discuss impacts and opportunities to improve the geometric design and MOT Phasing so that it best accommodates emergency access in our segment and adjacent segments. We will prepare an Incident Management Plan alongside EMS and the adjacent projects that include evacuation procedures to make it easier for first responders to reach those in need and to reduce the amount of time it takes to arrive at an incident. Our design will maintain access at interchanges, and we will communicate comprehensive lane closures/shifts with first responders and adjacent projects early and often.

**Real time schedule coordination:** As our project's baseline schedule is developed, Jason Esser, PE, Project Scheduler, will carefully review each activity that is located within an overlapping workzone for clash detection. Any potential conflicts will immediately be brought to the attention of Scott Rhine, EIC, for resolution. This proactive approach to schedule management will help make sure that construction can progress with minimal delay caused by adjacent projects. Jason will utilize a live and real time Primavera P6 schedule during the monthly Progress Meeting with VDOT, as well as when meeting with the adjacent project teams, to identify issues and implement appropriate changes quickly and easily. Schedule layouts will be specifically developed to clearly and simply identify MOT phases for coordination with adjacent projects. Jason will also use Synchro 4D to provide a visual representation of physical work to communicate progress at the project limits. Coordination meetings will include two- and four-week "look-aheads" for each adjacent project to ensure that there are no MOT breaks, drainage busts, etc.

**Focus on environmental compliance:** Coordination with the Virginia Department of Environmental Quality (DEQ) is essential for projects in Hampton Roads District, especially those with wetland impacts such as HREL Segment 1A. We will start that coordination early and include adjacent projects with our coordination efforts. Proper implementation of E&SC and SWM best practices will be integrated into the design from the very beginning. The E&SC phasing will generally follow the MOT phasing and will weave in the E&SC measures of adjacent projects so we can avoid ponding in the roadway during construction. E&SC measures will be implemented within the footprint of future permanent SWM facilities so they can be retrofitted with minimum effort. Special attention will be paid to avoid clogging these facilities during construction. Curtis Hickman is

fully aware of all the environmental compliance measures needed for each I-64 project in Hampton Roads, including Segment 1A, and how each phase is impacted by adjacent segments. He will incorporate his extensive experience managing environmental controls on complex projects, while collaborating with our ECM, Anne Gichuki, to ensure that all environmental best management practices are implemented. Our DBT will develop, communicate, and follow a detailed sequence of steps required to meet the environmental compliance requirements and coordinate with the adjoining projects to ensure corridor-wide compliance.

**Early involvement of 3rd party utilities:** Utility coordination between the segments is vital to the successful opening of the corridor by December 2025. Although relocating existing utility services can be very expensive and time consuming, our DBT has the experience and local knowledge to get them moved ahead of time without negatively impacting the utility relocation schedule of adjacent projects. We have recent experience working with utility owners including but not limited to: Verizon, Dominion Virginia Power, and Cox Communications. Juan Doron, Utility & ITS Coordinator, will coordinate our relocations with the adjacent projects to create an environment where participants throughout the corridor collaborate with utility owners to ensure utilities that are moved are only moved once. We will develop a plan from the onset of the project that moves utilities prior to construction activities in that area. In addition to working with utility companies, Juan, and Tracy Hare, Utility & ITS Superintendent, will review the conduit installation plans for the power and fiber required for each project's lighting, ITS, reversible lane use, and toll operations. They will ensure the infrastructure will be in the designated design locations to allow adjacent contractors to tie in as their projects are ready to come online.

**ROLE OF VDOT AND OTHER AGENCIES** | As the Owner of the HREL network, VDOT has a vested interest in its success. We will invite VDOT to attend all coordination meetings with adjacent projects so they can make sure we are developing and delivering a cohesive project corridor and providing a consistent message to the taxpayers, traveling public, and other important stakeholders. VDOT will have full access to all of our documents in PlanGrid and on the SharePoint site, which will include minutes from each of the coordination meetings with adjacent projects. As part of the plan review process, VDOT will review E&SC plans and MOT plans. These submittals will include a statement that they have been reviewed in concert with the sequencing of construction of adjacent projects to confirm that travel lanes are contiguous throughout the project corridor and that stormwater is being appropriately addressed from one project to another throughout the corridor.

#### Critical Risk #2 –Working Within Constrained Project Locations

The project is constrained in all directions by arterial roadways, local streets, adjacent homeowners, businesses, parks, third party utilities, the naval station, environmental features, active traffic, and a cemetery. There are existing noise barriers, retaining walls, parallel bridge structures (some with transfer girders), interchange ramps, culverts and streams, pavement underdrain, ITS devices, and a communications tower. Construction simply cannot negatively impact any of these, and it must be sequenced to sustain traffic operations. Failure could lead to additional costs, schedule delays, or negative public opinion of the project. Overhead utilities cross I-64 and most underground utilities (non-ITS) are along arterial streets creating a challenging network of utility owners to coordinate with within the limited project area. Both the roadway widening and widening/rehabilitating the bridges will require work within constrained workspaces, adjacent to active traffic, interchange ramps, and signalized intersections. In addition, the closely spaced parallel roadways (WB/Reversible/EB) have very few flat storage areas to place construction equipment between them; maintenance of drainage and the final drainage design will be a challenge due to the constrained space. The DB Team is fully aware of the challenges of working in the constrained area for the construction of the I-64 Segment 1A Project and the potential impact to the project's schedule and budget. We will optimize the sequence of construction and explore innovative solutions for construction to mitigate environmental, safety, and schedule concerns.

**WHY THIS RISK IS CRITICAL** | Reconstructing I-64 within the existing Limited Access ROW (and small areas to be acquired) limits the space available for storing, accessing, maneuvering, and operating equipment. All work must be planned and choreographed such that we address: shoulder strengthening to carry temporary traffic; temporary stormwater conveyance; safe ingress & egress from work zones; rehabilitating bridges and constructing abutments, piers and approaches; transporting/staging/erecting girders; mixing/placing/curing Latex Modified Concrete (LMC) or other overlay material; removing temporary access; widening the roadway; and converting to permanent drainage and SWM facilities within the ROW while meeting the corridor opening date of December 2025. Without a comprehensive understanding of the project's physical, geotechnical, and drainage constraints, there could be detrimental impacts to the traveling public, construction crews, and the environment. Although the Categorical Exclusion assumes that 0.5 acres of wetland mitigation and all required SWM can be achieved on site, this will be challenging because the constrained site, additional pavement, and supporting slopes will remove existing water quality and quantity control features.



**RISK IMPACT** | A constrained work area can have overarching impacts on the Segment 1A project. These impacts may include:

- Complicated construction phasing limiting work areas, increasing construction costs and lengthening the overall project schedule.
- Interaction between construction activities and the traveling public may create a negative impact on safety, public opinion, mobility and the project schedule (e.g., delivery trucks queued on local streets).
- Reducing mobility in this heavily traveled corridor creates economic impacts (Norfolk International Terminal), may hinder national security and mobilization of our armed forces (Naval Station Norfolk), or threaten public safety in the event of a coastal evacuation.
- Low-clearance conditions at bridges during construction may force cargo or equipment to use alternative routes, increasing costs and delivery time for suppliers and carriers.
- Maintaining access to work areas for material deliveries, worker access, laydown and storage yards, and movement or anchoring of equipment. Improperly anchored equipment may result in death, injury, property damage, and delays.
- Extended impacts to access to businesses, residential streets, cemetery, etc. increase driver delay, decrease safety via driver confusion, and stifle local economy.

Designing a plan that stays within the limited space and allows construction to seamlessly proceed is paramount to the success of the Segment 1A Project. Failing to accommodate site constraints can lead to property damage, environmental impacts, unnecessary utility repairs, re-work, schedule delays, and cost overruns.

**RISK MITIGATION STRATEGY** | Our DBTs extensive experience with similar large projects on interstates with high volume and reversible lanes, our depth of staff, and ample equipment and resources for a variety of settings puts us in a unique position to employ proven strategies that mitigate the risks associated with a constrained site. *VDOT will have the resources of three contractors*, Wagman-Fay operating as a fully integrated construction Joint Venture and a dedicated subcontractor, Curtis Contracting, who will be positioned to complete work simultaneously to shorten the duration of traffic shifts and ultimately minimize delays, maximize safety, and accelerate the schedule.

**Comprehensive staging and access plan.** The widening work along the outside of westbound and eastbound I-64 will occur in small segments between bridges, requiring several stabilized access points to allow us to work from below as well as above. Many of these small areas currently have vegetation, and in many cases the native vegetation planted during the original construction is being overrun by invasive species. As part of the TMP, we will prepare plans that show existing conditions, work completed previously, and work to be completed in each stage. Plans will show the flow of equipment, material, and personnel throughout the work zones, as well as all signing and marking to ensure safe access to and from each work zone. The DBT has identified several locations in the corridor on both sides of I-64 that could be leased for equipment storage, stockpiling, and/or offices. We will prefabricate and stage materials (such as rebar cages) outside of immediate work areas for transport to the physical work area just in time for placement to minimize obstructions and maximize the space to maneuver. Wagman used this technique successfully on limited access projects such as the Route 61 over New River Bridge Replacement, I-270 at Watkins Mill Road, I-95 & I-695 Interchange and is currently using this technique on the I-95 NB & SB – RRC project. On the I-95 NB & SB Projects, we developed a Project Specific Construction Access Plan. This plan is shared with all team members so workers, and suppliers understand the established and safe ingress/egress to the active work zones.

**Attack eastbound and westbound I-64 at the same time.** Our team understands that there is limited roadway width under most of the eastbound bridges that we need to widen, and that the work involves mainline I-64 widening in both directions. Completing the bridge work on Granby Street will require removal of the W-beam adjacent to the center pier, placing temporary pavement, and protecting the piers with TCB. The added pavement, work “from below” will be permitted during off-peak hours. During off-peak times and while lane shifts are implemented on the roadways below the bridges, we will perform the necessary bridge repair work which includes concrete substructure repairs, steel plating repairs, cleaning and painting, etc. We will complete the westbound I-64 widening concurrently with the construction of the eastbound abutments, while the traffic is shifted toward the center pier. This approach reduces the time that the arterial roadways are impacted by the Segment 1A work.

**Divide and conquer the I-64 eastbound bridge widenings first.** The sheer volume of traffic and the presence of the reversible lanes prohibits crossing traffic over to one side of the interstate to complete the bridge work all at once. The integrated JV Team will mobilize sufficient resources to work on all eastbound bridges simultaneously. Each existing bridge has a center pier and has intersections adjacent to the abutment and pier construction areas. Completing the work will require temporary pavement and possibly shoulder strengthening

### 3.5 Project Risks

and lane shifts on both I-64 and the local roads. The Granby Street, I-564, and E. Little River bridges are close to one another, and the goal is to complete the work on all three using just two traffic shifts on the arterial roads and three shifts on I-64. The DBT anticipates that the bridge work will consist of constructing the abutment extensions with pile driving and adjacent roadway widening, then the new piers with piles, placing the beams and new deck. Once work is completed on all three bridges, traffic will be split and rehabilitation of the middle section of the deck will commence, followed by rehabilitation of the inside third of each bridge and required work along the I-64 Reversible Lanes.

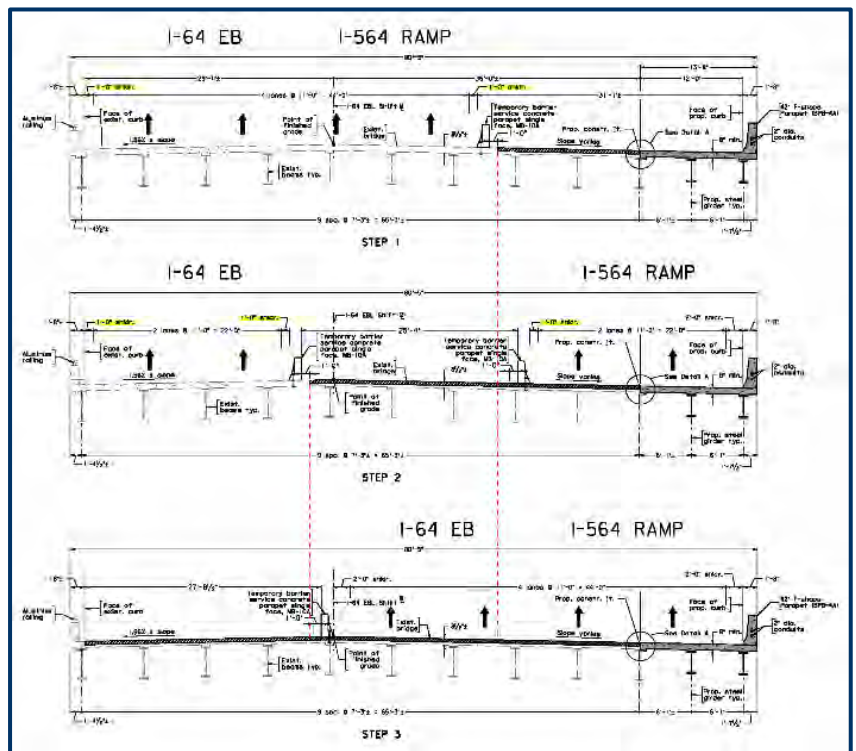
**Utilize Accelerated Bridge Construction (ABC) methods.** Our goal is to limit the time that our forces will be working adjacent to active traffic, and as such we will utilize ABC methods whenever possible. We will precast select bridge elements in advance for rapid installation; Fay Southeast utilized precast pier caps on our Ft. Eustis Bridge Replacement project for this purpose. We will investigate/integrate rapid setting materials, such as LMC-VE for overlays and UHPC for link slabs to limit travel disruptions, which WM has used on several recent interstate roadway projects along I-95.

**Multiple Contractors / Skilled Workforce:** Both Wagman and Fay SE have the individual bonding capacity, manpower, and resources to construct this project independently. However, we decided to form an integrated JV and supplement the JV with Curtis Contracting to combine our local labor (over 400 construction professionals), equipment fleets (valued at over \$50M) and construction materials including formwork and shoring to ensure we have enough resources to deliver this project despite regional manpower/resource shortages. Multiple contractors allow us to work in several constrained locations simultaneously, such as having one crew working on the westbound outside widening adjacent to Granby Street while other JV crew focus on the eastbound widening and extensive bridge construction within the I-564 interchange and adjacent to Admiral Taussig Boulevard.

**Roadway grading and converting flat-bottom ditches to V-ditches:** The small spaces between the mainline and reversible lanes create a challenge, as widening will force the reconstruction of the flat-bottom ditches as V-ditches adjacent to roadway barrier. We will use specialty equipment to adequately compact the soil and complete the roadway grading in these constrained areas. Drainage sections that are open today may need to be closed, concentrating flows and increasing SWM needs. We will "follow the water" to make sure the runoff from all adjacent projects within the corridor does not create unexpected ponding in travel lanes, at transitions, or on adjacent properties or roadways. We will develop a detailed schedule for all environmental commitments to avoid time-of-year restrictions at the box culvert.

**Achieving adequate compaction in constrained project areas:** Much of the geotechnical information provided in the RFQ documents focused on the roadway areas, with little information about the areas adjacent to the supporting slopes. Our team will perform additional undisturbed soil sampling and lab testing to get adequate information to develop a soil remediation plan, and mitigation strategies such as using lightweight fill, installing stabilization geosynthetics, surcharging fills to accelerate settlement, ground improvement, or engineered slopes.

**Reversible lane median work:** The RFQ plans show a new median barrier being placed on the existing I-64 reversible lane structure near the I-564 interchange. The existing bridge is approximately 34 feet wide, and when the median barrier and end treatment is placed each side will reduce to 15-16 feet. We will explore methods for placing this barrier to reduce the construction time and cost, such as using precast barrier.



*WSSI is an exclusive subconsultant to our team on this project, with extensive knowledge of not only the environmental features that will impact the design of the project, but the innovative methods preferred by the agency reviewers to avoid, minimize, and mitigate impacts.*



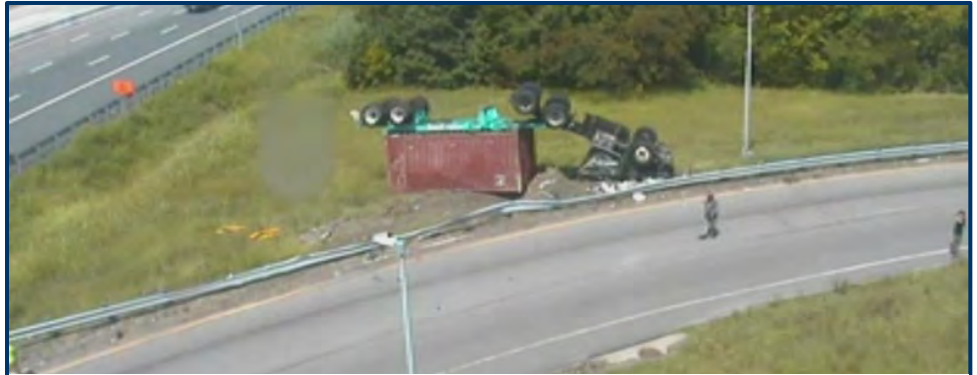
**ROLE OF VDOT AND OTHER AGENCIES** | The DBT is committed to assuming full responsibility for this risk. VDOT will review and approve proposed lane closures, MOT phasing, and construction access as part of the TMP. Roadway drainage modifications, ES&C and SWM will be incorporated into plans and permits reviewed by VDOT and DEQ. Slope stabilization and geotechnical solutions will be reviewed by VDOT.

### Critical Risk #3 – Maintenance of Traffic

Segment 1A includes work within both the complex I-64/I-564 interchange and the I-64 Reversible Lanes. The MOT plan for each phase of the work must address not only mainline traffic, but dynamic traffic flows in both directions on the reversible lanes. Segment 1A also sees truck traffic and oversize vehicle levels higher than other areas in the Commonwealth due to demands at the Norfolk International Terminal and Naval Station in Norfolk. The scope includes potential retaining walls and noise walls adjacent to existing shoulders, in areas where we must have clear access and space to work both along and below the I-64 roadway. Our TMP, and specifically the Maintenance of Traffic plans, must consider all of these unique elements.

#### WHY THIS RISK IS CRITICAL

[We identified the MOT as a critical risk for Segment 1A because of the presence of the dynamic, reversible lanes, and the fact that the area attracts a mix of commuters, vacationers, out-of-state military, and freight carriers. Also, maintaining access to the Naval Station in Norfolk and the Norfolk International Terminal is essential to Virginia's economy. West of I-564, I-64 carries about 100,000 vehicles each weekday; this



*Overturned Tractor Trailer at I-564/Terminal Boulevard*

increases to about 164,000 at the east of Tidewater Drive. I-564 carries over 78,000 vehicles each weekday. Motorists regularly experience eastbound and westbound backups extending beyond peak hours, and the westbound I-64 lanes experience crash rate spikes near interchanges that are much higher than both the statewide and Hampton Roads District averages for similar roadways. Summertime typically brings additional traffic, as do special events. In 2019, the I-64 segment within the project limits (MP 276.1 to 278.3) had 129 total crashes, with 40 injury crashes and 54 injured persons; there were no fatalities.

Our team will have multiple crews working in multiple locations, resulting in concurrent work zones that will inevitably abut adjacent projects. December 2025 is on every team's calendar to have this corridor constructed, the ITS system in place and fully tested, and ultimately ready for revenue service. The bridge rehabilitation work requires several traffic shifts where each will only be in place for a few weeks; the location of temporary lanes will be constantly changing during construction and will require close coordination with adjacent properties.

**RISK IMPACT** | Even when implemented properly, MOT measures often worsen existing traffic issues within a roadway segment. Improperly installed MOT measures could lead to abrupt driver reactions, potentially increasing the number of crashes, severity of crashes, and the economic and productivity loss, delays, and negative public perception that result from them. Many of the interchanges have partial movements that already contribute to driver confusion. The reversible lane entrances/exits at the I-564 interchange create an added risk of high-speed, wrong-way traffic streams – and severe crashes – if the ITS devices or gates fail during construction. There is always the potential for oversize vehicles within the work zone, especially along the movements between I-64 and I-564. If the MOT plan does not account for permit loads, there is the potential for delays, property damage, and secondary crashes.

Our project must also consider impacts to the roads under I-64. The project area includes a high percentage of households without access to a vehicle, who are reliant on non-motorized transportation (bike/ped) or the Hampton Roads Transit #1 and #21 routes. Many are elderly, and it is essential to ensure that any changes to existing access routes are maintained and ADA-accessible, otherwise they cannot access essential services. Shopping centers flank both sides of I-64, and with these come deliveries in SU-30 and WB-40/50 trucks; if we do not design for these, they will off-track and cause property damage.

**RISK MITIGATION STRATEGY** | Our goal is to minimize crashes, delays, and negative public perception. To accomplish this, our Team will link its construction sequencing with the operations of the reversible lanes, the latest plans for Segment 1B and the HRBT, and the construction phasing for these adjacent projects to eliminate

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abrupt traffic shifts, sudden changes to work zone speed limits, and geometric inconsistencies. Our team proposes an information-based approach to MOT. The more informed roadway users are of the prevailing traffic conditions, the better they can plan ahead. Every single phase of the construction sequence will have its own TTC plan, developed with the latest version of the WAPM and linked to the VPDES permit plans. Each phase will also incorporate outreach strategies, both media-based and real-time information through ITS devices.

**Collaboration with adjacent projects:** Our experienced team will collaborate with adjacent projects to develop logical and efficient construction phasing to allow construction to proceed seamlessly, reducing project costs and mitigating schedule impacts. We will collaborate with the HRBT team to provide current travel time information for motorists. Our MOT Manager, David Creasey, has significant experience successfully implementing complex workzone setups on urban Interstates (224K ADT) that provide real time information to drivers. Value Added staff member, Dave LaBella, has previous experience leading design efforts that fully integrate safe traffic operations through multiple construction zones. He worked directly with Wagman to successfully deliver the \$216M I-95/I-695 Interchange (330K ADT) providing ETLs north of Baltimore with no fatalities during its three year duration.

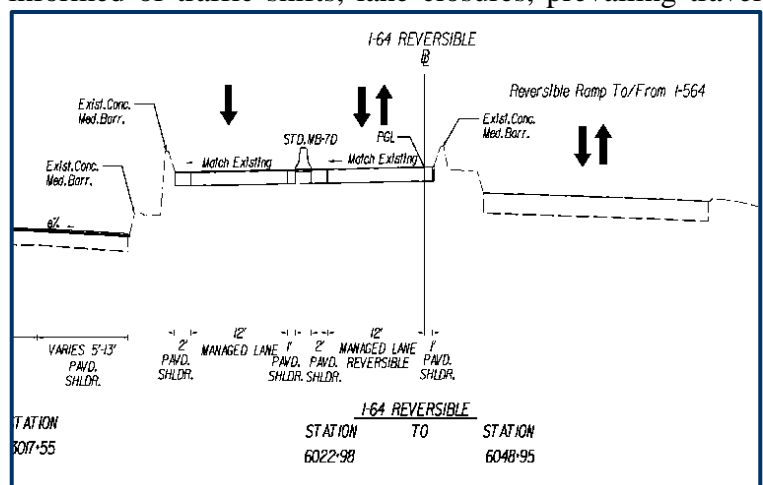
**Detailed TTC plans:** We will design logical MOT phasing to ensure safe mobility for the travelling public through the work zone. The comprehensive MOT plan will be coordinated with adjacent projects to mitigate traffic incidents and maintain positive public perception of the project. Each TTC plan phase will include alternative, ADA-compliant access for pedestrians and transit users, as well as signing and marking for bicyclists. Many in the adjacent communities see I-64 as a barrier to those without vehicles, and we see an opportunity to not only provide connections during construction, but to collaborate with VDOT and the City to identify opportunities to provide these missing links.

**Maintenance of Traffic Alternatives Analysis (MOTAA):** We will study the RFP and supporting materials to develop the Red Flag Summary, or items that absolutely will not be permitted (e.g., closure of a ramp). We will explore multiple options for executing the TTC for each section of the work, to determine the best solution to minimize delay cost and time, maximize traveler and worker safety, and maintain access as much as possible. The Team identified the ramp from E. Little Creek Road to eastbound I-64 as a major concern, as the work may require short term closures of the ramp to complete the mainline widening. We will perform Synchro or VISSIM analyses on each MOT alternative, as well as a qualitative impacts assessment (e.g., access, multi-modal effects) and cost/time analysis.

**Logical traffic shifts for bridge work:** We anticipate completing the bridge rehabilitation work in three phases, maintaining all existing travel lanes during each phase. The Joint Venture Team intends to construct the five bridge widenings – I-64 over Granby Street, I-564, E. Little Creek Road, and the I-64 EB and WB bridges over Tidewater Drive WB ramp – concurrently in three phases. For the first phase, the traffic will be shifted onto the left shoulder and the bridge widening and deck repairs will be completed on the right side. Once complete, the lanes will split and the center section of each bridge deck will be repaired. Splitting traffic presents greater safety concerns and providing clear direction to drivers prior to the split is essential. We will provide MOT guide signage well in advance of the traffic shifts – into the HRBT and Segment 1B limits – to ensure that drivers position themselves in the proper lane for each exit. The final stage shifts traffic onto the right shoulder, while the left side of each bridge deck is completed.

**Real-time travel time data:** We will use the existing ITS devices plus a plethora of temporary ones (PCMS, queue detection, side-fire radar) to keep the public informed of traffic shifts, lane closures, prevailing travel conditions, and other construction or special events. Studies have found that providing advance warning of upcoming queues or delays (e.g., I-564, 3 miles, 7 minutes) not only allows drivers to plan alternative routes, but increases their awareness of stop and go conditions, reducing crashes. Drivers informed of delays before they are stopped in traffic are also less likely to provide negative feedback on projects.

**Work on reversible lanes:** The RFQ plans propose installing a median on the existing reversible lane structure near the I-64/I-564 interchange. Currently the bridge has a single travel lane beyond the I-564 ramp, and the future condition extends a median barrier onto the structure. The barrier will reduce the available width on either side to 15-16 feet, and



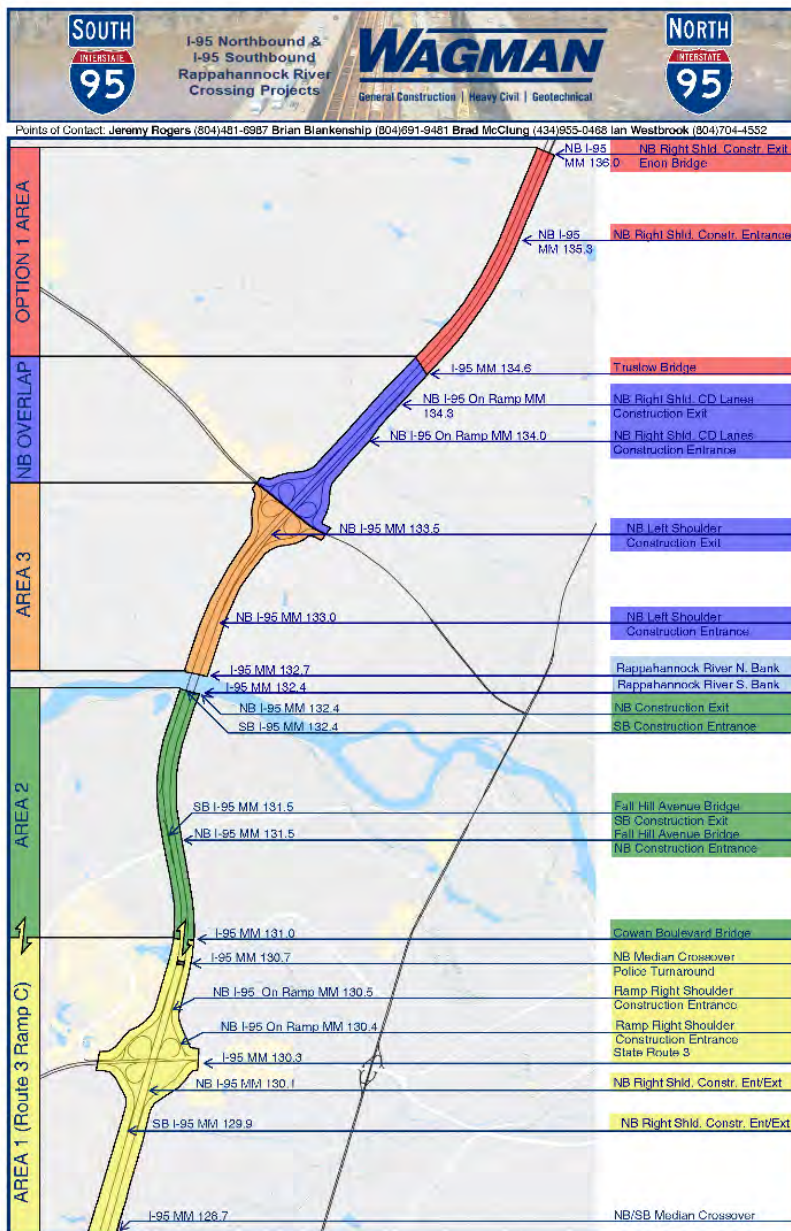


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since I-64 is a high-speed roadway with a high traffic volume the WAPM recommends positive barrier protecting the work zone. Temporary positive barrier would reduce the work zone further, and hinder access to construct the new barrier. The MOTAA will cover multiple approaches to complete this work: Weekend closures, a single long-term closure once the I-64 shoulder lanes are operational, or other alternatives.

**Construction access planning:** We anticipate shifting traffic onto shoulders to provide space to construct bridge abutments and piers and will ensure the pavement can carry the heavy vehicle loadings. The accelerate/decelerate needs of construction vehicles is lengthy and may need to extend into the adjacent project limits before the vehicles can reach posted speed limits. Our traffic engineer will work with our construction MOT Manager to review planned MOT phases and ensure adequate room to safely merge construction vehicles into traffic on I-64. During constructability review, Steve Pletcher will work with our engineers to evaluate temporary access routes for staging/erection while considering access restrictions due to new, planned, and temporary works of the adjacent contractor. We will plan the access routes to allow for construction to efficiently progress in Segment 1A and adjacent projects. The image at right shows the Construction Access Plan that Wagman developed for the I-95 NB & SB RRC project. We will develop a similar plan for the Segment 1A project.

**Oversize and overweight vehicle access:** The Naval Station in Norfolk and the Norfolk International Terminal regularly receive/send over-sized materials to/from inland. We will ensure that all movements between the I-64 mainline and I-564 can accommodate wide loads without major modifications to the TTC features. WM's Jeff Evans, PE oversees the MDOT SHA Office of Structures oversize/overweight vehicle permitting reviews; and his knowledge of the permitting process and carriers' needs will help to ensure that access through the work zone is maintained for these random, sometimes secret loads.



**Development of a detailed TMP that links temporary traffic control, incident management, and public outreach:** We will collaborate with VDOT in the development of a comprehensive Transportation Management Plan (TMP) that includes the detailed TTC plans; Public Outreach Plan that will explain how we will keep the traveling public involved and informed; Incident Management Plan that will include the temporary pink signage to guide traffic around the incident; and Evacuation Plan that will be developed with Virginia Department of Emergency Management and the VDOT Hampton Roads District. The Public Involvement Plan will place a focus on outreach to the Environmental Justice (EJ) communities adjacent to the project.

**ROLE OF VDOT AND OTHER AGENCIES |** VDOT will ultimately approve the TMP, including the TTC plans, Incident Management/Evacuation Plan, and Public Outreach Plan. The VDOT Hampton Roads District and Interstate Management Office, VDOT Eastern Transportation Operations Center, City of Norfolk, VDEM, VSP, and liaisons from the port and naval station will provide input in the development of the TTC and TMP. While the DBT will coordinate all design and traffic plans with the adjacent projects, VDOT will be informed of all lane closures through LCAMS, including preemptive signal coordination. The City of Norfolk also controls traffic signals within the project area that may require re-timing to optimize operations during construction.



## Appendix 3.1.2

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### SOQ Checklist

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS



**ATTACHMENT 3.1.2**

**Project: 0064-122-470**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

| <b>Statement of Qualifications Component</b>              | <b>Form (if any)</b>                       | <b>RFQ Cross reference</b> | <b>Included within 15-page limit?</b> | <b>SOQ Page Reference</b> |
|---|--|----------------------------|---------------------------------------|---------------------------|
| <b>Statement of Qualifications Checklist and Contents</b> | Attachment 3.1.2                           | Section 3.1.2              | no                                    | Appendix                  |
|   |  |                            |                                       |                           |
| <b>Acknowledgement of RFQ, Revision and/or Addenda</b>    | Attachment 2.10<br>(Form C-78-RFQ)         | Section 2.10               | no                                    | Appendix                  |
|   |  |                            |                                       |                           |
| <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                                    | Appendix                  |
| Debarment forms   | Attachment 3.2.7(a)<br>Attachment 3.2.7(b) | Section 3.2.7              | no                                    | Appendix                  |
| Offeror's VDOT prequalification evidence                  | NA   | Section 3.2.8              | no                                    | Appendix                  |
| Evidence of obtaining bonding                             | NA   | Section 3.2.9              | no                                    | Appendix                  |

**ATTACHMENT 3.1.2**

**Project: 0064-122-470**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

| <b>Statement of Qualifications Component</b>   | <b>Form (if any)</b> | <b>RFQ Cross reference</b> | <b>Included within 15-page limit?</b> | <b>SOQ Page Reference</b> |
|--|----------------------|----------------------------|---------------------------------------|---------------------------|
| <b>SCC and DPOR registration documentation (Appendix)</b>  | Attachment 3.2.10    | Section 3.2.10             | no                                    | Appendix                  |
| Full size copies of SCC Registration   | NA                   | Section 3.2.10.1           | no                                    | Appendix                  |
| Full size copies of DPOR Registration (Offices)  | NA                   | Section 3.2.10.2           | no                                    | Appendix                  |
| Full size copies of DPOR Registration (Key Personnel)  | NA                   | Section 3.2.10.3           | no                                    | Appendix                  |
| Full size copies of DPOR Registration (Non-APELSCIDLA)   | NA                   | Section 3.2.10.4           | no                                    | Appendix                  |
|  |                      |                            |                                       |                           |
| <b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal | NA                   | Section 3.2.11             | yes                                   | 1                         |
|  |                      |                            |                                       |                           |
| <b>Offeror's Team Structure</b>  |                      |                            |                                       | 2 – 5                     |
| Identity of and qualifications of Key Personnel  | NA                   | Section 3.3.1              | yes                                   | 2 – 3                     |
| Key Personnel Resume – DB Project Manager  | Attachment 3.3.1     | Section 3.3.1.1            | no                                    | Appendix                  |
| Key Personnel Resume – Entrusted Engineer in Charge (EIC)  | Attachment 3.3.1     | Section 3.3.1.1            | no                                    | Appendix                  |
| Key Personnel Resume – Quality Assurance Manager   | Attachment 3.3.1     | Section 3.3.1.2            | no                                    | Appendix                  |
| Key Personnel Resume – Design Manager  | Attachment 3.3.1     | Section 3.3.1.3            | no                                    | Appendix                  |
| Key Personnel Resume – Construction Manager  | Attachment 3.3.1     | Section 3.3.1.4            | no                                    | Appendix                  |
| Organizational chart   | NA                   | Section 3.3.2              | yes                                   | 5                         |
| Organizational chart narrative   | NA                   | Section 3.3.2              | yes                                   | 3 – 4                     |



**ATTACHMENT 3.1.2**

**Project: 0064-122-470**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

| <b>Statement of Qualifications Component</b>              | <b>Form (if any)</b> | <b>RFQ<br/>Cross reference</b> | <b>Included<br/>within 15-<br/>page limit?</b> | <b>SOQ<br/>Page<br/>Reference</b> |
|---|----------------------|--------------------------------|--|-----------------------------------|
|   |                      |                                |  |                                   |
| <b>Experience of Offeror's Team</b>                       |                      |                                |  |                                   |
| Lead Contractor Work History Form                         | Attachment 3.4.1(a)  | Section 3.4                    | no   | Appendix                          |
| Lead Designer Work History Form                           | Attachment 3.4.1(b)  | Section 3.4                    | no   | Appendix                          |
|   |                      |                                |  |                                   |
| <b>Project Risk</b>                                       |                      |                                |  |                                   |
| Identify and discuss three critical risks for the Project | NA                   | Section 3.5.1                  | yes  | 8 – 15                            |
|   |                      |                                |  |                                   |
|   |                      |                                |  |                                   |
|   |                      |                                |  |                                   |
|   |                      |                                |  |                                   |



# Appendix 2.10

Form C-78-RFQ

Acknowledgement of RFQ,  
Revision and/or Addenda

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS



**ATTACHMENT 2.10****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**RFQ NO. C00117840DB112PROJECT NO.: 0064-122-470**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 – January 20, 2022  
(Date)
2. Cover letter of RFQ- February 10, 2022  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)



SIGNATURE

March 3, 2022

DATE

Glen Mays, DBIA

PRINTED NAME

Design-Build Project Manager

TITLE



## Appendix 3.2.6

### List of Companies

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS



**ATTACHMENT 3.2.6**

**State Project No. 0064-122-470**

**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<br/>(Affiliate or Subsidiary)</b> | <b>Full Legal Name</b>           | <b>Address</b>                                       |
|--|----------------------------------|--|
| Affiliate  | Wagman, Inc.                     | 3290 North Susquehanna Trail, York, PA 17406         |
| Affiliate  | Wagman Construction, Inc.        | 3290 North Susquehanna Trail, York, PA 17406         |
| Affiliate  | Wagman Investments, Ltd.         | 3290 North Susquehanna Trail, York, PA 17406         |
| Affiliate  | Route 52 Constructors            | 3290 North Susquehanna Trail, York, PA 17406         |
| Affiliate  | 404 Corridor Safety Constructors | 3290 North Susquehanna Trail, York, PA 17406         |
| Affiliate  | Corman - Wagman, A Joint Venture | 12001 Guilford Road, Annapolis Junction, MD 20701    |
| Affiliate  | Intercounty Constructors         | 120 White Plain Road, Suite 310, Tarrytown, NY 10591 |
| Affiliate  | Wagman-Trumbull-Week, JV         | 3290 North Susquehanna Trail, York, PA 17406         |
|  |                                  |  |
|  |                                  |  |
|  |                                  |  |
|  |                                  |  |
|  |                                  |  |
|  |                                  |  |
|  |                                  |  |
|  |                                  |  |

**ATTACHMENT 3.2.6**

**State Project No. 0064-122-470**

**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> |

| Relationship with Offeror<br>(Affiliate or Subsidiary) | Full Legal Name   | Address   |
|--|---|---|
| Affiliate  | Shikun & Binui America, Inc.  | Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Infrastructure and Industrial Constructors<br>USA Holdings, Inc. ("Consolidating Parent")<br>d/b/a S&B USA Construction       | Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Infrastructure and Industrial Constructors USA,<br>LLC d/b/a S&B USA Construction   | Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Fay Acquisition, Inc.   | Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Joseph B. Fay Co.   | Nova Tower 1, Suite 301, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Infrastructure Constructors, Inc.   | Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Infrastructure and Industrial Energy, LLC   | Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Darmale, LLC  | 606 Liberty Avenue, 3rd Floor, Pittsburgh, PA 15222                 |
| Affiliate  | S&B USA Concessions   | Nova Tower 1, Suite 300, One Allegheny Square, Pittsburgh, PA 15212 |
| Affiliate  | Almeda-Genoa Constructors (ACG/288) -<br>Construction JV of Shikun and Binui America,<br>Dragados USA and Pulice Construction | 3010 Bellfort St., Houston, TX 77501-1145                           |
| Affiliate  | ASN Constructors  | 4816 Amber Valley Pkwy S., Suite 100, Fargo, North Dakota 58104     |
|  |   |   |
|  |   |   |





## Appendix 3.2.7 (a)

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### Debarment Form(s) Primary Covered Transactions

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Project No.: 0064-122-470**

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

03/03/2022  
Date

Anderson is FRET  
Title

Greg M. Anderson, PE

Wagman - Fay SE, a Joint Venture

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



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Project No.: 0064-122-470**

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

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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

3/3/2022  
Date

PRESIDENT / COO  
Title

Greg M. Andriass, PE

Wagman Heavy Civil, Inc.

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



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-122-470

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

2/25/22  
Date

CORPORATE SECRETARY  
Title

FAY SOUTHEAST INC.  
Name of Firm



## Appendix 3.2.7 (b)

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### Debarment Form(s) Lower Tier Covered Transactions

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS

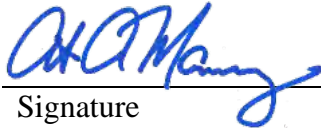
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-122-470**

- 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

March 3, 2022

Date

Partner

Title

Wallace, Montgomery & Associates, LLP

Name of Firm



**ATTACHMENT 3.2.7(b)**

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

**Project No.: 0064-122-470**

- 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

2/16/2022

Date

\_\_\_\_\_  
Executive Vice President / Regional Manager

Title

Bowman Consulting Group Ltd.

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

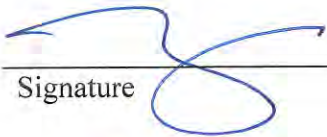
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-122-470

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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.

|  |                                 |   |
|--|---------------------------------|---|
| <br>_____<br>Signature | <u>2.15.22</u><br>_____<br>Date | <u>VICE PRESIDENT</u><br>_____<br>Title |
| <u>Curtis Contracting Inc</u><br>_____<br>Name of Firm   |                                 |   |

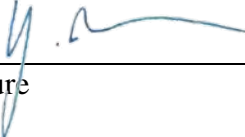
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-122-470**

- 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.

|  |                                    |                                     |
|--|------------------------------------|-------------------------------------|
| <br>_____<br>Signature | February 16, 2022<br>_____<br>Date | President and CEO<br>_____<br>Title |
|--|------------------------------------|-------------------------------------|

DMY Engineering Consultants Inc.  
\_\_\_\_\_  
Name of Firm



**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-122-470**

- 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.



February 16, 2022

Vice President, Mid-Atlantic Sector Lead

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Signature

---

Date

---

Title

EXP U.S. Services, Inc.

---

Name of Firm

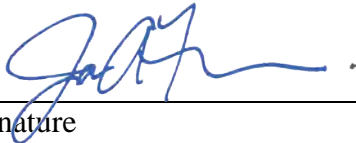
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-122-470**

- 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

February 16, 2022  
Date

Partner  
Title

Floura Teeter Landscape Architects, Inc.  
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-122-470**

- 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.



2/10/2022

President

Signature

Date

Title

Hassan Water Resources, PLC

Name of Firm



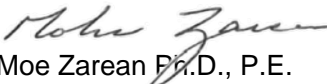
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-122-470**

- 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.

|   |               |                 |
|---|---------------|-----------------|
| <br>Moe Zarean Ph.D., P.E. | 2/23/2022     | General Manager |
| _____<br>Signature  | _____<br>Date | _____<br>Title  |

Iteris, Inc.  
\_\_\_\_\_  
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-122-470**

- 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.

*John T. Polizo*  
Signature

2/20/2022  
Date

President  
Title

Polizos Company  
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-122-470**

- 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

2/17/2022

Date

President

Title

Quinn Consulting Services, Inc.

Name of Firm



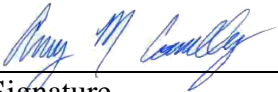
**ATTACHMENT 3.2.7(b)**

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

**Project No.: 0064-122-470**

- 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.

|   |                                    |  |
|---|------------------------------------|--|
| <br>_____<br>Signature | February 15, 2022<br>_____<br>Date | Operations Coordinator<br>_____<br>Title |
|---|------------------------------------|--|

Wetland Studies and Solutions, Inc.  
\_\_\_\_\_  
Name of Firm



## Appendix 3.2.7

,

Joint Venture

**WAGMAN**  
General Construction | Heavy Civil | Geotechnical



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS

## Greg M. Andricos

---

**From:** amanda.nicholas@vdot.virginia.gov on behalf of VDOT-Prequalification, rr <prequalification@vdot.virginia.gov>  
**Sent:** Thursday, June 17, 2021 3:17 PM  
**To:** Greg M. Andricos; krihn@shikunusa.com  
**Subject:** Your assigned Joint Venture # is JV101 - WAGMAN - FAY SE A JOINT VENTURE

WAGMAN HEAVY CIVIL, INC.  
FAY SOUTHEAST, INC.

Thank you for submitting the Joint Venture Agreement for **WAGMAN - FAY SE A JOINT VENTURE** to the Prequalification Office.

We have processed the paperwork to assign a JV number.  
This Joint Venture is assigned the # **JV101**

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

Thank you,  
Mandy Nicholas  
Prequalification Supervisor

### Prequalification Office

Construction Division  
Virginia Department of Transportation  
1401 E. Broad Street, 12th Floor  
Richmond, VA 23219

Kris Pyers, Coordinator: (804) 786-2938  
Mandy Nicholas, Supervisor: (804) 371-2009

[Email us!](#)

Webpage: <http://www.virginiadot.org/business/const/prequal.asp>

*Notice: This e-mail, together with any attachments, is confidential, intended only for the named recipient(s) above, and may contain information that is privileged, attorney work product or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient(s), please immediately notify the sender at and delete this e-mail from your computer. Thank you.*





Vendor ID: W002

Vendor Name: WAGMAN HEAVY CIVIL, INC.

Prequal Level: Prequalified

Prequal Exp: 10/31/2022

-- PREQ Address --

3290 NORTH SUSQUEHANNA TRAIL

YORK, PA 17406-9754

Phone: (717)764-8521

Fax: (717)764-2799

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES

007 - MINOR STRUCTURES

011 - CLEARING AND GRUBBING

080 - DEMOLITION OF STRUCTURES

101 - EXCAVATING

Bus. Contact: BECKER, TODD EUGENE

Email: ESTIMATING@WAGMAN.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A



Virginia Department of Transportation

Date Printed: 11/03/2021

Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 11/3/2021

12:00 AM

Page 156

- F -

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Vendor ID: W140

Vendor Name: FAY SOUTHEAST, INC.

Prequal Level: Prequalified

Prequal Exp: 05/31/2022

-- PREQ Address --

5700 THURSTON AVE. SUITE 211

VIRGINIA BEACH, VA 23455

Phone: (757)468-1500

Fax: (757)468-2100

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES

Bus. Contact: GREENE, JOHN WILLIAM

Email: JGREENE@SHIKUNUSA.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A



# Appendix 3.2.9

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## Surety Letter

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS



CONTINENTAL CASUALTY COMPANY  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND  
ZURICH AMERICAN INSURANCE COMPANY  
MARKEL INSURANCE COMPANY

February 25, 2022

Commonwealth of Virginia  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

RE: REQUEST FOR QUALIFICATIONS - A DESIGN-BUILD PROJECT

I-64 Hampton Roads Express Lanes (HREL) Segment 1A From: 0.150 miles East of Patrol Road  
To: 0.663 miles East of Tidewater Drive, City of Norfolk, Virginia  
State Project No.: 0064-122-470  
Federal Project No.: NHPP-064-3(520)  
Contract ID Number: C00117840DB112

To Whom it may Concern:

This letter will confirm that Wagman-Fay SE, A Joint Venture is highly regarded and valued client of Continental Casualty Company, Fidelity and Deposit Company of Maryland/Zurich American Insurance Company and Markel Insurance Company. All the undersigned sureties are licensed to do business in the Commonwealth of Virginia, each surety holds a Certificate of Authority as listed in the current Department of the Treasury's Listing of Approved Sureties (Department Circular 570) and have an A.M. Best Rating of "A" or better, with a Financial Size Category of 'XV' or greater.

As the sureties of Wagman-Fay S E, A Joint Venture, we advise that Wagman-Fay S E, A Joint Venture is capable of obtaining a 100% Performance Bond and a 100% Labor and Material Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents of behalf of the contractor, in the event such firm be the successful bidder and enter into the contract for this Project.

As customary within the surety industry, the issuance of any bonds is contingent upon a favorable review of project specifics including, but limited to, the contract terms, conditions, documents, bond forms and confirmation of complete project financing by both Wagman-Fay SE, A joint Venture and its co-sureties at the time the request for bonds is made. We assume no liability to third parties or to you by the issuance of this letter, should bid or final bonds not be issued.

Should you need additional assurance regarding the technical ability or bonding capacity of the Wagman-Fay S E, A Joint Venture, please do not hesitate to contact this office.

Sincerely,

**Continental Casualty Company** – A.M. Best Rating, A XV  
**Fidelity and Deposit Company of Maryland** – A.M. Best Rating, A+XV  
**Zurich American Insurance Company** – A.M. Best Rating, A+ XV  
**Markel Insurance Company** – A.M. Best Rating, A XV

By: 

Michael Marino, Attorney-In-Fact



**POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT**

**Know All Men By These Presents**, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called "the CNA Companies"), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

**Michael A Marino, Andrea E Gorbert, Individually**

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

**- In Unlimited Amounts -**

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

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

**In Witness Whereof**, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 1st day of July, 2021.

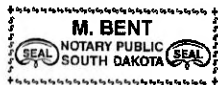


Continental Casualty Company  
National Fire Insurance Company of Hartford  
American Casualty Company of Reading, Pennsylvania

Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 1st day of July, 2021, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.



My Commission Expires March 2, 2026

M. Bent Notary Public

**CERTIFICATE**

I, D. Johnson, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this 25th day of February, 2022.



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

D. Johnson Assistant Secretary

Form F6853-4/2012

Go to [www.cnasurety.com](http://www.cnasurety.com) > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.



## Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

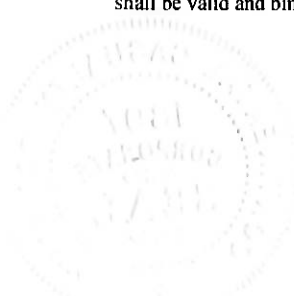
“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be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

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

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

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

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





**CONTINENTAL CASUALTY COMPANY**  
**Chicago, Illinois**  
**Statement of Net Admitted Assets and Liabilities**  
**December 31, 2020**

ASSETS

|   |           |                              |
|---|-----------|------------------------------|
| Bonds   | \$        | 31,739,863,036               |
| Stocks  |           | 5,477,910,817                |
| Mortgage loans on real estate   |           | 1,061,159,487                |
| Cash, cash equivalents, and short-term investments                      |           | 1,084,081,751                |
| Other invested assets   |           | 1,714,830,044                |
| Receivables for securities  |           | 63,102,929                   |
| Investment income due and accrued                                       |           | 311,368,437                  |
| Premiums and considerations   |           | 2,180,568,451                |
| Amounts recoverable from reinsurers                                     |           | 154,925,874                  |
| Funds held by or deposited with reinsured companies                     |           | 6,015,575                    |
| Current federal and foreign income tax recoverable and interest thereon |           | 15,339                       |
| Net deferred tax asset  |           | 516,818,788                  |
| Other assets  |           | 89,632,850                   |
| <b>Total Assets</b>   | <b>\$</b> | <b><u>44,400,293,379</u></b> |

LIABILITIES AND SURPLUS

|  |           |                              |
|--|-----------|------------------------------|
| Losses   | \$        | 15,612,132,102               |
| Loss adjustment expense  |           | 2,069,601,590                |
| Other expenses (excluding taxes, license and fees)                   |           | 687,108,534                  |
| Taxes, License and fees (excluding federal and foreign income taxes) |           | 144,792,471                  |
| Federal and foreign income taxes payable                             |           | 68,533,580                   |
| Unearned premiums  |           | 14,561,969,823               |
| Ceded reinsurance premiums payable (net of ceding commissions)       |           | 671,624,983                  |
| Provision for reinsurance  |           | 81,488,652                   |
| Other liabilities  |           | (204,576,740)                |
| <b>Total Liabilities</b>   | <b>\$</b> | <b><u>33,692,674,995</u></b> |

Surplus Account:

|                                       |           |                              |
|---------------------------------------|-----------|------------------------------|
| Capital paid up                       | \$        | 35,632,565                   |
| Gross paid in and contributed surplus |           | 5,684,824,266                |
| Special Surplus                       |           | 741,711,504                  |
| Unassigned funds                      |           | 4,245,450,049                |
| Surplus as regards policyholders      | <b>\$</b> | <b><u>10,707,618,384</u></b> |
| <b>Total Liabilities and Capital</b>  | <b>\$</b> | <b><u>44,400,293,379</u></b> |

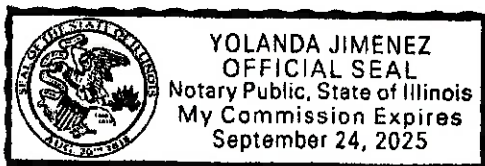
I, Julie Lee, Assistant Vice President of Continental Casualty Company hereby certify that the above is an accurate representation of the financial statement of the Company dated December 31, 2020, as filed with the various Insurance Departments and is a true and correct statement of the condition of Continental Casualty Company as of that date.



CONTINENTAL CASUALTY COMPANY

By Julie Lee  
Assistant Vice President, External Reporting

Subscribed and sworn to me this 9 day of April 2021  
My commission expires:



By Yolanda Jimenez



**ZURICH AMERICAN INSURANCE COMPANY  
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND  
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by Robert D. Murray, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint Theresa J Foley, Kevin T. Walsh, Jr., Michael Marino and Andrea E. Gorbert, all of Jericho, New York, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 8th day of May, A.D. 2019.



**ATTEST:**  
ZURICH AMERICAN INSURANCE COMPANY  
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY  
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: Robert D. Murray  
Vice President

By: Dawn E. Brown  
Secretary

**State of Maryland  
County of Baltimore**

On this 8th day of May, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, Robert D. Murray, Vice President and Dawn E. Brown, Secretary of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.



Constance A. Dunn, Notary Public  
My Commission Expires: July 9, 2023

**EXTRACT FROM BY-LAWS OF THE COMPANIES**

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

**CERTIFICATE**

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 25th day of February, 2022.



Brian M. Hodges, Vice President

**TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:**

Zurich Surety Claims  
1299 Zurich Way  
Schaumburg, IL 60196-1056  
[www.reportsfclaims@zurichna.com](mailto:www.reportsfclaims@zurichna.com)  
800-626-4577





# THE FIDELITY AND DEPOSIT COMPANY

OF MARYLAND  
1299 Zurich Way Schaumburg, IL 60196

## Statement of Financial Condition As Of December 31, 2020

### ASSETS

|                                       |                       |
|---------------------------------------|-----------------------|
| Bonds.....                            | \$ 262,624,334        |
| Stocks .....                          | 19,715,392            |
| Cash and Short-Term Investments ..... | 3,219,781             |
| Reinsurance Recoverable .....         | 17,293,466            |
| Federal Income Tax Recoverable.....   | 114,253               |
| Other Accounts Receivable.....        | 29,083,530            |
| <b>TOTAL ADMITTED ASSETS.....</b>     | <b>\$ 332,050,756</b> |

### LIABILITIES, SURPLUS AND OTHER FUNDS

|  |                       |
|--|-----------------------|
| Reserve for Taxes and Expenses .....         | \$ 539,588            |
| Ceded Reinsurance Premiums Payable .....     | 43,847,005            |
| Remittances and Items Unallocated .....      | 0                     |
| Payable to parents, subs and affiliates..... | 0                     |
| Securities Lending Collateral Liability..... | 0                     |
| <b>TOTAL LIABILITIES .....</b>               | <b>\$ 44,413,593</b>  |
| Capital Stock, Paid Up .....                 | \$ 5,000,000          |
| Surplus.....                                 | 282,637,163           |
| Surplus as regards Policyholders.....        | 287,637,163           |
| <b>TOTAL .....</b>                           | <b>\$ 332,050,756</b> |

Securities carried at \$165,065,329 in the above statement are deposited with various states as required by law.

Securities carried on the basis prescribed by the National Association of Insurance Commissioners. On the basis of market quotations for all bonds and stocks owned, the Company's total admitted assets at December 31, 2020 would be \$346,439,970 and surplus as regards policyholders \$302,026,377.

I, LAURA J. LAZARCZYK, Corporate Secretary of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company on the 31st day of December, 2020.

DocuSigned by:  
  
 43DF80847437480  
 Corporate Secretary

State of Illinois }  
City of Schaumburg } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15<sup>th</sup> day of March, 2021.



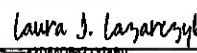
  
 Notary Public



**ZURICH AMERICAN INSURANCE COMPANY**  
**COMPARATIVE BALANCE SHEET**  
**4 WORLD TRADE CENTER, 150 GREENWICH STREET, NEW YORK, NY 10007**  
**As of December 31, 2020 and December 31, 2019**

|   | 12/31/2020        | 12/31/2019        |
|---|-------------------|-------------------|
| <b>Assets</b>                                   |                   |                   |
| Bonds   | \$ 15,696,060,158 | \$ 16,780,375,969 |
| Preferred Stock                                 | -                 | -                 |
| Common Stock                                    | 2,964,630,407     | 3,121,559,258     |
| Real Estate                                     | 1,294,160,876     | 1,273,640,596     |
| Other Invested Assets                           | 1,435,120,966     | 1,185,313,467     |
| Derivatives                                     | 178,175           | 21,358            |
| Short-term Investments                          | 285,002           | 14,532,665        |
| Receivable for securities                       | 809,339           | 114,199,089       |
| Cash and cash equivalents                       | 526,475,686       | 42,548,382        |
| Securities lending reinvested collateral assets | 105,614,095       | 55,769,285        |
| Employee Trust for Deferred Compensation Plan   | 122,225,149       | 129,612,266       |
| Total Cash and Invested Assets                  | \$ 22,145,559,853 | \$ 22,717,572,333 |
| <br>  |                   |                   |
| Premiums Receivable                             | \$ 5,318,928,254  | \$ 4,775,851,073  |
| Funds Held with Reinsurers                      | 99,875            | 97,862            |
| Reinsurance Recoverable                         | 1,248,855,148     | 1,497,744,413     |
| Accrued Investment Income                       | 118,531,136       | 127,170,427       |
| Federal Income Tax Recoverable                  | 507,200,404       | 565,755,651       |
| Due from Affiliates                             | 92,277,523        | 204,233,875       |
| Other Assets                                    | 559,476,243       | 527,556,278       |
| Total Assets                                    | \$ 29,990,928,434 | \$ 30,415,981,911 |
| <br>  |                   |                   |
| <b>Liabilities and Policyholders' Surplus</b>   |                   |                   |
| <b>Liabilities:</b>                             |                   |                   |
| Loss and LAE Reserves                           | \$ 12,295,705,961 | \$ 12,626,869,059 |
| Unearned Premium Reserve                        | 3,952,940,831     | 3,845,794,904     |
| Funds Held with Reinsurers                      | 554,226,440       | 385,953,985       |
| Loss In Course of Payment                       | 1,351,312,377     | 1,442,194,686     |
| Commission Reserve                              | 119,930,116       | 124,215,143       |
| Federal Income Tax Payable                      | 34,772,832        | -                 |
| Remittances and Items Unallocated               | 432,727,110       | 147,106,142       |
| Payable to parent, subs and affiliates          | 273,601,687       | 294,896,500       |
| Provision for Reinsurance                       | 175,327,995       | 110,765,261       |
| Ceded Reinsurance Premiums Payable              | 1,591,358,027     | 1,821,418,177     |
| Securities Lending Collateral Liability         | 105,614,095       | 55,769,285        |
| Other Liabilities                               | 1,922,304,215     | 1,887,566,082     |
| Total Liabilities                               | \$ 22,809,821,689 | \$ 22,742,549,225 |
| <br>  |                   |                   |
| <b>Policyholders' Surplus:</b>                  |                   |                   |
| Common Capital Stock                            | \$ 5,000,000      | \$ 5,000,000      |
| Paid-In and Contributed Surplus                 | 4,394,131,321     | 4,394,131,321     |
| Surplus Notes                                   | -                 | -                 |
| Special Surplus Funds                           | 9,672,000         | 2,910,000         |
| Cumulative Unrealized Gain                      | 192,450,057       | 118,847,749       |
| Unassigned Surplus                              | 2,579,853,368     | 3,152,543,616     |
| Total Policyholders' Surplus                    | \$ 7,181,106,746  | \$ 7,673,432,686  |
| Total Liabilities and Policyholders' Surplus    | \$ 29,990,928,434 | \$ 30,415,981,911 |

I, LAURA J. LAZARCZYK, Corporate Secretary of ZURICH AMERICAN INSURANCE COMPANY do hereby certify that the foregoing statement is a correct exhibit of the assets and liabilities of the said Company, on the 31st day of December, 2020, according to the best of my information, knowledge and belief.

DocuSigned by:  
  
420F6CB471374B0... Corporate Secretary

State of Illinois }  
 County of Cook } SS:

Subscribed and sworn to, before me, a Notary Public of the State of Illinois, in the City of Schaumburg, this 15th day of March, 2021.



  
 Notary public



# JOINT LIMITED POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SureTec Insurance Company, a Corporation duly organized and existing under the laws of the State of Texas and having its principal office in the County of Harris, Texas and Markel Insurance Company (the "Company"), a corporation duly organized and existing under the laws of the state of Illinois, and having its principal administrative office in Glen Allen, Virginia, does by these presents make, constitute and appoint:

**Andrea E. Gorbert, James A. Merrill, Michael A. Marino**

Their true and lawful agent(s) and attorney(s)-in-fact, each in their separate capacity if more than one is named above, to make, execute, seal and deliver for and on their own behalf, individually as a surety or jointly, as co-sureties, and as their act and deed any and all bonds and other undertaking in suretyship provided, however, that the penal sum of any one such instrument executed hereunder shall not exceed the sum of:

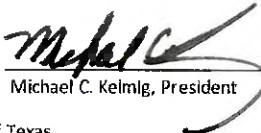
**In Unlimited Amounts**

This Power of Attorney is granted and is signed and sealed under and by the authority of the following Resolutions adopted by the Board of Directors of SureTec Insurance Company and Markel Insurance Company:

"RESOLVED, That the President, any Senior Vice President, Vice President, Assistant Vice President, Secretary, Assistant Secretary, Treasurer or Assistant Treasurer and each of them hereby is authorized to execute powers of attorney, and such authority can be executed by use of facsimile signature, which may be attested or acknowledged by any officer or attorney, of the company, qualifying the attorney or attorneys named in the given power of attorney, to execute in behalf of, and acknowledge as the act and deed of the SureTec Insurance Company and Markel Insurance Company, as the case may be, all bond undertakings and contracts of suretyship, and to affix the corporate seal thereto."

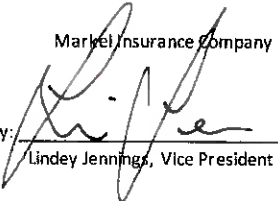
IN WITNESS WHEREOF, Markel Insurance Company and SureTec Insurance Company have caused their official seal to be hereunto affixed and these presents to be signed by their duly authorized officers on the 22nd day of April, 2021.

SureTec Insurance Company

By:   
Michael C. Kelmlg, President



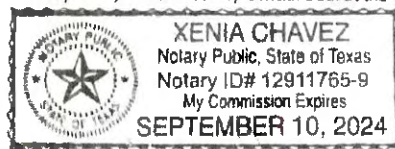
Markel Insurance Company

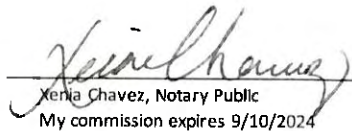
By:   
Lindsey Jennings, Vice President

State of Texas  
County of Harris:

On this 22nd day of April, 2021 A. D., before me, a Notary Public of the State of Texas, in and for the County of Harris, duly commissioned and qualified, came THE ABOVE OFFICERS OF THE COMPANIES, to me personally known to be the individuals and officers described in, who executed the preceding instrument, and they acknowledged the execution of same, and being by me duly sworn, disposed and said that they are the officers of the said companies aforesaid, and that the seals affixed to the proceeding instrument are the Corporate Seals of said Companies, and the said Corporate Seals and their signatures as officers were duly affixed and subscribed to the said instrument by the authority and direction of the said companies, and that Resolutions adopted by the Board of Directors of said Companies referred to in the preceding instrument is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand, and affixed my Official Seal at the County of Harris, the day and year first above written.

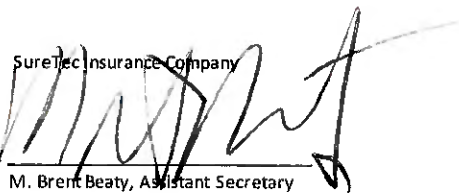


By:   
Xenia Chavez, Notary Public  
My commission expires 9/10/2024

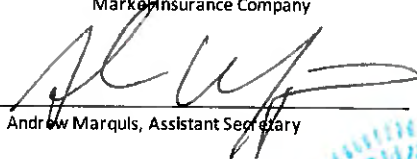
We, the undersigned Officers of SureTec Insurance Company and Markel Insurance Company do hereby certify that the original POWER OF ATTORNEY of which the foregoing is a full, true and correct copy is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, we have hereunto set our hands, and affixed the Seals of said Companies, on the 25th day of February, 2022.

SureTec Insurance Company

By:   
M. Brent Beaty, Assistant Secretary

Markel Insurance Company

By:   
Andrew Marquels, Assistant Secretary





Markel Insurance Company  
 O'Hare International Center I  
 10275 W. Higgins Road, Suite 750, 7th Floor  
 Rosemont, Illinois 60018

FINANCIAL STATEMENT  
 as of December 31, 2020  
 Statutory Basis

|   |                  |   |                  |
|---|------------------|---|------------------|
| Bonds                                   | \$ 890,295,929   | Reserve for Losses and Loss Expense         | \$ 996,371,059   |
| Stocks                                  | 1,587,498,105    | Reserve for Unearned Premiums               | 254,227,418      |
| Cash & Short Term Investments           | 243,739,855      | Other Liabilities                           | 139,160,911      |
| Agents Balances or Uncollected Premiums | 189,119,413      | TOTAL LIABILITIES                           | 1,389,759,388    |
| Other Admitted Assets                   | 116,881,136      |   |                  |
|   |                  | Capital Stock                               | 4,200,000        |
|   |                  | Surplus                                     | 1,633,575,050    |
|   |                  | TOTAL POLICYHOLDERS SURPLUS                 | 1,637,775,050    |
| TOTAL ASSETS                            | \$ 3,027,534,438 | TOTAL LIABILITIES AND POLICYHOLDERS SURPLUS | \$ 3,027,534,438 |

Bonds and stocks are valued in accordance with the basis adopted by the National Association of Insurance Commissioners. Securities carried in the above statement are deposited as required by law.

CERTIFICATE

Michael J. Jaeger, Controller, and Kathleen A. Sturgeon, Secretary, of the Markel Insurance Company, being duly sworn, deposes and says that they are the above described officers of the said Company and that on the 31st day of December, 2020, the Company actually possessed the assets set forth in the foregoing financial statement, except as hereinbefore indicated, and that the foregoing statement is a correct exhibit of such assets and liabilities of said Company on the 31st day of December, 2020, according to the best of their information, knowledge and belief.

DocuSigned by:  
  
 Controller A025B4CAACBD48A

DocuSigned by:  
  
 Secretary 2E076A834FB14DC

STATE OF ILLINOIS  
 COUNTY OF COOK

On this 26th day of March, 2021, before me came the above named officers of Markel Insurance Company to me known to be the individuals and officers described herein, and acknowledge that they executed the foregoing instrument and affixed the seal of the corporation thereto by the authority of their office.

DocuSigned by:  
  
 Notary Public 3E83A9A31BCC4CF

DS







## Appendix 3.2.10

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### SCC and DPOR Information Table

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



## ATTACHMENT 3.2.10

### State Project No. 0064-122-470

#### 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.   | F0198988                          | Stock Corporation              | Active            | 3290 North Susquehanna Trail, York, PA 17406         | Class A Contractor Classifications H/H      | 2701015887                      | 01-31-2023                  |
| FAY Southeast, Inc.   | 02352243                          | Stock Corporation              | Active            | 5700 Thurston Ave, Ste 211, Virginia Beach, VA 23455 | Class A Contractor Classifications H/H      | 27010222985                     | 03-31-2024                  |
| Wallace, Montgomery & Associates, LLP   | K0007346                          | Limited Liability Partnership  | Active            | 2920 W. Broad Street Suite 18<br>Richmond, VA 23230  | Business Entity Branch<br>ENG, LS           | 0411001629                      | 02-29-2024                  |
|   |                                   |                                |                   | 8150 Leesburg Pike Suite 403<br>Vienna, VA 22182     | Business Entity Branch<br>ENG, LS           | 0411001087                      | 02-29-2024                  |
|   |                                   |                                |                   | 10150 York Road Suite 200<br>Hunt Valley, MD 21030   | Business Entity<br>ENG, LS                  | 0407005814                      | 12-31-2023                  |
| Bowman Consulting Group, Ltd.   | 11139594                          | Stock Corporation              | Active            | 3951 Westerre Pkwy Suite 150<br>Richmond, VA 23222   | Business Entity Branch<br>ENG, LS           | 0411000610                      | 02-29-2024                  |
|   |                                   |                                |                   | 1300 Central Park Blvd<br>Fredericksburg, VA 22401   | Business Entity Branch<br>LS, ENG           | 0411000421                      | 02-29-2024                  |
|   |                                   |                                |                   |  | Real Estate Appraisal Business Registration | 4008001873                      | 03-31-2022                  |
|   |                                   |                                |                   | 9815 Godwin Drive<br>Manassas, VA 20110              | Business Entity Branch<br>ENG, LS           | 0411000497                      | 02-29-2024                  |

## ATTACHMENT 3.2.10

### State Project No. 0064-122-470

#### SCC and DPOR Information

|  |          |                           |        |   |  |            |            |
|--|----------|---------------------------|--------|---|--|------------|------------|
| Curtis Contracting, Inc.                 | 02733335 | Stock Corporation         | Active | 7481 Theron Road, West Point, VA 23181                                | Contractor Class A<br>Classifications ASB<br>CBC H/H LSC RBC | 2701031525 | 03-31-2022 |
| DMY Engineering Consultants, Inc.        | 07688955 | Stock Corporation         | Active | 4170 Lafayette Center Dr, Ste 500<br>Chantilly, VA 20151              | Business Entity<br>ENG                                       | 0407005631 | 12-31-2023 |
| EXP U.S. Services, Inc.                  | F1859646 | Stock Corporation         | Active | 1140 3 <sup>rd</sup> St NE<br>Washington, DC 20002                    | Business Entity<br>Branch<br>ENG                             | 0411001455 | 02-29-2024 |
|  |          |                           |        | 3901 Westerre Pkwy<br>Ste 210<br>Richmond, VA 23233                   | Business Entity<br>ARCH, ENG                                 | 0407006036 | 12-31-2023 |
| Floura Teeter Landscape Architects, Inc. | F1543497 | Foreign Stock Corporation | Active | 800 N. Charles St<br>Ste 300<br>Baltimore, MD 21201                   | Professional Corp<br>Registration<br>LA                      | 0405001874 | 12-31-2023 |
| Hassan Water Resources, PLC              | S2293282 | Limited Liability Company | Active | 2255 Parkers Hill Drive,<br>Maidens, VA 23102                         | Business Entity<br>ENG                                       | 0413000299 | 12-31-2023 |
| Iteris, Inc.                             | F1610544 | Stock Corporation         | Active | 11781 Lee Jackson Memorial Hwy Ste 625,<br>Fairfax, VA 22033          | Business Entity<br>ENG                                       | 0407005884 | 12-31-2023 |
| Polizos & Company                        | 06909725 | Stock Corporation         | Active | N/A   | N/A  | N/A        | N/A        |
| Quinn Consulting Services, Inc.          | 04925517 | Stock Corporation         | Active | 1801 Pleasure House Rd<br>Ste 101, 102<br>Virginia Beach, VA<br>23455 | Business Entity<br>ENG                                       | 0411001133 | 02-29-2024 |
| Wetland Studies and Solutions, Inc.      | 03826229 | Stock Corporation         | Active | 5450 Peters Creek Rd<br>Roanoke, VA 24019                             | Business Entity<br>Branch<br>ENG                             | 0411001212 | 02-29-2024 |

**ATTACHMENT 3.2.10**

**State Project No. 0064-122-470**

**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> |
| Wagman Heavy Civil, Inc.   | Scott Neal Rhine          | York, PA   | 1149 Treasure Lake<br>Dubois, PA 15802                   | Professional Engineer | 0402047641                      | 07-31-2022                  |
| Quinn Consulting Services, Inc.  | Richard Allen             | Virginia Beach, VA   | 443 Shady Dell Road<br>Thomasville, PA<br>17364          | Professional Engineer | 0402036809                      | 11-30-2023                  |
| Wallace Montgomery   | Eric Sender               | Richmond, VA   | 10150 York Road<br>Suite 200<br>Hunt Valley, MD<br>21030 | Professional Engineer | 0402048790                      | 04-30-2023                  |
| FAY Southeast, Inc.  | Durant Garrett<br>Walters | Virginia Beach, VA   | 1871 Poplar Ridge Rd.<br>Pasadena, MD 21122              | Professional Engineer | 0402049300                      | 12-31-2023                  |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |
|  |                           |  |  |                       |                                 |                             |





# Appendix 3.2.10.1

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## SCC Registration

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS

# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Wagman Heavy Civil, Inc. Entity ID: F0198988  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: N/A Status Date: 10/08/2010  
VA Qualification Date: 09/20/1967 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: PA Charter Fee: \$2500.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: RICHMOND CITY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: CORPORATION SERVICE COMPANY Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

### Principal Office Address

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

### Principal Information

| Title                     | Director | Name                | Address   | Last Updated |
|---------------------------|----------|---------------------|---|--------------|
| P/COO                     | No       | GREGORY M. ANDRICOS | 1117 WYNDHAM DR, YORK, PA, 17403 - 0000, USA        | 09/24/2019   |
| SR. VP                    | No       | TODD E. BECKER      | 2845 BARK HILL RD, YORK, PA, 17404 - 0000, USA      | 09/24/2019   |
| SR VP/CFO/TRES            | No       | JOHN R. COPPAGE IV  | 1204 LANCASTER AVE, YORK, PA, 17403 - 0000, USA     | 09/24/2019   |
| VP/GC/S                   | No       | KEVIN J. MCKEON     | 2646 MAYFAIR LANE, YORK, PA, 17408 - 0000, USA      | 09/24/2019   |
| Chief Executive Officer   | Yes      | Michael B Glezer    | 2784 Farnham Lane, York, PA, 17408, USA             | 07/16/2020   |
| Vice President            | No       | Glen K. Mays        | 13616 Coby Way #302, Midlothian, VA, 23112, USA     | 07/16/2020   |
| Secretary                 | No       | Jeanie P. Jones     | 1542 Henrico Road, Buffalo Junction, VA, 24529, USA | 07/16/2020   |
| Vice President            | No       | Anthony W. Bednarik | 6 Ashlea Drive, Glenmoore, PA, 19343, USA           | 07/16/2020   |
| Vice President            | No       | Edward R. Laczynski | 1011 Country Club Road, Camp Hill, PA, 17011, USA   | 07/16/2020   |
| Vice President, Secretary | No       | Lisa W. Glezer      | 2784 Farnham Lane, York, PA, 17408, USA             | 07/16/2020   |
|                           | Yes      | Richard E Wagman    | 1190 Overbrook Circle, York, PA, 17403, USA         | 07/16/2020   |
| Vice President            | Yes      | Joseph G. Wagman    | 975 Summit Circle North, York, PA, 17403, USA       | 07/16/2020   |

### Current Shares

Total Shares: 4000000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: FAY Southeast Inc. Entity ID: 02352243  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 11/03/1982 Status Date: 12/15/2021  
VA Qualification Date: 11/03/1982 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: VA Charter Fee: \$20.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: RICHMOND CITY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: CORPORATION SERVICE COMPANY Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

### Principal Office Address

Address: 5700 Thurston Ave Ste 211, Virginia Beach,  
VA, 23455 - 3302, USA

### Principal Information

| Title          | Director | Name           | Address  | Last Updated |
|----------------|----------|----------------|--|--------------|
| Vice President | Yes      | JOHN W GREENE  | 5700 Thurston Ave Ste 211, Virginia Beach, VA, 23455 - 3302, USA         | 11/30/2021   |
| President      | Yes      | Durant Walters | 5700 Thurston Ave Ste 211, Virginia Beach, VA, 23455 - 3302, USA         | 11/30/2021   |
| Secretary      | No       | Vincent Acri   | 1 ALLEGHENY SQUARE, NOVA TOWER 1,, SUITE 300, Pittsburgh, PA, 15212, USA | 05/20/2021   |
| Treasurer      | No       | Kevin Rihn     | One Allegheny Square, Nova Tower 1 , STE 300, Pittsburgh, PA, 15212, USA | 11/30/2021   |

### Current Shares

Total Shares: 15000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

|                            |                                       |                                      |                      |
|----------------------------|---------------------------------------|--------------------------------------|----------------------|
| Entity Name:               | Wallace, Montgomery & Associates, LLP | Entity ID:                           | K0007346             |
| Entity Type:               | General Partnership                   | Entity Status:                       | Active               |
| Series LLC:                | N/A                                   | Reason for Status:                   | GP - LLP Status Only |
| Formation Date:            | 10/13/2010                            | Status Date:                         | 10/13/2010           |
| VA Qualification Date:     | 10/13/2010                            | Period of Duration:                  | N/A                  |
| Industry Code:             | 0 - General                           | Annual Continuation Report Due Date: | N/A                  |
| Jurisdiction:              | MD                                    | Charter Fee:                         | N/A                  |
| LLP Status:                | Yes                                   |                                      |                      |
| Registration Fee Due Date: | Not Required                          |                                      |                      |

### Registered Agent Information

|                   |                                  |                            |  |
|-------------------|----------------------------------|----------------------------|--|
| RA Type:          | Individual                       | Locality:                  | CHARLOTTESVILLE CITY   |
| RA Qualification: | Member of the Virginia State Bar |                            |  |
| Name:             | Joseph W. Cooch                  | Registered Office Address: | 701 E Water St Ste 101, Charlottesville, VA, 22902 - 5499, USA |

### Principal Office Address

Address: 10150 YORK RD STE 200, HUNT VALLEY, MD, 21030, USA

### Virginia Office Address

Address:

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Bowman Consulting Group Ltd. Entity ID: 11139594  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 11/13/2020 Status Date: 11/25/2020  
VA Qualification Date: 11/25/2020 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: DE Charter Fee: \$750.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: RICHMOND CITY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: CORPORATION SERVICE COMPANY Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

### Principal Office Address

Address: 12355 Sunrise Valley Dr Ste 520, Reston, VA,  
20191, USA

### Principal Information

| Title   | Director | Name             | Address   | Last Updated |
|---|----------|------------------|---|--------------|
| Treasurer, Executive Vice President           | No       | Bruce Labovitz   | 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA     | 11/25/2020   |
| Vice President                                | No       | Charles E Powell | 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA     | 11/25/2020   |
| President, Chairman                           | No       | Gary P Bowman    | 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA     | 11/25/2020   |
| Executive Vice President                      | Yes      | James DePietro   | 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA     | 11/25/2020   |
| Executive Vice President                      | Yes      | Jesse Goldfarb   | 4450 W. EAU GALLIE BLVD, STE 232, Melbourne, FL, 32934, USA | 11/10/2021   |
| Vice President                                | No       | M. Scott Delgado | 13461 SUNRISE VALLEY DRIVE, Herndon, VA, 20171, USA         | 11/10/2021   |
| Assistant Secretary, Executive Vice President | Yes      | Michael G Bruen  | 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA     | 11/25/2020   |
| Executive Vice President                      | No       | Patricia Hollar  | 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA     | 11/25/2020   |
| Executive Vice President                      | Yes      | Patrick Quante   | 101 SOUTH STREET, S.E. , Leesburg, VA, 20175, USA           | 11/10/2021   |
| Secretary, Executive Vice President           | Yes      | Robert A Hickey  | 12355 Sunrise Valley Dr Ste 520, Reston, VA, 20191, USA     | 11/25/2020   |

### Current Shares

Total Shares: 360000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: CURTIS CONTRACTING, INC. Entity ID: 02733335  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 07/15/1985 Status Date: 07/15/1985  
VA Qualification Date: 07/15/1985 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: VA Charter Fee: \$0.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: NORFOLK CITY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: VB Business Services, LLC Registered Office Address: 500 WORLD TRADE CTR, 101 W MAIN ST, NORFOLK, VA,  
23510 - 0000, USA

### Principal Office Address

Address: 7481 THERON RD, PO BOX 769, WEST  
POINT, VA, 23181 - 0000, USA

### Principal Information

| Title          | Director | Name                  | Address  | Last Updated |
|----------------|----------|-----------------------|--|--------------|
| S/VP           | No       | RAYMOND E. JARVIS JR. | 684 FAIRFAX WAY, WILLIAMSBURG, VA, 23185 - 0000, USA | 07/07/2016   |
| CHAIRMAN       | Yes      | ANDREW R CURTIS       | 563 FED LANE, MANAKIN SABOT, VA, 23103 - 0000, USA   | 07/07/2016   |
| Vice President | No       | STEPHEN L. ORDUNG     | 2808 FORGE ROAD, TOANO, VA, 23168 - 0000, USA        | 07/07/2016   |

### Current Shares

Total Shares: 1000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: DMY ENGINEERING CONSULTANTS INC. Entity ID: 07688955  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 09/06/2013 Status Date: 10/25/2021  
VA Qualification Date: 09/06/2013 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: VA Charter Fee: \$50.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual Locality: FAIRFAX COUNTY  
RA Qualification: Director of the Corporation  
Name: WEIYI MA Registered Office Address: 4170 LAFAYETTE CENTER DRIVE, SUITE 500, CHANTILLY,  
VA, 20151 - 0000, USA

### Principal Office Address

Address: 4170 Lafayette Center Dr Ste 500, Chantilly,  
VA, 20151 - 1254, USA

### Principal Information

| Title          | Director | Name        | Address  | Last Updated |
|----------------|----------|-------------|--|--------------|
| President      | Yes      | Weiyi Ma    | 4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA | 12/23/2019   |
| Vice President | Yes      | Wamiq Hamid | 4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA | 12/23/2019   |
| Vice President | Yes      | Peng Zhang  | 4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA | 12/23/2019   |
| Vice President | Yes      | Xin Chen    | 4170 Lafayette Center Drive, Suite 500, Chantilly, VA, 20151 - 1254, USA | 12/23/2019   |

### Current Shares

Total Shares: 10000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: EXP U.S. Services Inc. Entity ID: F1859646  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 05/02/2011 Status Date: 05/02/2011  
VA Qualification Date: 05/02/2011 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: DE Charter Fee: \$50.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: HENRICO COUNTY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: C T CORPORATION SYSTEM Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: 56 QUEEN STREET EAST, SUITE 301,  
BRAMPTON, Ontario, L6V 4M8, CAN

### Principal Information

| Title                              | Director | Name                    | Address  | Last Updated |
|------------------------------------|----------|-------------------------|--|--------------|
| President, COO                     | Yes      | MARK DVORAK             | 205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA      | 05/27/2020   |
| Executive Vice President           | Yes      | TIMOTHY D NEUMANN       | 205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA      | 05/13/2021   |
| Treasurer, Chief Financial Officer | No       | DEBORAH WALTERS         | 205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA      | 05/27/2020   |
| Secretary                          | No       | HAE-JIN (PRISCILLA) AHN | 56 QUEEN STREET EAST, SUITE 301, BRAMPTON, L6V 4M8, CAN        | 05/27/2020   |
| Vice President                     | No       | Byron Danley            | 205 North Michigan Avenue, Suite 3600, Chicago, IL, 60601, USA | 05/27/2020   |
| Chief Executive Officer            | Yes      | Ivan Dvorak             | 205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA      | 05/27/2020   |
| Vice President                     | No       | William McGuire         | 2601 Westhall Lane, Maitland, FL, 32751, USA                   | 05/27/2020   |
| Vice President                     | No       | R Shankar Nair          | 442 E. North Water St., Chicago, IL, 60611, USA                | 05/27/2020   |
| Vice President                     | No       | Kathy Weise             | 205 N. Michigan Ave., Suite 3600, Chicago, IL, 60601, USA      | 05/27/2020   |

### Current Shares

Total Shares: 23000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: FLOURA TEETER LANDSCAPE ARCHITECTS, INC. Entity ID: F1543497  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: N/A Status Date: 12/21/2011  
VA Qualification Date: 10/05/2006 Period of Duration: Perpetual  
Industry Code: 73 - Architects Annual Report Due Date: N/A  
Jurisdiction: MD Charter Fee: \$50.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: HENRICO COUNTY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA  
Name: C T CORPORATION SYSTEM Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: 800 N Charles St Ste 300, Baltimore, MD, 21201, USA

### Principal Information

| Title         | Director | Name         | Address   | Last Updated |
|---------------|----------|--------------|---|--------------|
| PRESIDENT/CEO | Yes      | JOAN FLOURA  | 800 N Charles St Ste 300, Baltimore, MD, 21201, USA             | 08/18/2021   |
| VP/SEC/TREAS  | Yes      | AARON TEETER | 800 N. CHARLES ST., SUITE 300, BALTIMORE, MD, 21201 - 0000, USA | 09/19/2019   |

### Current Shares

Total Shares: 5000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

|                            |  |                         |            |
|----------------------------|--|-------------------------|------------|
| Entity Name:               | Hassan Water Resources, PLC  | Entity ID:              | S2293282   |
| Entity Type:               | Limited Liability Company  | Entity Status:          | Active     |
| Series LLC:                | No   | Reason for Status:      | Active     |
| Formation Date:            | 07/16/2007   | Status Date:            | 08/01/2014 |
| VA Qualification Date:     | 07/16/2007   | Period of Duration:     | Perpetual  |
| Industry Code:             | 70 - Other DULY LICENSED PROFESSIONAL<br>ENTITY not listed below as SPECIFIED in<br>Section 13.1-543 of the Code of Virginia | Annual Report Due Date: | N/A        |
| Jurisdiction:              | VA   | Charter Fee:            | N/A        |
| Registration Fee Due Date: | Not Required   |                         |            |

### Registered Agent Information

|                   |   |                            |  |
|-------------------|---|----------------------------|--|
| RA Type:          | Individual  | Locality:                  | GOOCHLAND COUNTY                                     |
| RA Qualification: | Member or Manager of the Limited Liability<br>Company |                            |  |
| Name:             | GAMAL E HASSAN  | Registered Office Address: | 2255 PARKERS HILL DR, MAIDENS, VA, 23102 - 0000, USA |

### Principal Office Address

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

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Iteris, Inc. Entity ID: F1610544  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: N/A Status Date: 01/22/2020  
VA Qualification Date: 12/13/2004 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: DE Charter Fee: \$2500.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: RICHMOND CITY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: CORPORATION SERVICE COMPANY Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

### Principal Office Address

Address: 1250 S Capital of Texas Hwy Bldg 1, West  
Lake Hills, TX, 78746 - 6446, USA

### Principal Information

| Title     | Director | Name              | Address  | Last Updated |
|-----------|----------|-------------------|--|--------------|
| President | No       | Joe BERGERA       | 1700 CARNEGIE AVENUE, STE 100, SANTA ANA, CA, 92705 - 5551, USA        | 12/07/2021   |
| Treasurer | No       | DOUGLAS L. GROVES | 1700 CARNEGIE AVE, SUITE 100, SANTA ANA, CA, 92705 - 0000, USA         | 11/25/2020   |
| Secretary | No       | KHRISTINE ARAKAKI | 1700 Carnegie Ave Ste 100, Santa Ana, CA, 92705 - 5551, USA            | 01/22/2020   |
|           | Yes      | Thomas L. Thomas  | 1250 S Capital of Texas Hwy, Bldg 1, Suite 330, Austin, TX, 78746, USA | 12/07/2021   |

### Current Shares

Total Shares: 72000000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: Polizos & Company Entity ID: 06909725  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 02/29/2008 Status Date: 02/29/2008  
VA Qualification Date: 02/29/2008 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: VA Charter Fee: \$50.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual Locality: VIRGINIA BEACH CITY  
RA Qualification: Officer of the Corporation  
Name: LYNN POLIZOS Registered Office Address: 1224 YORK LANE, VIRGINIA BEACH, VA, 23451 - 0000, USA

### Principal Office Address

Address: 1224 YORK LANE, VIRGINIA BEACH, VA,  
23451 - 0000, USA

### Principal Information

| Title          | Director | Name         | Address   | Last Updated |
|----------------|----------|--------------|---|--------------|
| PRES/SEC/TREAS | Yes      | LYNN POLIZOS | 1224 YORK LN, VIRGINIA BEACH, VA, 23451 - 0000, USA | 01/11/2019   |

### Current Shares

Total Shares: 25000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED Entity ID: 04925517  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 10/24/1997 Status Date: 12/01/2008  
VA Qualification Date: 10/24/1997 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: VA Charter Fee: \$50.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Individual Locality: ARLINGTON COUNTY  
RA Qualification: Member of the Virginia State Bar  
Name: JOHN H QUINN JR Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

### Principal Office Address

Address: 14160 NEWBROOK DRIVE, SUITE 220,  
CHANTILLY, VA, 20151 - 0000, USA

### Principal Information

| Title     | Director | Name                     | Address   | Last Updated |
|-----------|----------|--------------------------|---|--------------|
| COB/P/T   | Yes      | ELIZABETH QUINN VICINSKI | 14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA | 09/15/2017   |
| Secretary | No       | FRANCISCA I OTERO        | 888 17TH STREET NW, SUITE 640, WASHINGTON, DC, 20006 - 0000, USA  | 09/15/2017   |

### Current Shares

Total Shares: 5000

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# State Corporation Commission Clerk's Information System

## Entity Information

### Entity Information

Entity Name: WETLAND STUDIES AND SOLUTIONS, INC. Entity ID: 03826229  
Entity Type: Stock Corporation Entity Status: **Active**  
Series LLC: N/A Reason for Status: Active and In Good Standing  
Formation Date: 10/18/1991 Status Date: 12/01/2020  
VA Qualification Date: 10/18/1991 Period of Duration: Perpetual  
Industry Code: 0 - General Annual Report Due Date: N/A  
Jurisdiction: VA Charter Fee: \$50.00  
Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity Locality: HENRICO COUNTY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED  
TO TRANSACT BUSINESS IN VIRGINIA  
Name: C T CORPORATION SYSTEM Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: 5300 Wellington Branch Dr Ste 100,  
Gainesville, VA, 20155 - 4063, USA

### Principal Information

| Title                   | Director | Name                   | Address  | Last Updated |
|-------------------------|----------|------------------------|--|--------------|
| CEO/CHAIRMAN            | Yes      | PATRICK M COVEY        | 1500 N. MANTUA ST, KENT, OH, 44240 - 0000, USA | 06/30/2020   |
| chief technical officer | No       | MICHAEL S ROLBAND      | 1500 N MANTUA ST, KENT, OH, 44240 - 0000, USA  | 06/30/2020   |
| CFO/ASST SECTY          | Yes      | JOSEPH R PAUL          | 1500 N MANTUA ST, KENT, OH, 44240 - 0000, USA  | 10/22/2019   |
| Vice President          | Yes      | BRENT R REPENNING      | 1500 N. MANTUA ST, KENT, OH, 44240 - 0000, USA | 06/30/2020   |
| CONTROLLER              | No       | VICKI L. SCHRECKENGOST | 1500 N MANTUA ST, KENT, OH, 44240 - 0000, USA  | 10/22/2019   |
| co-president            | No       | brian chromey          | 1500 N. MANTUA STREET, Kent, OH, 44240, USA    | 06/30/2020   |
| co-president            | No       | frank graziano         | 1500 N. MANTUA STREET, Kent, OH, 44240, USA    | 06/30/2020   |

### Current Shares

Total Shares: 5000

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## Appendix 3.2.10.2

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Joint Venture

**WAGMAN**  
General Construction | Heavy Civil | Geotechnical



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer

**WM** WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS

# DPOR License Lookup License Number 2701015887

## 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 <sup>1</sup></b>          | Class A   |
| <b>Address</b>                    | 3290 NORTH SUSQUEHANNA TRAIL, YORK, PA<br>17406 |
| <b>Specialties<sup>2</sup></b>    | Highway / Heavy (H/H)                           |
| <b>Initial Certification Date</b> | 1976-10-29                                      |
| <b>Expiration Date</b>            | 2023-01-31                                      |

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

01-31-2023

NUMBER

2701015887

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



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



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



CLASS A BOARD FOR CONTRACTORS  
CONTRACTOR

\*CLASSIFICATIONS\* H/H

NUMBER: 2701015887 EXPIRES: 01-31-2023

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



(FOLD)

VOID

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

DPOR-PC (02/2017)

# DPOR License Lookup License Number 2701022985

## License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | FAY SOUTHEAST INC                                      |
| <b>License Number</b>             | 2701022985   |
| <b>License Description</b>        | Contractor   |
| <b>Firm Type</b>                  | Corporation  |
| <b>Rank <sup>1</sup></b>          | Class A  |
| <b>Address</b>                    | 5700 THURSTON AVE STE 211, VIRGINIA BEACH,<br>VA 23455 |
| <b>Specialties<sup>2</sup></b>    | Highway / Heavy (H/H)                                  |
| <b>Initial Certification Date</b> | 1982-11-23   |
| <b>Expiration Date</b>            | 2024-03-31   |

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

Glenn A. Youngkin  
Governor

February 03, 2022

G. Bryan Slater  
Secretary of Labor

Demetrios J. Melis  
Director

FAY SOUTHEAST INC  
5700 THURSTON AVE STE 211  
VIRGINIA BEACH, VA 23455

Re: License Type: Contractor:Class A  
License Number: 2701022985  
Issue Date: November 23, 1982  
Expiration Date: March 31, 2024

Dear FAY SOUTHEAST INC:

Due to recent supply chain issues, the Department of Professional & Occupational Regulation is not able to print your license at this time. The Department expects to deliver your license in approximately sixty (60) days. In the meantime, this letter serves as your official license.

If you need further assistance, visit our website at [www.dpor.virginia.gov](http://www.dpor.virginia.gov) or contact the Board for Contractors.

Sincerely,

Board for Contractors

# DPOR License Lookup License Number 0411001629

## License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | WALLACE, MONTGOMERY & ASSOCIATES, LLP      |
| <b>License Number</b>             | 0411001629                                 |
| <b>License Description</b>        | Business Entity Branch Office Registration |
| <b>Business Type</b>              | LLP - Limited Liability Partnership        |
| <b>Rank</b>                       | Business Entity Branch Office              |
| <b>Address</b>                    | 2920 W BROAD ST STE 18, RICHMOND, VA 23230 |
| <b>Initial Certification Date</b> | 2020-11-18                                 |
| <b>Expiration Date</b>            | 2024-02-29                                 |

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

| License Number | License Holder Name | License Type                  | Relation Type | License Expiry |
|----------------|---------------------|-------------------------------|---------------|----------------|
| 0402045569     | MILLIKAN, IAN SCOTT | Professional Engineer License | Engineering   | 2023-07-31     |

Showing 1 to 1 of 1 entries

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# DPOR License Lookup License Number 0411001087

## License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | WALLACE, MONTGOMERY & ASSOCIATES, LLP        |
| <b>License Number</b>             | 0411001087                                   |
| <b>License Description</b>        | Business Entity Branch Office Registration   |
| <b>Business Type</b>              | LLP - Limited Liability Partnership          |
| <b>Rank</b>                       | Business Entity Branch Office                |
| <b>Address</b>                    | 8150 LEESBURG PIKE STE 403, VIENNA, VA 22182 |
| <b>Initial Certification Date</b> | 2016-10-26                                   |
| <b>Expiration Date</b>            | 2024-02-29                                   |

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

| License Number | License Holder Name          | License Type                     | Relation Type | License Expiry |
|----------------|------------------------------|----------------------------------|---------------|----------------|
| 0402048792     | BORUSIEWICZ, DAVID<br>LEE JR | Professional Engineer<br>License | Engineering   | 2023-03-31     |

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# DPOR License Lookup License Number 0407005814

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | WALLACE, MONTGOMERY & ASSOCIATES, LLP           |
| <b>License Number</b>             | 0407005814                                      |
| <b>License Description</b>        | Business Entity Registration                    |
| <b>Firm Type</b>                  | LLP - Limited Liability Partnership             |
| <b>Rank</b>                       | Business Entity                                 |
| <b>Address</b>                    | 10150 YORK RD STE 200, HUNT VALLEY, MD<br>21030 |
| <b>Initial Certification Date</b> | 2011-02-11                                      |
| <b>Expiration Date</b>            | 2023-12-31                                      |

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

| License Number | License Holder Name | License Type                  | Relation Type | License Expiry |
|----------------|---------------------|-------------------------------|---------------|----------------|
| 0402048786     | MAWRY, ANTONIO A    | Professional Engineer License | Engineering   | 2023-03-31     |

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Department of Professional and Occupational Regulation

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NUMBER

0407005814

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BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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BOARD FOR APPLSCIDLA  
BUSINESS ENTITY REGISTRATION  
NUMBER: 0407005814 EXPIRES: 12-31-2023  
PROFESSIONS: ENG  
WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK RD STE 200  
HUNT VALLEY, MD 21030



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# DPOR License Lookup License Number 0411000610

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | BOWMAN CONSULTING GROUP LTD                         |
| <b>License Number</b>             | 0411000610  |
| <b>License Description</b>        | Business Entity Branch Office Registration          |
| <b>Rank</b>                       | Business Entity Branch Office                       |
| <b>Address</b>                    | 3951 WESTERRE PKWY SUITE 150, RICHMOND,<br>VA 23233 |
| <b>Initial Certification Date</b> | 2009-07-17  |
| <b>Expiration Date</b>            | 2024-02-29  |

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

| License Number | License Holder Name           | License Type                     | Relation Type  | License Expiry |
|----------------|-------------------------------|----------------------------------|----------------|----------------|
| 0403003124     | MACAULAY, CRAIG<br>STEVEN     | Land Surveyor License            | Land Surveying | 2023-01-31     |
| 0403003046     | KOUGOULIS, NICHOLAS<br>JOHN   | Land Surveyor License            | Land Surveying | 2023-12-31     |
| 0402049766     | GARCIA, CARLOS G              | Professional Engineer<br>License | Engineering    | 2023-11-30     |
| 0402054328     | HAMMONDS, BRETT<br>WARREN     | Professional Engineer<br>License | Engineering    | 2022-05-31     |
| 0402024712     | DELOYE, KEVIN ROBERT          | Professional Engineer<br>License | Engineering    | 2024-02-29     |
| 0403001906     | FRALIN, RICHARD LEE           | Land Surveyor License            | Land Surveying | 2023-01-31     |
| 0402057178     | COX, KEVIN M                  | Professional Engineer<br>License | Engineering    | 2023-12-31     |
| 0402043805     | FRANCIS, SPENCER<br>MACKENZIE | Professional Engineer<br>License | Engineering    | 2024-01-31     |
| 0402036886     | JACKSON, ANN WILSON           | Professional Engineer<br>License | Engineering    | 2024-01-31     |
| 0402032887     | JACKSON, JONATHAN<br>HATCH    | Professional Engineer<br>License | Engineering    | 2023-01-31     |

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PROFESSIONS: ENG, LS



BOWMAN CONSULTING GROUP LTD  
3951 WESTERRE PKWY  
SUITE 150  
RICHMOND, VA 23233



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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PROFESSIONS: ENG, LS  
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3951 WESTERRE PKWY  
SUITE 150  
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# DPOR License Lookup License Number 0411000421

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | BOWMAN CONSULTING GROUP LTD                         |
| <b>License Number</b>             | 0411000421  |
| <b>License Description</b>        | Business Entity Branch Office Registration          |
| <b>Rank</b>                       | Business Entity Branch Office                       |
| <b>Address</b>                    | 1300 CENTRAL PARK BLVD, FREDERICKSBURG, VA<br>22401 |
| <b>Initial Certification Date</b> | 2005-10-03  |
| <b>Expiration Date</b>            | 2024-02-29  |

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

| License Number | License Holder Name      | License Type                     | Relation Type  | License Expiry |
|----------------|--------------------------|----------------------------------|----------------|----------------|
| 0402040214     | TROIDL, JUSTIN<br>ROBERT | Professional Engineer<br>License | Engineering    | 2022-12-31     |
| 0403002953     | CREEL, ALBERT LEE<br>III | Land Surveyor License            | Land Surveying | 2022-06-30     |

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| <b>Name</b>                       | BOWMAN CONSULTING GROUP LTD                         |
| <b>License Number</b>             | 4008001873  |
| <b>License Description</b>        | Appraisal Business Registration                     |
| <b>Firm Type</b>                  | Corporation   |
| <b>Rank</b>                       | Business Entity                                     |
| <b>Address</b>                    | 1300 CENTRAL PARK BLVD, FREDERICKSBURG,<br>VA 22407 |
| <b>Initial Certification Date</b> | 2016-03-14  |
| <b>Expiration Date</b>            | 2022-03-31  |

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PROFESSIONS: LS, ENG



BOWMAN CONSULTING GROUP LTD  
1300 CENTRAL PARK BLVD  
FREDERICKSBURG, VA 22401



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Mary Broz-Vaughan, Director

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# DPOR License Lookup License Number 0411000497

## License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | BOWMAN CONSULTING GROUP LTD                |
| <b>License Number</b>             | 0411000497                                 |
| <b>License Description</b>        | Business Entity Branch Office Registration |
| <b>Rank</b>                       | Business Entity Branch Office              |
| <b>Address</b>                    | 9815 GODWIN DR, MANASSAS, VA 20110         |
| <b>Initial Certification Date</b> | 2007-10-24                                 |
| <b>Expiration Date</b>            | 2024-02-29                                 |

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

| License Number | License Holder Name     | License Type                     | Relation Type  | License Expiry |
|----------------|-------------------------|----------------------------------|----------------|----------------|
| 0402036371     | REYES, RODDY<br>ARTURO  | Professional Engineer<br>License | Engineering    | 2022-06-30     |
| 0403003132     | EARLY, KEVIN<br>DOUGLAS | Land Surveyor License            | Land Surveying | 2023-01-31     |

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG, LS



BOWMAN CONSULTING GROUP LTD  
9815 GODWIN DR  
MANASSAS, VA 20110



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MANASSAS, VA 20110



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# DPOR License Lookup License Number 2701031525

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | CURTIS CONTRACTING INC  |
| <b>License Number</b>             | 2701031525  |
| <b>License Description</b>        | Contractor  |
| <b>Firm Type</b>                  | Corporation   |
| <b>Rank <sup>1</sup></b>          | Class A   |
| <b>Address</b>                    | 7481 THERON ROAD, WEST POINT, VA 23181  |
| <b>Specialties<sup>2</sup></b>    | Asbestos (ASB)<br>Commercial Building (CBC)<br>Highway / Heavy (H/H)<br>Landscape Service (LSC)<br>Residential Building (RBC) |
| <b>Initial Certification Date</b> | 1988-03-22  |
| <b>Expiration Date</b>            | 2022-03-31  |

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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# DPOR License Lookup License Number 0407005631

## License Details

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|-----------------------------------|--|
| <b>Name</b>                       | DMY ENGINEERING CONSULTANTS INC                            |
| <b>License Number</b>             | 0407005631   |
| <b>License Description</b>        | Business Entity Registration                               |
| <b>Firm Type</b>                  | Corporation  |
| <b>Rank</b>                       | Business Entity  |
| <b>Address</b>                    | 4170 LAFAYETTE CENTER DR SUITE 500,<br>CHANTILLY, VA 20151 |
| <b>Initial Certification Date</b> | 2010-03-10   |
| <b>Expiration Date</b>            | 2023-12-31   |

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

| License Number | License Holder Name | License Type                  | Relation Type | License Expiry |
|----------------|---------------------|-------------------------------|---------------|----------------|
| 0402041123     | MA, WEIYI           | Professional Engineer License | Engineering   | 2023-06-30     |

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

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12-31-2023

NUMBER

0407005631

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BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG



DMY ENGINEERING CONSULTANTS INC  
4170 LAFAYETTE CENTER DR  
SUITE 500  
CHANTILLY, VA 20151



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Mary Broz-Vaughan, Director

# DPOR License Lookup License Number 0411001455

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | EXP U.S. SERVICES, INC                                |
| <b>License Number</b>             | 0411001455  |
| <b>License Description</b>        | Business Entity Branch Office Registration            |
| <b>Business Type</b>              | Corporation   |
| <b>Rank</b>                       | Business Entity Branch Office                         |
| <b>Address</b>                    | 1140 3RD STREET NE SUITE 335, WASHINGTON,<br>DC 20002 |
| <b>Initial Certification Date</b> | 2018-08-27  |
| <b>Expiration Date</b>            | 2024-02-29  |

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

| License Number | License Holder Name      | License Type                  | Relation Type | License Expiry |
|----------------|--------------------------|-------------------------------|---------------|----------------|
| 0402047862     | AHMADZADEH,<br>AMIRAHMAD | Professional Engineer License | Engineering   | 2023-01-31     |

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# DPOR License Lookup License Number 0407006036

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | EXP U.S. SERVICES, INC                            |
| <b>License Number</b>             | 0407006036  |
| <b>License Description</b>        | Business Entity Registration                      |
| <b>Firm Type</b>                  | Corporation                                       |
| <b>Rank</b>                       | Business Entity                                   |
| <b>Address</b>                    | 3901 WESTERRE PKWY STE 210, RICHMOND, VA<br>23233 |
| <b>Initial Certification Date</b> | 2012-02-16  |
| <b>Expiration Date</b>            | 2023-12-31  |

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

| License Number | License Holder Name | License Type                  | Relation Type | License Expiry |
|----------------|---------------------|-------------------------------|---------------|----------------|
| 0401013329     | NEUMANN, TIMOTHY D  | Architect License             | Architecture  | 2023-02-28     |
| 0402034830     | LOHNER, THOMAS J    | Professional Engineer License | Engineering   | 2022-03-31     |

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# DPOR License Lookup License Number 0405001874

## License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | FLOURA TEETER LANDSCAPE ARCHITECTS, INC            |
| <b>License Number</b>             | 0405001874   |
| <b>License Description</b>        | Professional Corporation Registration              |
| <b>Firm Type</b>                  | Corporation  |
| <b>Rank</b>                       | Professional Corporation                           |
| <b>Address</b>                    | 800 N. CHARLES ST. STE 300, BALTIMORE, MD<br>21201 |
| <b>Initial Certification Date</b> | 2012-01-04   |
| <b>Expiration Date</b>            | 2023-12-31   |

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

| License Number | License Holder Name    | License Type                   | Relation Type             | License Expiry |
|----------------|------------------------|--------------------------------|---------------------------|----------------|
| 0406001094     | FLOURA, JOAN<br>ANDREA | Landscape Architect<br>License | Landscape<br>Architecture | 2022-06-30     |

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# COMMONWEALTH of VIRGINIA

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

EXPIRES ON

12-31-2023

NUMBER

0405001874

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

PROFESSIONS: LA



FLOURA TEETER LANDSCAPE ARCHITECTS, INC  
800 N. CHARLES ST.  
STE 300  
BALTIMORE, MD 21201



*Van Brock-Vaughan*  
Van Brock-Vaughan, Director

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

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COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA  
PROFESSIONAL CORPORATION REGISTRATION  
NUMBER: 0405001874 EXPIRES: 12-31-2023  
PROFESSIONS: LA  
FLOURA TEETER LANDSCAPE ARCHITECTS, INC.  
800 N. CHARLES ST.  
STE 300  
BALTIMORE, MD 21201

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(FOLD)



# DPOR License Lookup License Number 0413000299

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | HASSAN WATER RESOURCES PLC                      |
| <b>DBA Name</b>                   | HWR   |
| <b>License Number</b>             | 0413000299                                      |
| <b>License Description</b>        | Professional Limited Liability Company          |
| <b>Rank</b>                       | Professional Limited Liability Company          |
| <b>Address</b>                    | 2255 PARKERS HILL DRIVE, MAIDENS, VA 23102-2244 |
| <b>Initial Certification Date</b> | 2009-07-06                                      |
| <b>Expiration Date</b>            | 2023-12-31                                      |

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

| License Number | License Holder Name    | License Type                     | Relation Type | License Expiry |
|----------------|------------------------|----------------------------------|---------------|----------------|
| 0402033382     | HASSAN, GAMAL<br>ELDIN | Professional Engineer<br>License | Engineering   | 2023-06-30     |

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# DPOR License Lookup License Number 0407005884

## License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | ITERIS, INC  |
| <b>License Number</b>             | 0407005884   |
| <b>License Description</b>        | Business Entity Registration                                 |
| <b>Firm Type</b>                  | Corporation  |
| <b>Rank</b>                       | Business Entity  |
| <b>Address</b>                    | 11781 LEE JACKSON MEMORIAL HWY STE 625,<br>FAIRFAX, VA 22033 |
| <b>Initial Certification Date</b> | 2011-05-20   |
| <b>Expiration Date</b>            | 2023-12-31   |

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

| License Number | License Holder Name        | License Type                     | Relation Type | License Expiry |
|----------------|----------------------------|----------------------------------|---------------|----------------|
| 0402014155     | HETRICK, STEPHEN<br>DANIEL | Professional Engineer<br>License | Engineering   | 2023-08-31     |

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# COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

NUMBER

0407005884

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

PROFESSIONS: ENG



ITERIS, INC  
11781 LEE JACKSON MEMORIAL HWY  
STE 625  
FAIRFAX, VA 22033



*Maureen V. Veddien*  
Maureen Veddien, Director

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COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA

BUSINESS ENTITY REGISTRATION

NUMBER: 0407005884 EXPIRES: 12-31-2023

PROFESSIONS: ENG



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ITERIS, INC  
11781 LEE JACKSON MEMORIAL HWY  
STE 625  
FAIRFAX, VA 22033

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# DPOR License Lookup License Number 0411001133

## License Details

|                                   |   |
|-----------------------------------|---|
| <b>Name</b>                       | QUINN CONSULTING SERVICES INCORPORATED                          |
| <b>License Number</b>             | 0411001133  |
| <b>License Description</b>        | Business Entity Branch Office Registration                      |
| <b>Business Type</b>              | Corporation   |
| <b>Rank</b>                       | Business Entity Branch Office                                   |
| <b>Address</b>                    | 1801 PLEASURE HOUSE RD STE 101,102,<br>VIRGINIA BEACH, VA 23455 |
| <b>Initial Certification Date</b> | 2014-06-25  |
| <b>Expiration Date</b>            | 2024-02-29  |

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

| License Number | License Holder Name      | License Type                     | Relation Type | License Expiry |
|----------------|--------------------------|----------------------------------|---------------|----------------|
| 0402040981     | CLARKE, RICHARD<br>LAYNE | Professional Engineer<br>License | Engineering   | 2023-05-31     |

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# DPOR License Lookup License Number 0411001212

## License Details

|                                   |  |
|-----------------------------------|--|
| <b>Name</b>                       | WETLAND STUDIES AND SOLUTIONS INC          |
| <b>License Number</b>             | 0411001212                                 |
| <b>License Description</b>        | Business Entity Branch Office Registration |
| <b>Business Type</b>              | Corporation                                |
| <b>Rank</b>                       | Business Entity Branch Office              |
| <b>Address</b>                    | 5450 PETERS CREEK RD, ROANOKE, VA 24019    |
| <b>Initial Certification Date</b> | 2015-07-20                                 |
| <b>Expiration Date</b>            | 2024-02-29                                 |

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

| License Number | License Holder Name | License Type                  | Relation Type | License Expiry |
|----------------|---------------------|-------------------------------|---------------|----------------|
| 0402047145     | STALEY, NATHAN A    | Professional Engineer License | Engineering   | 2022-06-30     |

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Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

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02-28-2022

NUMBER

0411001212

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

PROFESSIONS: ENG



WETLAND STUDIES AND SOLUTIONS INC  
5450 PETERS CREEK RD  
ROANOKE, VA 24019



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

VOID

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Department of Professional and Occupational Regulation

BOARD FOR APPLSCIDLA  
BUSINESS ENTITY BRANCH OFFICE REGISTRATION  
NUMBER: 0411001212 EXPIRES: 02-28-2022  
PROFESSIONS: ENG  
WETLAND STUDIES AND SOLUTIONS INC  
5450 PETERS CREEK RD  
ROANOKE, VA 24019



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## Appendix 3.2.10.3

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### DPOR Licenses for Key Personnel

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS

# DPOR License Lookup License Number 0402047641

## License Details

|                                   |                               |
|-----------------------------------|-------------------------------|
| <b>Name</b>                       | RHINE, SCOTT NEAL             |
| <b>License Number</b>             | 0402047641                    |
| <b>License Description</b>        | Professional Engineer License |
| <b>Rank</b>                       | Professional Engineer         |
| <b>Address</b>                    | DUBOIS, PA 15801              |
| <b>Initial Certification Date</b> | 2010-07-19                    |
| <b>Expiration Date</b>            | 2022-07-31                    |

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NUMBER

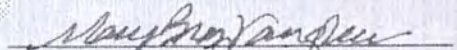
0402047641

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



SCOTT NEAL RHINE  
1149 TREASURE LAKE  
DUBOIS, PA 15801



  
Mary Broz-Vaughan, Director

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

# DPOR License Lookup License Number 0402036809

## License Details

|                                   |                               |
|-----------------------------------|-------------------------------|
| <b>Name</b>                       | ALLEN, RICHARD MEINRAD        |
| <b>License Number</b>             | 0402036809                    |
| <b>License Description</b>        | Professional Engineer License |
| <b>Rank</b>                       | Professional Engineer         |
| <b>Address</b>                    | THOMASVILLE, PA 17364         |
| <b>Initial Certification Date</b> | 2001-11-30                    |
| <b>Expiration Date</b>            | 2023-11-30                    |

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Department of Professional and Occupational Regulation

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Telephone: (804) 367-8500

EXPIRES ON

11-30-2023

NUMBER

0402036809

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



RICHARD MEINRAD ALLEN  
443 SHADY DELL ROAD  
THOMASVILLE, PA 17364



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Mary Broz-Vaughan, Director

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# DPOR License Lookup License Number 0402048790

## License Details

|                                   |                               |
|-----------------------------------|-------------------------------|
| <b>Name</b>                       | SENDER, ERIC P                |
| <b>License Number</b>             | 0402048790                    |
| <b>License Description</b>        | Professional Engineer License |
| <b>Rank</b>                       | Professional Engineer         |
| <b>Address</b>                    | HUNT VALLEY, MD 21030         |
| <b>Initial Certification Date</b> | 2011-04-28                    |
| <b>Expiration Date</b>            | 2023-04-30                    |

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Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

04-30-2023

NUMBER

0402048790

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



ERIC P SENDER  
WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK ROAD  
STE 200  
HUNT VALLEY, MD 21030



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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Department of Professional and Occupational Regulation

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BOARD FOR AP/LS/CID/LA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402048790 EXPIRES: 04-30-2023

ERIC P SENDER  
WALLACE, MONTGOMERY & ASSOCIATES, LLP  
10150 YORK ROAD  
STE 200  
HUNT VALLEY, MD 21030



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# DPOR License Lookup License Number 0402049300

## License Details

|                                   |                               |
|-----------------------------------|-------------------------------|
| <b>Name</b>                       | WALTERS, DURANT GARRETT       |
| <b>License Number</b>             | 0402049300                    |
| <b>License Description</b>        | Professional Engineer License |
| <b>Rank</b>                       | Professional Engineer         |
| <b>Address</b>                    | PASADENA, MD 21122            |
| <b>Initial Certification Date</b> | 2011-12-21                    |
| <b>Expiration Date</b>            | 2023-12-31                    |

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COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation

9960 Mayland Drive, Suite 400, Richmond, VA 23233

Telephone: (804) 367-8500

EXPIRES ON

12-31-2023

NUMBER

0402049300

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



DURANT GARRETT WALTERS  
1871 POPLAR RIDGE RD  
PASADENA, MD 21122



*Mary Broz-Vaughan*  
Mary Broz-Vaughan, Director

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

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)



COMMONWEALTH of VIRGINIA  
Department of Professional and Occupational Regulation

BOARD FOR APESCIDLA  
PROFESSIONAL ENGINEER LICENSE  
NUMBER: 0402049300 EXPIRES: 12-31-2023

DURANT GARRETT WALTERS  
1871 POPLAR RIDGE RD  
PASADENA, MD 21122



(FOLD)

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

DPOR-PC (02/2017)



# Appendix 3.3.1

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## Key Personnel Resumes

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



WALLACE  
MONTGOMERY  
ENGINEERS | PLANNERS | SURVEYORS | CONSTRUCTION MANAGERS



**ATTACHMENT 3.3.1**

**VDOT Contract ID C00117840DB112 – I-64 Hampton Roads Express Lanes (HREL) Segment 1A Design-Build  
KEY PERSONNEL RESUME FORM**

|  |
|--|
| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |
| a. Name & Title: <b>Glen Mays, DBIA, Vice President/General Manager</b>  |
| b. Project Assignment: <b>Design-Build Project Manager</b>   |
| c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Wagman Heavy Civil, Inc.</b>  |
| d. Employment History: With this Firm <b>8</b> Years With Other Firms <b>29</b> Years<br>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment of 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):<br><br><b><u>Wagman Heavy Civil, Inc.</u></b><br><b>Start Date: December 2014 End Date: Present Position: DBPM</b><br><b>Responsibilities:</b> Company officer with principal responsibility for civil operations in Virginia including safety, quality control, estimating, engineering, and construction for Design-Build and conventional projects. Glen reports directly to the President/COO of Wagman Heavy Civil and leads a team of over 100 construction professionals including: managers, engineers, estimators, surveyors, administrators, and field personnel. Glen has over 35 years of experience in the management of heavy civil projects ranging from \$5M to over \$200M. These projects include VDOT, Design-Build, and major interstate projects.<br><br><b><u>Granite Construction Company</u></b><br><b>Start Date: December 2010 End Date: 2014 Position: DBPM</b><br><b>Responsibilities:</b> Primary Point of Contact (POC) with principal responsibility for supervising all design and construction efforts from proposal through final acceptance, including Quality Control for \$45M FDOT Design Build Project on 1-75. Also responsible for the supervision of design, construction, quality management, contract administration and procuring contract resources.<br><br><b><u>Hubbard Construction</u></b><br><b>Start Date: 2009 End Date: 2010 Position: Tampa Division Manager</b><br><b>Responsibilities:</b> Division Manager responsible for all aspects of civil work on a \$110M urban highway Design-Bid-Build financed project for FDOT in Tampa. Led public outreach efforts, and was responsible for resolving all contract conflicts, and led partnering for the avoidance of disputes.<br><br><b><u>Skanska USA Civil</u></b><br><b>Start Date: 2008 End Date: 2009 Position: Senior Project Manager</b><br><b>Responsibilities:</b> Senior Project Manager responsible for the civil work on the \$214M Tampa Interchange project being performed via a Joint Venture with Flatiron.<br><br><b><u>Cherry Hill Construction, Inc.</u></b><br><b>Start Date: 1994 End Date: 2008 Position: Design Build Project Manager, Projects Director, Division Manager</b><br><b>Responsibilities:</b> Glen had 13 years of experience in estimating, managing, and administering numerous projects inclusive of conventional bid-build and Design-Build for various private and public clients including VDOT and Maryland State Highway Administration. Also responsible for the supervision of design, construction, quality management, contract administration and procuring contract resources. Glen also managed partnering and public outreach. |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br><b>Virginia Military Institute, Lexington, Virginia/B.S./1983/Civil Engineering</b>  |
| f. Active Registrations: Year First Registered/Discipline/VA Registration #<br><b>2019/Design-Build Institute of America (DBIA)/D-2872</b><br><b>2018/Virginia DEQ Responsible Land Disturber/RLD10897</b>   |
| g. Document the extent and depth of your experience and qualifications relevant to the Project.<br><ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b>  |

|  |  |                          |
|--|--|--------------------------|
| <b>VDOT-I-95 Northbound Rappahannock River Crossing Design-Build, Stafford County, VA (\$107.5M)</b>   |  |                          |
| <b>Project Role:</b> DBPM  | <b>With Current Firm?</b> Yes                              |                          |
| <b>Beginning Date:</b> 05/2020   | <b>End Date:</b> Present                                   |                          |
| <p><b>Specific Responsibilities:</b> As Design-Build Project Manager (DBPM), Glen is responsible for the overall design and construction of this \$107.5M project that includes construction of approximately five miles of new interstate roadway, a major I-95 bridge structure over the Rappahannock River, as well as one additional I-95 bridge structure over US Route 17. Involved with the project since the pursuit phase, Glen is leading an integrated Design-Build team to successfully achieve project goals. He is responsible for ensuring that the team meets or exceeds QA/QC project requirements. Glen is the primary point of contact for VDOT and all third-party stakeholders. He coordinates with adjacent projects including the I-95 Express Lanes Fredericksburg Extension project whose limits encroach into Wagman's project requiring significant coordination for ITS and tolling infrastructure (<b>Risk 1 – Coordination with Stakeholders/Adjacent Projects</b>). Glen also leads the team's public outreach efforts to effectively communicate with the numerous stakeholders. Similarities with the I-64 Project:</p> |  |                          |
| <b>Similarities with the I-64 HREL Segment 1A Design-Build Project:</b>  |  |                          |
| Interstate Roadway Conversion (GP to CD)   | Design-Build Project                                       | Bridge Widening          |
| Coordination with Adjacent Projects  | Hydraulics   | Permitting/Environmental |
| Support of Excavation including Cofferdams   | Utility Coordination/Relocation                            | SWM/ESC                  |
| Coordinated TMP/MOT/Traffic Control Devices  | Survey/ROW   | Geotechnical             |
| Construction Engineering and Inspection  | Stakeholder Coordination                                   |                          |
| Signage & Lighting   | Noisewalls   |                          |
| <b>VDOT-I-95 Southbound CD Lanes Rappahannock River Crossing Design-Build, Stafford County, VA (\$114.7M)</b>  |  |                          |
| <b>Project Role:</b> DBPM  | <b>With Current Firm?</b> Yes                              |                          |
| <b>Beginning Date:</b> 11/2018   | <b>End Date:</b> Present                                   |                          |
| <p><b>Specific Responsibilities:</b> As DBPM, Glen is responsible for the overall project management and all design and construction of this \$101M project that includes construction of approximately five miles of new interstate roadway, a major I-95 bridge structure over the Rappahannock River, as well as three additional I-95 bridge structures over US Route 17. Involved with the project since the pursuit phase, Glen leads an integrated DB team to successfully achieve project goals. He is responsible for ensuring that the team meets or exceeds QA/QC project requirements. Glen is the primary point of contact for VDOT and all third-party stakeholders, overseeing public involvement and relations. He coordinates with adjacent projects including the I-95 Express Lanes Fredericksburg Extension project whose limits encroach into Wagman's project requiring significant coordination for ITS infrastructure (<b>Risk 1 – Coordination with Stakeholders/Adjacent Projects</b>). Glen also leads the team's public outreach efforts to effectively communicate with the numerous stakeholders.</p>                      |  |                          |
| <b>Similarities with the I-64 HREL Segment 1A Design-Build Project:</b>  |  |                          |
| Interstate Roadway Conversion (GP to CD)   | Design-Build Project                                       | Bridge Widening          |
| Coordination with Adjacent Projects  | Hydraulics   | Permitting/Environmental |
| Support of Excavation including Cofferdams   | Utility Coordination/Relocation                            | SWM/ESC                  |
| Coordinated TMP/MOT/Traffic Control Devices  | Survey/ROW   | Geotechnical             |
| Construction Engineering and Inspection  | Stakeholder Coordination                                   |                          |
| Signage & Lighting   | Noisewalls   |                          |
| <b>FDOT-I-75 Reconstruction and Widening Design-Build, Pasco County, FL (\$45M)</b>  |  |                          |
| <b>Project Role:</b> DBPM  | <b>With Current Firm?</b> No, Granite Construction Company |                          |
| <b>Beginning Date:</b> 2013  | <b>End Date:</b> 2015                                      |                          |
| <p><b>Specific Responsibilities:</b> Primary point of contact (POC) to FDOT, supervising a staff consisting of engineers, public relation professionals, ROW specialists, utility coordinators, and field personnel. Also responsible for managing the project from the proposal through all phases of permitting, design, utility relocations, and phased construction. This project involved the widening and reconstruction of over 7.5 miles of both Northbound and Southbound Interstate 75. This required multiphase MOT with engineered construction entrances to facilitate the safe ingress and egress of construction traffic with regards to the high-speed Interstate traffic (<b>Risk 3 – MOT</b>). Physical construction activities included; erosion &amp; sediment control, dewatering, clearing and grubbing, excavation and embankment, over nine miles of storm drain piping, a dozen SWM ponds using bio-retention best practices, soil stabilization, aggregate base, asphalt paving, pavement markings, guardrail, and lighting, ITS and overhead Truss/ Cantilever Sign Structures.</p>   |  |                          |
| <b>Similarities with the I-64 HREL Segment 1A Design-Build Project:</b>  |  |                          |
| Interstate Roadway   | Design-Build Project                                       | ITS                      |
| Coordination with Adjacent Projects  | Overhead Signage   | Permitting/Environmental |
| Support of Excavation  | Utility Coordination                                       | Drainage/ESC             |
| Coordinated TMP  | ROW  | Phase Construction       |
| Earthwork/Embankments  | 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. <b>N/A.</b>  |  |                          |



**ATTACHMENT 3.3.1**

**VDOT Contract ID C00117840DB112 – I-64 Hampton Roads Express Lanes (HREL) Segment 1A Design-Build  
KEY PERSONNEL RESUME FORM**

|   |   |
|---|---|
| <b>Brief Resume of Key Personnel anticipated for the Project.</b>   |   |
| a. Name & Title: <b>Scott Rhine, PE, DBIA, Entrusted Engineer in Charge</b>   |   |
| b. Project Assignment: <b>Entrusted Engineer in Charge</b>  |   |
| c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Wagman Heavy Civil, Inc.</b>   |   |
| <p>d. Employment History: With this Firm <u>1</u> Years With Other Firms <u>26</u> Years<br/>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment of 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):</p> <p>With over 25 years of experience in the design and construction industry, Scott brings a unique background to this project as both a contractor and a designer on DB projects throughout the US &amp; Canada including project management and leadership for over \$3B in project pursuits. He has been a driving force and industry leader in the development of the procedures, processes, and successful delivery of these Transportation alternative delivery projects (Roadways, Interchanges, Bridges, Transit, and Airports).</p> <p><b>Wagman Heavy Civil, Inc.</b><br/><b>Start Date: December 2020 End Date: Present Position: DBPM/EIC</b><br/><b>Responsibilities:</b> As DBPM/EIC, Scott is responsible for the integration and compliance of design and coordination with the construction team during design development through completion of construction. Serves as the POC responsible for overseeing DB projects from award through design, construction, and final acceptance, including direct supervision and control of multiple design consultants, QA/QC programs and procedures, schedule, budget, and all construction engineering.</p> <p><b>Kiewit</b><br/><b>Start Date: 2016 End Date: 2020 Position: DBPM/EIC, DB Sponsor, Risk Manager, and Sr. Design Engineer Manager</b><br/><b>Responsibilities:</b> Responsible manager overseeing all design engineering and the integration of these designs into DB projects throughout the United States and Canada. Scott managed a group of approximately 250 inhouse professional engineers across all disciplines including: geotechnical, hydrologic &amp; hydraulic, structural, drainage, roadway, environmental, ITS, and tolling. He had full authority over complex, multi-discipline engineering decisions and regularly exercised his control in making and approving such decisions during design and construction to ensure projects were constructed safely and efficiently while complying with his designs and appropriate regulations.</p> <p><b>Gannett Fleming, Inc.</b><br/><b>Start Date: 1997 End Date: 2016 Position: VP/National DBPM/EIC, Design Manager</b><br/><b>Responsibilities:</b> In addition to serving as the Lead Structural Engineer, Scott served as the overall Design Manager for numerous DB heavy civil projects supervising a multi-disciplinary team of design engineers by reviewing, compiling, and signing/sealing their aggregate work product. He also served as the design QAM on a major DOT project that reconstructed and realigned an existing toll road (including three general purpose and two express lanes in each direction) involving highway, ITS, tolling, and eight bridge structures.</p> |   |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br><b>University of Pittsburgh, Pennsylvania/B.S./1996/Civil Engineering</b>   |   |
| f. Active Registrations: Year First Registered/Discipline/VA Registration #<br><b>2010/Registered Professional Engineer/VA Registration #040204764</b><br><b>Also registered in PA, MD, NJ, NY, OH, NC, SC, AZ, CO, ID, MT, TX, UT, WA, and GA.</b>   |   |
| <p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li><i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li> <li><i>Note whether experience is with current firm or with other firm.</i></li> <li><i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><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></p>   |   |
| <b>MDOT SHA – InterCounty Connector (ICC) Contract B Design-Build, Montgomery County, MD (\$570M)</b>   |   |
| <b>Project Role:</b> Design-Build Segment Manager/EIC   | <b>With Current Firm?</b> No. Gannett Fleming, Inc. |
| <b>Beginning Date:</b> 11/2007  | <b>End Date:</b> 11/2011                            |

**Specific Responsibilities:** As Design-Build Segment Manager, responsible for the integration and compliance of design and coordination with the construction team during design development through completion of construction for the West Segment of the ICC Contract B Design-Build project. Scott ensured compliance with all RFC plans and compiled the aggregate RFC plans for as-built submission to the Owner. Scott made engineering decisions as needed to take immediate action to resolve matters involving potential hazards. Overall, the ICC Contract B including seven miles of controlled access for six lanes of traffic, five dual multi-span mainline bridges, four two-span overhead bridges, one overhead single-point urban interchange structure, and roadway interchanges at MD 182 and MD 650. Contract B also contained the most environmentally sensitive areas on the entire ICC corridor; all the mainline bridges, with a minimum length of 575-ft and longest span at 1,300-ft, cross over many of the streams and wetlands in the sensitive areas. Based on environmental commitments, the contract provided noise walls throughout the corridor for the community as well as a culvert for animal passage under the ICC. As DBPM of the project's largest segment, he was responsible for the design and coordination with the construction team for 3.5 miles of roadway including one interchange, drainage, lighting, environmental, utility relocations, landscaping, ITS, geotechnical, and multiple structures. Contract B was the middle section of this 18-mile long project which required Scott to coordinate design with Contract A and Contract C (**Risk 1 – Coordination with Stakeholders/Adjacent Projects**). Scott made sure that all engineering decisions were made by licensed engineers with the required expertise. During construction, Scott served as responsible in-charge engineer and worked with the construction team to address RFIs and design changes.

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|                                     |                             |                          |
|-------------------------------------|-----------------------------|--------------------------|
| Design-Build Project                | Major Bridge Structure      | ITS                      |
| Coordination with Adjacent Projects | Limited Construction Access | Permitting/Environmental |
| Utility Coordination/Relocation     | Fast-Track Schedule         | Stakeholder Coordination |

**Route 234 Brentsville Interchange Design-Build, Prince William County, VA (42M)**

|   |                               |
|---|-------------------------------|
| <b>Project Role:</b> DBPM/DB Integrator | <b>With Current Firm?</b> Yes |
| <b>Beginning Date:</b> 06/2020          | <b>End Date:</b> Present      |

**Specific Responsibilities:** DBPM and DB integrator responsible for the project integration of design and construction associated with development for the Project Interchange: roadway, SUPs, drainage, traffic, lighting, signals, utility coordination, environmental, geotechnical, hydrology and hydraulics, and structures within the Project from the pursuit phase through construction. Scott is managing the DB Team's fully integrated project schedule, project controls, meetings, and budget. He is Wagman's point of contact with Prince William County and VDOT for the project. Scott also manages the design, ROW acquisition, utility relocations, environmental compliance, and overall project management. He assists field operations during mobilization to provide the proper designs and proper processes to ensure the most up-to-date plans are utilized. Scott is working with the QA/QC teams in establishing the proper procedures to ensure a high-quality project. Scott and his team developed a plan to build more than 80% of the project outside of existing traffic, which was a major change from the Owner's original plan (**Risk 3 – MOT**). He is responsible for design and construction including field changes.

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|   |                                 |                          |
|---|---------------------------------|--------------------------|
| Multi-Discipline Design-Build Project     | Extensive Owner Coordination    | Permitting/Environmental |
| Roadway and Structures Reconstruction     | Fast-Track Schedule             | Stakeholder Coordination |
| Concurrent Design/Construction Operations | Utility Coordination/Relocation | QA/QC                    |

**PennDOT–American Parkway Design-Build, Lehigh County, PA (\$41M)**

|                                |   |
|--------------------------------|---|
| <b>Project Role:</b> EIC       | <b>With Current Firm?</b> No, Gannett Fleming, Inc. |
| <b>Beginning Date:</b> 03/2012 | <b>End Date:</b> 12/2014                            |

**Specific Responsibilities:** EIC for the design. In this role, Scott collaborated with the construction team beginning at the pursuit phase through design development, physical construction, and project acceptance. Scott compiled, reviewed and approved all integrated RFC plans before release to the contractor. Any changes or questions generated from the RFC plans were reviewed by Scott and answered in coordination with his appropriate design lead. As the EIC, Scott had the authority to stop work if the design was not followed by the field personnel. The project included a brand new, four-lane facility including park and riverfront improvements for pedestrian, boaters, and bicyclists that connects the public to SR 22. The new parkway also includes a new 800-ft-long signature bridge over Norfolk Southern Railroad and the Lehigh River as well as a new three-span bridge over an access road and private railroad. Roadway work included signals for five intersections, ESC, traffic control, roadway lighting, landscaping, signing and pavement markings, and utility relocations. Responsibilities included staff management, schedules, and monitoring design and construction teams for roadway, drainage, traffic, lighting, signals, utility coordination, environmental, landscaping, geotechnical, hydrology and hydraulics, and structures. During construction, Scott served as EIC and worked closely with the construction team to address changes and field conditions. The construction LOD was tight due to environmental permitting/compliance, (**Risk 2 – Working in a Constrained Project Site**).

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|                          |                                 |                             |
|--------------------------|---------------------------------|-----------------------------|
| Urban Roadway            | Design-Build Project            | Major Structures            |
| Fast-track Schedule      | Stakeholder Coordination        | Railroad Coordination       |
| Permitting/Environmental | Utility Coordination/Relocation | Limited Construction Access |

\* 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. **Currently working on pursuits such as this project, based out of the corporate office and shall be assigned to the Project full-time for the duration of the Project once design activities begin. Scott's assignment to the Route 234 Brentsville Interchange DB project will be complete 10/2022. Scott will be on-site (project site) full-time from commencement of construction through Final Acceptance of the Project.**

**ATTACHMENT 3.3.1**

**VDOT Contract ID C00117840DB112 – I-64 Hampton Roads Express Lanes (HREL) Segment 1A Design-Build  
KEY PERSONNEL RESUME FORM**

|  |                               |                          |                               |                                |                          |
|--|-------------------------------|--------------------------|-------------------------------|--------------------------------|--------------------------|
| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |                               |                          |                               |                                |                          |
| a. Name & Title: <b>Richard Allen, PE, DBIA,</b>   |                               |                          |                               |                                |                          |
| b. Project Assignment: <b>Quality Assurance Manager</b>  |                               |                          |                               |                                |                          |
| c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Quinn Consulting Services, Inc.</b>   |                               |                          |                               |                                |                          |
| <p>d. Employment History: With this Firm <b>8</b> Years With Other Firms <b>20</b> Years<br/>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment of 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):</p> <p><b><u>Quinn Consulting Services</u></b><br/> <b>Start Date: October, 2013 End Date: Present Position: Quality Assurance Manager</b><br/> <b>Responsibilities:</b> Richard has provided quality assurance on both the design and construction phases of Design-Build (DB) contracting approaches for many types of transportation projects. He provides quality assurance management, supervision of quality assurance inspection staff, supervises design engineering staff in the preparation of structural, architectural, utility coordination design elements and shop drawing review.</p> <p><b><u>Dulles Transit Partners, LLC (JV Team- Bechtel &amp;URS)</u></b><br/> <b>Start Date: September, 2007 End Date: December, 2012 Position: Unit Structural Engineer</b><br/> <b>Responsibilities:</b> Served as a Unit Lead Structural Engineer and provided Quality Assurance Oversight during the construction phase on this \$1.6B Dulles Metrorail (Silver Line) Light Rail Design-Build PPTA Project in Northern Virginia.</p> <p><b><u>Reinforced Earth Company</u></b><br/> <b>Start Date: April, 2000 End Date: September, 2007 Position: Regional Engineer</b><br/> <b>Responsibilities:</b> Oversaw the complete and final design of MSE wall drawings and calculations including internal, external, and occasionally global stability on projects throughout the United States.</p>  |                               |                          |                               |                                |                          |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br><b>Old Dominion University, Norfolk, VA/M.Eng./1995/Civil Engineering</b><br><b>Pennsylvania State University, State College, PA/BS/1992/Civil Engineering</b>   |                               |                          |                               |                                |                          |
| f. Active Registrations: Year First Registered/Discipline/VA Registration #<br><b>2001/Registered Professional Engineer/VA Registration #0402036809</b><br><b>2015/Design-Build Institute of America (DBIA) Designated Design-Build Professional/ D-1813</b>   |                               |                          |                               |                                |                          |
| <p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li><i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li> <li><i>Note whether experience is with current firm or with other firm.</i></li> <li><i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><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></p> <p><b>VDOT–Transform 66 Outside the Beltway Project Design-Build PPTA Project, Gainesville, Fairfax County, Prince William County, Manassas, Centerville, Bull Run, Vienna, and Oakton, VA (\$3.7B)</b></p> <table border="1"> <tr> <td><b>Project Role:</b> QAM</td> <td><b>With Current Firm?</b> Yes</td> </tr> <tr> <td><b>Beginning Date:</b> 10/2017</td> <td><b>End Date:</b> Present</td> </tr> </table> <p><b>Specific Responsibilities:</b> Richard served as the QAM for this P3 project between VDOT, DRPT, and private partner, I-66 Express Mobility Partners, a consortium of Cintra, Meridiam, John Laing Group PLC, and APG. FAM Construction, LLD, a partnership between Ferrovial Agroman US and Allan Myers VA Inc., was the design-build contractor for this Project which was Phase I of the Preferred Alternative Components of the overall Transform 66 Outside the Beltway Project. The project covers the design and construction of a 22.5-mile segment of limited access highway, and other improvements from I-495 (Capital Beltway) in Fairfax County to US Route 29 (Gainesville) in Prince William County. This Project included the development, design, construction, maintenance, operations, and associated facilities along the I-66 project corridor. The general elements of the project included: adding auxiliary lanes, constructing C-D roads, expanding the current HOV facility, modifying the general-purpose lanes and adjacent/existing roadways crossing I-66 within the project corridor, providing additional access points for Express Lanes, new park-and-ride facilities, and enhanced bicycle and pedestrian facilities. Richard was responsible for:</p> |                               | <b>Project Role:</b> QAM | <b>With Current Firm?</b> Yes | <b>Beginning Date:</b> 10/2017 | <b>End Date:</b> Present |
| <b>Project Role:</b> QAM   | <b>With Current Firm?</b> Yes |                          |                               |                                |                          |
| <b>Beginning Date:</b> 10/2017   | <b>End Date:</b> Present      |                          |                               |                                |                          |

- Implementing and maintaining the Quality Management System (QMS) throughout the project.
- Providing leadership to a team of QA inspectors responsible for monitoring and verifying the QC Process.
- Scheduling, facilitating, and preparing meeting minutes for Preparatory Inspection Meetings.
- Initiating the non-conformance process for those items reported by the QA Inspection and Testing Team.
- Conducting internal and external design and construction auditing.
- Overall internal auditing responsibilities to verify that the QA/QC material sampling and testing process meets or exceeds the contract minimum requirements and the Materials Notebook documentation is in conformance with the established process.
- Providing materials sampling/testing audits to ensure practices and procedures are consistent throughout project.
- Conducting periodic auditing of erosion and sediment control measures and project documentation to verify adherence with the project requirements and recommend procedural improvements as deemed necessary.
- Providing continuing improvement to the existing QA/QC process.

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|   |                              |                             |
|---|------------------------------|-----------------------------|
| Design-Build/P3 Project                     | Major Structures and Bridges | Stormwater/Hydraulics       |
| Urban Interstate Interchange Reconstruction | Environmental Compliance     | MOT/Traffic Control Devices |
| Signage and Lighting                        | Surveying/Roadway            | Geotechnical Inspections    |
| Construction Engineering/Inspection         | Stakeholder Coordination     | Overall Project Management  |

**VDOT-I-95 Express Lanes Design-Build PPTA Project, Spotsylvania, Stafford, Prince William, Fairfax Counties and the city of Fredericksburg, VA (\$1B)**

**Project Role:** QAM

**With Current Firm?** Yes

**Beginning Date:** 10/2013

**End Date:** 10/2015

**Specific Responsibilities:** Richard served as QAM for this project that was divided into four segments: 1. (8.3-miles) Garrisonville Road to Dumfries Road, 2-lane reversible section on new location (7 new bridges, inclusive of 2 flyovers and NB slip ramp); 2. (7 miles) Dumfries Road to Prince William Pkwy, maintained geometry of existing roadway; 3. (11.9-miles) Prince William Pkwy to I-495, added 3<sup>rd</sup> lane; 4. (2.2 miles) I-495 to North of Edsall Road, added 3<sup>rd</sup> lane. Richard's responsibilities included:

- Implementing and maintaining the QMS throughout the project.
- Providing leadership to a team of QA inspectors responsible for monitoring and verifying the QC Process.
- Scheduling, facilitating, and preparing meeting minutes for Preparatory Inspection Meetings.
- Initiating the non-conformance process for those items reported by the QA Inspection and Testing Team.
- Conducting internal and external design and construction auditing.
- Overall internal auditing responsibilities to verify that the QA/QC material sampling and testing process meets or exceeds the contract minimum requirements and the Materials Notebook documentation is in conformance with the established process.
- Providing materials sampling/testing audits to ensure practices and procedures are consistent throughout project.
- Conducting periodic auditing of erosion and sediment control measures and project documentation to verify adherence with the project requirements and recommend procedural improvements as deemed necessary.
- Providing continuing improvement to the existing QA/QC process.

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|   |                              |                             |
|---|------------------------------|-----------------------------|
| Design-Build/P3 Project                     | Major Structures and Bridges | Stormwater/Hydraulics       |
| Urban Interstate Interchange Reconstruction | Environmental Compliance     | MOT/Traffic Control Devices |
| Signage and Lighting                        | Surveying/Roadway            | Geotechnical Inspections    |
| Construction Engineering/Inspection         | Overall Project Management   | Stakeholder Coordination    |

**VDOT-Route 7 over Dulles Toll Road (DTR), Vienna, VA (\$45M)**

**Project Role:** QAM

**With Current Firm?** Yes

**Beginning Date:** 06/2015

**End Date:** 05/2018

**Specific Responsibilities:** Richard served as QAM for the widening Route 7 west of Tyco Road to include two existing bridges over the DTR and Airport Access Highway. This project consisted of the following activities:

- New construction of Route 7 west of Tyco Rd to tie into previous Route 7 improvements conducted under the Metrorail (Silver Line). Project including widening from 4 lanes to 6 lanes.
- Complete deck replacements of two bridges over the DTR including abutments and substructure repairs.
- Addition of a shared use path in each direction of Route 7.
- Drainage and SWM improvements.
- Design and construction of several noise barrier and MSE abutment walls.

Richard oversaw the Project QA Process, provided oversight of the project QA staffing and coordinated QA/QC testing requirements; verified all work performed on the Project was inspected and tested in accordance with the VDOT Minimum Requirements for QA/QC on design-build and PPTA Projects and the project-specific QA/QC plan.

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|   |                              |                             |
|---|------------------------------|-----------------------------|
| Design-Build/P3 Project                       | Major Structures and Bridges | Stormwater/Hydraulics       |
| High Density Urban Interchange Reconstruction | Environmental Compliance     | MOT/Traffic Control Devices |
| Signage and Lighting                          | Surveying/Roadway            | Geotechnical Inspections    |
| Construction Engineering/Inspection           | Overall Project Management   | 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. **I-66 Outside the Beltway / Complete December 2022**



**ATTACHMENT 3.3.1**

**VDOT Contract ID C00117840DB112 – I-64 Hampton Roads Express Lanes (HREL) Segment 1A Design-Build  
KEY PERSONNEL RESUME FORM**

|  |                               |
|--|-------------------------------|
| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |                               |
| a. Name & Title: <b>Eric Sender, PE, DBIA, Senior Vice President</b>   |                               |
| b. Project Assignment: <b>Design Manager</b>   |                               |
| c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Wallace Montgomery</b>  |                               |
| d. Employment History: With this Firm <b>28</b> Years With Other Firms <b>3</b> Years<br>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment of 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):<br><b>Wallace Montgomery</b><br><b>Start Date: June 1994 End Date: Present Position: Senior Vice President/Design Manager</b><br><b>Responsibilities:</b> Eric has designed and managed both Design-Bid-Build and Design-Build (DB) contracting approaches for many types of transportation projects, including new urban roadways and interchanges, interchange modifications, interstate-expressway roadway realignments and capacity-widening improvements, electronic tolling/ITS retrofits, rehabilitation/safety improvements, and bridge structure rehabilitation/widening/replacements. He has developed roadway, structure location, and traffic studies; geometric, drainage, and maintenance of traffic (MOT) designs for enhanced traffic operations/safety and avoiding/minimizing right-of-way (RW), utility, and environmental impacts. Eric has managed many multidiscipline design efforts and facilitated coordination with project stakeholders, including adjacent project representatives, VDOT, City/County and Universities/Colleges' Officials, utility owners, federal government agencies (FHWA/FAA/GSA/NPS), citizen advisory and roadway user advocacy groups, and adjacent/corridor property and business owners. He is well versed in AASHTO's highways/streets and roadside design policies/guidelines as well as the VDOT's Roadway Design and Drainage Manuals and Road & Bridge Standards. Eric offers over 31 years of transportation projects design experience, including the last 21 years as a Design Manager (DM) dedicated to delivering DB projects. From 1999 to 2004, he provided engineering consultant services to the Maryland Department of Transportation State Highway Administration (MDOT SHA) to develop DB concept designs, NEPA clearance, performance specifications, and RW, utility relocation, and environmental permitting requirements. Eric has spent the past 18 years as a DM delivering DB final design efforts on roadway traffic operations/safety enhancement and congestion relief projects. He is focused on ensuring that the DB submittals are coordinated between design disciplines and construction forces and conform with the RFP, stakeholder commitments and the QA/QC plan. <i>He offers a great understanding in managing multi-disciplined transportation DB projects and can anticipate potential design pitfalls, while maintaining project objectives and critical paths.</i> |                               |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br><b>University of Pittsburg, Pittsburg, PA/B.S./1990/Civil Engineering</b>  |                               |
| f. Active Registrations: Year First Registered/Discipline/VA Registration #<br><b>2011/Registered Professional Engineer/VA Registration #0402048790</b><br><b>2017/Design-Build Institute of America (DBIA) Designated Design-Build Professional/2370</b>  |                               |
| g. Document the extent and depth of your experience and qualifications relevant to the Project.<br>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i><br>2. <i>Note whether experience is with current firm or with other firm.</i><br>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i><br><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>MDOT SHA–MD 404 Dualization Design-Build, Caroline, Queen Anne’s, and Talbot Counties, MD (\$105M)</b>  |                               |
| <b>Project Role:</b> Design Manager  | <b>With Current Firm?</b> Yes |
| <b>Beginning Date:</b> 07/2016   | <b>End Date:</b> 07/2018      |
| <b>Specific Responsibilities:</b> Eric supervised the complete multi-discipline, multi-consultant design efforts and ensured RFP conformance on this operations/safety project constructing two new lanes along nine miles of existing MD 404 to create a 4-lane divided highway. Engineering efforts included highway, structural, H&HA-drainage-stormwater management (SWM), erosion sediment control (ESC), transportation management plan (TMP)/MOT, traffic (lighting, ITS-dynamic message signing/cameras, signalization, signing/markings), pavement rehabilitation/reconstruction/widening, geotechnical, noise abatement, and landscaping designs, and securing environmental permits and monitoring compliance. Eric facilitated the integration of the competing roadway, drainage-SWM, and ITS-signing features along with utility relocations/access ways within a preestablished confined RW corridor ( <b>Risk 2 – Working in a Constrained Project Site</b> ) and the development of innovative, cost-effective paving and guard rail/concrete barrier solutions, which saved \$11M. He assisted the stakeholder/public outreach coordinator ( <b>Risk 1 - Coordination with Stakeholders/Adjacent Projects</b> ) and TMP manager to ensure the project objective of avoiding project length traffic delays greater than five minutes during construction ( <b>Risk 3 – MOT</b> ). The project was substantially completed within an aggressive 18-month timeframe. Eric developed a comprehensive “rolling” submissions of final design plans using   |                               |



two other major and 11 DBE subconsultants to support a joint venture three contractor-three segmented project. The approach facilitated continuous, concurrent work efforts of grading; 11 bridge and multi cell pipe/box culvert crossing replacements/extensions to eliminate 100-year storm event flooding; and paving. Eric recognized that the structural and ITS/lighting construction was paramount to expedite material acquisitions. So, he developed the design schedule with the structural crossings and final traffic features submittals independent from the final roadway/drainage. **The project received a 2018 AASHTO America's Transportation Award for Quality of Life/Community Development.**

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|                                 |                                   |                                 |
|---------------------------------|-----------------------------------|---------------------------------|
| Design-Build On Time & Budget   | Fast Track Project Schedule       | Expedited Materials Acquisition |
| Geotechnical Exploration/Design | Existing Bridge Crossing Upgrades | TMP/MOT Modeling/Design         |
| Drainage/SWM Design             | Environmental Permitting          | Road & Guardrail/Barrier Design |
| Utility Relocation Coordination | Stakeholder/Public Outreach       | Confined Right of Way Corridor  |

**MDOT SHA-I-95/I-495 and Maryland 5 Branch Avenue Metro Access, Prince George's County, MD (\$68M)**

|                                     |                               |
|-------------------------------------|-------------------------------|
| <b>Project Role:</b> Design Manager | <b>With Current Firm?</b> Yes |
| <b>Beginning Date:</b> 07/2004      | <b>End Date:</b> 11/2016      |

**Specific Responsibilities:** Eric oversaw the design of this project to increase traffic capacity and provide congestion relief improvements for the I-95/I-495 Capital Beltway and the Maryland 5 (Branch Ave) urban expressway corridors in conjunction with the opening of the Branch Ave Metro Station. The project involved modifying the Capital Beltway and MD 5 interchange with Beltway widening and rehabilitation improvements through the interchange as well as MD 5 reconstruction/widening for connecting a new, half-mile, four-lane divided access road (Woods Way) from southbound MD 5 (over northbound MD 5) to the Branch Ave Station. The interchange modifications consisted of a new semi-direct flyover ramp from the Beltway Inner Loop to MD 5 southbound (SB), and the realignments of a directional ramp from the Outer Loop to MD 5 SB and a cloverleaf ramp from MD 5 northbound (NB) to the Inner Loop. Eric managed design efforts that included traffic analysis; constructability reviews; NEPA/CE reevaluations; design exceptions development and coordination; highway, structural, drainage-SWM-ESC, and TMP-MOT designs; noise abatement analysis and feasible/reasonable evaluations; geotechnical and traffic (signals, lighting, ITS, signing, marking) engineering; and storm drain inspections/retrofits. Eric facilitated the designs to minimized impacts along the Beltway, MD 5 to the adjacent commercial and residential district. To avoid excessive impacts to businesses along MD 5 NB and to the Woodlane residential community adjacent to MD 5 SB, Eric's team designed five retaining walls to support the MD 5 NB grade cut and the new MD 5 SB and Woods Way intersection (**Risk 2 - Working in a Constrained Project Site**). The construction of the directional ramp and the flyover ramp includes five bridges, MSE Retaining Walls and reinforced earth slopes. Eric provided hands-on efforts in developing the final roadway-interchange geometrics, drainage, and construction/MOT staging designs (**Risk 3 - MOT**). Eric used a context-sensitive approach, including common-sense engineering. He oversaw the stakeholder coordination process with WMATA, Prince George's County, utilities, and MNCPPC to develop solutions that maximized accessibility and minimized impacts and ensured compatibility with the Metro Station's planned transit-oriented development (**Risk 1 - Coordination with Stakeholders/Adjacent Projects**).

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|  |                                 |                             |
|--|---------------------------------|-----------------------------|
| Highly Congested Urban Area            | Road & Guardrail/Barrier Design | Drainage/SWM Design         |
| Roadway Widening/Reconstruction        | TMP/Phased MOT Modeling/Design  | Environmental Permitting    |
| Utility Relocation Coordination/Design | Geotechnical Exploration/Design | Stakeholder/Public Outreach |

**MDOT SHA-I-95/Contee Road Design-Build, Prince George's County, MD (\$34M)**

|                                     |                               |
|-------------------------------------|-------------------------------|
| <b>Project Role:</b> Design Manager | <b>With Current Firm?</b> Yes |
| <b>Beginning Date:</b> 01/2012      | <b>End Date:</b> 11/2014      |

**Specific Responsibilities:** Eric managed the multi-disciplinary design team for this Design-Build contract for the construction of Contee Road, an urban arterial roadway, and its grade-separated connection with I-95 using a partial cloverleaf interchange configuration. The Contee Road interchange connects within the I-95 collector-distributor (CD) roadways between the Intercountry Connector (ICC)/MD 200 and MD 198. The project increased the capacity of the collective roadway system being influenced by the traffic demands generated by the Washington DC and Baltimore Metropolitan areas . Eric oversaw the complete final design efforts including field surveys; highway, structural, H&HA, drainage-SWM, ESC, TMP/MOT, geotechnical, traffic (lighting, ITS, signals, signing/markings), utility relocation coordination (private transmission/distribution and public distribution services), and landscaping; construction plans development; securing environmental permits; and providing construction support, including active participation at construction progress/partnering, utility coordination, and stakeholder/public outreach meetings. Eric coordinated the interchange tie-ins with the adjacent construction contracts for the continuation of the Contee Road/Virginia Manor roadways and connections to the ICC/CD roadways (**Risk 1 - Coordination with Stakeholders/Adjacent Projects**). Eric orchestrated innovative, cost-effective solutions and scheduling that resulted in over \$4M in cost savings and ensured the time critical opening of the new ICC toll roadway and the interchange. These solutions included reducing bridge costs and refining/reworking proposed roadway geometrics and SWM features to minimize significant earthwork, pavement reconstruction, construction staging; and maintain existing traffic operations and accessibility at all times (**Risk 3 - MOT**). Eric facilitated the shortening of the new Contee Road bridge overpass by 82' and providing symmetrical spans with modifying the under-passing I-95 NB CD road and adjoining interchange ramps connections.

**Similarities with the I-64 HREL Segment 1A Design-Build Project:**

|  |                                |                                 |
|--|--------------------------------|---------------------------------|
| Design-Build On Time & Budget          | Fast Track Project Schedule    | Highly Congested Urban Area     |
| Geotechnical Exploration/Design        | TMP/Phased MOT Modeling/Design | Road & Guardrail/Barrier Design |
| Drainage/SWM Design                    | Environmental Permitting       | Expedited Materials Acquisition |
| Utility Relocation Coordination/Design | Stakeholder/Public Outreach    | Adjacent Projects 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**

**ATTACHMENT 3.3.1**

**VDOT Contract ID C00117840DB112 – I-64 Hampton Roads Express Lanes (HREL) Segment 1A Design-Build  
KEY PERSONNEL RESUME FORM**

|  |
|--|
| <b>Brief Resume of Key Personnel anticipated for the Project.</b>  |
| a. Name & Title: <b>Durant Walters, PE, DBIA, Operations Manager</b>   |
| b. Project Assignment: <b>Construction Manager</b>   |
| c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Fay Southeast</b>   |
| d. Employment History: With this Firm <b>1</b> Years With Other Firms <b>31</b> Years<br>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment of 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):<br><br><b><u>Fay Southeast</u></b><br><b>Start Date: January 2021 End Date: Present Position: Operations Manager</b><br><b>Responsibilities:</b> Durant is responsible for overseeing all Fay Southeast construction operations and ensures that all projects under his leadership have the needed resources, material, equipment, labor, and services to complete the work safely, with quality, on time and within budget. Durant is also responsible for all construction, quality control, and schedule compliance.<br><br><b><u>Lane Construction Corporation</u></b><br><b>Start Date: August 2017 End Date: October 2020 Position: Project Director/District Manager</b><br><b>Responsibilities:</b> Durant’s responsibilities included overall project management, administrative direction of Project Managers, managing quality control activities, establishing project objectives, policies, procedures, and performance standards. Served as DBPM for VDOT’s \$85M I-66 Eastbound Widening project.<br><br><b><u>Kiewit Infrastructure South Co.</u></b><br><b>Start Date: January 2017 End Date: August 2017 Position: DBPM</b><br><b>Responsibilities:</b> Responsibilities included project team evaluation and formation; development of SOQ and Technical Proposals; project construction approach; estimate coordination; managing the construction process including quality control activities; and administration and management of design teams to meet project financial, schedule, and construction objectives.<br><br><b><u>Lane Construction Corporation</u></b><br><b>Start Date: October 2016 End Date: January 2017 Position: Senior Project Manager</b><br><b>Responsibilities:</b> Responsibilities included overall project management, administrative direction of Project Managers, establishment of project objectives, policies, procedures, and performance standards.<br><br><b><u>Facchina Construction Company, Inc.</u></b><br><b>Start Date: June 2014 End Date: October 2016 Position: Region Manager/Project Executive</b><br><b>Responsibilities:</b> Responsibilities included overall project management, administrative direction of Project Managers, establishment of project objectives, policies, procedures, and performance standards. Also served as DBPM for MDOT SHA’s \$25M MD 4 project.<br><br><b><u>Cherry Hill Construction, Inc.</u></b><br><b>Start Date: 1999 End Date: 2014 Position: DBPM, CM, Project Engineer</b><br><b>Responsibilities:</b> Responsibilities included overall project management and direction for field projects; establishment of project objectives, policies, procedures, and performance standards; initiated and maintained liaison with prime client and A/E contacts. Served as CM and DBPM on multiple projects with this firm. |
| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:<br><b>University of Maryland College Park, MD/B.S./1999/Civil Engineering</b><br><b>Hudson Valley Community College, Albany, NY/A.S./1989/Civil Engineering Tech</b>  |
| f. Active Registrations: Year First Registered/Discipline/VA Registration #<br><b>2011/Registered Professional Engineer/VA Registration #0402049300</b><br><b>2015/Design-Build Institute of America (DBIA)/171749</b><br><b>2017/Virginia DEQ Responsible Land Disturber/RLD12530</b><br><b>2021/Virginia ESCC/2-00714 (exp. 5/21/2026)</b>   |
| g. Document the extent and depth of your experience and qualifications relevant to the Project.<br>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i><br>2. <i>Note whether experience is with current firm or with other firm.</i><br>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i><br><br><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>VDOT-I-66 Eastbound Widening Design-Build, Dulles, VA (\$85M)</b>   |  |                                |
| <b>Project Role:</b> Design-Build Project Manager (DPBM)   | <b>With Current Firm?</b> No. Lane Construction Corp.  |                                |
| <b>Beginning Date:</b> 12/2019   | <b>End Date:</b> 10/2020                               |                                |
| <p><b>Specific Responsibilities:</b> This project was for the Design-Build delivery of an additional travel lane for four miles on I-66 from the Dulles Connector to Fairfax Drive, a new access ramp from VA 7 to the West Falls Church Metro Station, and a 700 LF overpass at Lee Highway for the W&amp;OD Trail. Project required the widening of 6 bridges and interstate roadway through a heavily developed residential and commercial corridor (<b>Risk 2 – Working in a Constrained Project Site</b>). As DBPM, Durant was responsible for the overall project management of design development, construction and QA/QC which included environmental controls, hydraulics and drainage, SWM, geotechnical evaluation of pavements and deep foundations, park improvements, electrical services, ITS infrastructure, development of the TMCP, MOT phasing and pedestrian detours for the W&amp;OD Trail (<b>Risk 3 – MOT</b>), traffic control devices, construction engineering and inspection, and survey. Under Durant’s leadership, this project completed 45-days ahead of the early completion milestone for opening the additional lane and completed 67 days early. The project completed without a single environmental infraction. Durant was key to the coordination of the project lighting, overhead and roadway signage, and transportation management plan which needed regular coordination with WMATA railroad, which occupies the gore area of I-66, and was constructing station upgrades (<b>Risk 1 - Coordination with Stakeholders/Adjacent Projects</b>). Durant also presented at the public outreach and noise barrier presentations. The project included acquisitions of easements and ROW by the DBT. A portion of the new W&amp;OD trail bridge was under Dominion Energy Transmission Lines. To construct the bridge, Durant coordinated an outage with Dominion to allow drilling and concreting of the foundation piles.</p> |  |                                |
| <b>Similarities with the I-64 HREL Segment 1A Design-Build Project:</b>  |  |                                |
| VDOT Design-Build Project  | Bridge Widening  | Interstate Widening            |
| Congested Urban Environment  | Limited Access   | ITS and Tolling Infrastructure |
| Utility Coordination/Relocation  | Drainage and SWM                                       | Roadway                        |
| Noisewall Analysis and Construction  | Adjacent Project Coordination                          | ROW Acquisition                |
| Environmental Permit Compliance  | Stakeholder Coordination                               | Public Outreach                |
| <b>MDTA-I-95 Express Toll Lanes MD 43 Interchange, White Marsh, MD (\$142.5M)</b>  |  |                                |
| <b>Project Role:</b> Construction Manager  | <b>With Current Firm?</b> No. Cherry Hill Construction |                                |
| <b>Beginning Date:</b> 11/2012   | <b>End Date:</b> 05/2014                               |                                |
| <p><b>Specific Responsibilities:</b> This project involved the urban reconfiguration of 1.6 miles of I-95’s eight lane divided highway into eight General Purpose Lanes and four Express Toll Lanes. The project entailed approximately 1M CY of earthwork, roadway and drainage construction, six new bridges, removal of three bridges over I-95, 10 retaining walls, noise barriers, lighting, OH Signs, ITS, tolling structures, extensions to a triple-cell box culvert, and stream diversions. Utility relocations of a 48” sewer interceptor under I-95 by micro-tunneling, gas transmission line and Level 3 Fiber-Optic. MD 43 was widened from four to six lanes for 1.1 miles. Durant provided overall Project management; implemented construction techniques and environmental education to workforce to minimize environmental impacts coordinated Owner’s QA/QC, coordinated MOT and transportation management plan (<b>Risk 3 – MOT</b>) with an adjoining widening project to the north of the project (<b>Risk 1 - Coordination with Stakeholders/Adjacent Projects</b>), maintained interstate signage and eliminated planned detours to adjacent mega-mall, commercial areas, and residential subdivisions (<b>Risk 2 – Working in a Constrained Project Site</b>), participation in public outreach, and regular stakeholder and utility coordination meetings. Project was completed on time.</p>  |  |                                |
| <b>Similarities with the I-64 HREL Segment 1A Design-Build Project:</b>  |  |                                |
| Interstate Widening/Express Toll Lanes   | Major Structures and Bridges                           | Noisewall/Retaining Walls      |
| Limited Access   | ITS and Tolling Infrastructure                         | MOT/Traffic Control            |
| Utility Coordination/Relocation  | Drainage/SWM   | Stakeholder Coordination       |
| Environmental Permit Compliance  | Coordination with Adjacent Projects                    | Public Outreach                |
| <b>FWHA-EFLHD-9<sup>th</sup> Street Bridge Replacement Design-Build Project, Washington, DC (\$58M)</b>  |  |                                |
| <b>Project Role:</b> Construction Manager  | <b>With Current Firm?</b> No. Cherry Hill Construction |                                |
| <b>Beginning Date:</b> 09/2006   | <b>End Date:</b> 06/2011                               |                                |
| <p><b>Specific Responsibilities:</b> This project included the DB replacement of a 645’ multi-span, four-lane structure over US 50 (New York Ave.), AMTRAK yard and railroad, and CSXT railroad in N.E. DC consisting of new SWM facilities, roadway drainage, retaining walls, widening of US 50, street lighting and signalized intersections. The project was located in a highly congested urban area with access constraints from the underlying railroads (<b>Risk 2 – Working in a Constrained Project Site</b>). Durant was responsible for overall project management, TMP and MOT phasing for heavy commuter traffic (<b>Risk 3 – MOT</b>), coordination with local businesses and underlying railroads, erosion and sediment control, and project schedule management resulting in the on time completion of the project.</p>   |  |                                |
| <b>Similarities with the I-64 HREL Segment 1A Design-Build Project:</b>  |  |                                |
| Design-Build Project   | Highly Congested Urban Area                            | Limited Access                 |
| Multi-Span Structures Construction/Demolition  | Railroad Coordination                                  | Stakeholder Meetings           |
| 6-Lane Roadway Widening/Reconstruction   | Multi-Phase MOT  | Drainage/SWM                   |
| Utility Coordination/Relocation  | Environmental Permit Compliance                        | Public Outreach                |
| * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.  |  |                                |
| <p>h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. <b>Durant is currently overseeing various Norfolk Shipyard projects and the EFLHD Ft. Eustis Bridge Reconstruction. Durant will be available during the design and preconstruction phases for I-64 IA transition to be on-site full-time when construction operations commence in the 1<sup>st</sup> quarter of 2023. After which time he will remain on-site full-time until the project is completed in December 2025.</b></p>  |  |                                |





# Appendix 3.4.1

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## Work History Forms

Joint Venture



FAY SOUTHEAST  
S&B USA CONSTRUCTION

Lead Engineer



**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>I-95 Southbound CD Lanes Rappahannock River Crossing DB</b><br><br><b>Stafford, VA</b> | <b>Johnson, Mirmiran &amp; Thompson</b>   | Name of Client: <b>Virginia Department of Transportation (VDOT)</b><br>Project Manager: <b>Robert Ridgell, PE</b><br>Phone: <b>540.372.3549</b><br>Email: <b>Robert.ridgell@vdot.virginia.gov</b> | <b>05/2022</b>                         | <b>05/2022</b><br>(Estimated, substantial completion expected 03//24/2022, 2 months early) | <b>\$101,600</b>                 | <b>\$114,736</b><br>(Estimated, due to owner initiated/approved change orders adding project enhancements: increased shoulder width on 2 bridges & span length on 3 bridges, full depth GP shoulder section, and increased station limits of contract work at both termini) | <b>\$114,736</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.



**Project Description**

Wagman Heavy Civil, as Design-Builder, is responsible for this \$114M VDOT Design-Build (DB) project that constructs six miles of 3 new I-95 SB General Purpose (GP) lanes in Fredericksburg between Route 3 and Route 17. The new GP lanes are being constructed in the existing median of active I-95, and the existing SB lanes will be converted to a Collector-Distributor (CD) road. The project includes roadway, survey, structure and bridges, environmental, geotechnical, hydraulics, traffic control devices, transportation management plan, right-of-way, utilities, public involvement/relations, quality assurance and quality control, ITS, signage and lighting, construction engineering and inspection and overall project management. More specifically, the project includes four interstate bridges; a new 1,200-ft-long, 100-ft-high bridge over the Rappahannock River, a new bridge over Rte. 17, and the demolition and replacement of two existing bridges over Rte. 17. The project connects with the planned southern extension of the Express Toll Lanes from Northern Virginia. This project required a complex TMP to safely manage the high traffic volumes of I-95, Rte. 17 interchange and the Rte. 3 interchange. Through design refinement, Wagman was able to reduce the MOT phasing on Rte. 17 to one phase during construction of the new I-95 overpass bridges. We also reduced impact to I-95 GP traffic by working with VDOT to construct the large buildups required to divert the interstate traffic during reconstruction of the GP bridges over weekend periods as opposed to the months long effort to build up in 2" increments one lane at a time. The Team also worked with stakeholders to implement and maintain a coordinate pedestrian MOT scheme for trail & river users during construction of the River Bridge. This included portages, temporary pedestrian bridges, widening of existing City infrastructure, and dedicated pedestrian routes through the construction zone. The project has required coordination with FHWA, VDOT, EPA, DEQ, USACE, Virginia Marine Resources Commission, Virginia Department of Game and Inland Fisheries, City of Fredericksburg, Stafford and Spotsylvania Counties. Wagman, along with VDOT conducted an active public involvement campaign for the project that includes a series of Pardon Our Dust (POD) public meetings that occurred at each major switch in traffic during construction to inform citizens what to expect and how to navigate the construction work zones. These included virtual POD meetings to address concerns stemming from COVID-19. Stakeholders include homeowners concerned about the noise walls, environmental groups such as Friends of the Rappahannock, river and trail user groups and utility companies. Wagman coordinated with local first responders to: maintain their access to interstate crossovers within the project limits, improve access to existing training facilities, plan for access points to work areas in case of emergency, and provide site specific training for first responders and Wagman personnel. Other activities include monthly newsletters, project website, and social media notifications. An effective QA/QC program was essential to the success and helped avoid delays due to rework. Daily communication between the QA/QC team was maintained throughout construction to ensure that work met or exceeded quality requirements. The DBT partnered with VDOT on this project to implement the use of PlanGrid software to ensure timely comprehensive collaboration among the project team. This allowed up to the minute collaboration in addition to our weekly QA/QC meetings held to discuss and resolve any issues. Wagman's four-week look ahead schedules were used to monitor and adjust QA/QC resources as needed based on workloads and work shifts. The project has required significant public engagement with many stakeholders including recreational users of the river. The project team has turned what was considered a risk to the project during procurement to a project benefit through building strong stakeholder relationships. Due to our QA/QC efforts the project currently holds the highest CQIP score in the state at 97.2%.

**Experience with Similar Goals as the I-64 Project**

**On Time Delivery:** VDOT issued NTP on 2/21/18. Wagman began physical construction operations six months later through the development and approval of an early work plan set for drainage, erosion and sediment control, clearing and earthwork. By employing a rolling D-B process for the remaining design, Wagman expects to complete the project by 3/24/22, based on the current schedule (update #35), ahead of the contractual completion date of 5/26/22. Additionally, the current schedule shows that the interim milestone date of 10/15/21 will be achieved.

**Delivering Projects in Developed Urban Corridors:** The Wagman D-B Team (DBT) developed MOT plans through the busiest corridor in the Fredericksburg District to permit traffic to move safely and efficiently without causing major delays and back-ups along I-95. Our plan also allowed local traffic to safely enter and exit I-95 at the Rte. 3 and Rte. 17 Interchanges.

**Innovation:** Our MOT plan also safely and efficiently allow construction vehicles and material deliveries to enter and exit the work zones in the median between I-95 SB and I-95 NB at the posted speed limit without causing traffic back-ups and congestion. Wagman, with its in-house professional engineers in collaboration with structural and environmental engineers designed a causeway and temporary bridges across the River to allow for efficient and safe movement of heavy cranes used to erect the structural steel

**Limiting Impacts to Traveling Public, Businesses and Communities:** To reduce construction vehicles on NB and SB I-95 during peak congestion times, the DBT has performed most of the critical earthwork moving at night.

**Effective Communication Strategies:** Wagman collaborated with VDOT public outreach personnel to develop a clear and concise public relations plan to effectively inform the public of all changes in traffic along with lane closures that would occur daily. The DBT developed virtual models of all major traffic switches that were placed on VDOT's website ahead of time to allow the public to view.

**Similar Risks Mitigated**

**Risk 1 Coordination with Stakeholders and Adjacent Projects:** Wagman coordinated with VDOT and the Rte. 3 SIP contractor to have ITS conduit runs adjusted so they would not require relocation as part of the I-95 SB project. Wagman has taken the lead on all coordination efforts with the FedEx Branch/Flatiron Team by preparing bi-weekly agendas and taking minutes in meetings, collaborative sharing of information and development of a stop-gap MOT plan with VDOT for the Rte. 17 Interchange Northbound to the end of the project. This plan allows traffic to safely enter the new GP Lanes, converted CD Lanes and new ramps at the Rte. 17 with a temporary signal at Rte. 17 until the FedEx Branch/Flatiron Team can complete their over-lapping ramp work.

**Risk 2 Working within a Constrained Project Site:** The new river bridge is being constructed between the existing NB & SB I-95 Bridges and between steep river banks adjacent to cultural resources and recreational trails. The new I-95 GP lanes bridge over Rte.17 is being constructed between existing NB & SB I-95 bridges while maintaining vehicular and pedestrian traffic along Rte. 17.

**Risk 3 Maintenance of Traffic:** I-95 through the Fredericksburg area is one of the most congested and dangerous Interstates in the Country. The Wagman Team understands the importance of limiting disruptions to the traveling public, so we developed a unique design for the ingress and egress to the construction work in the median. This design included barrier wall separations along with asphalt pavement inside the travel lanes in the median to allow construction vehicles to enter and exit at posted speed limits. Temporary signage was also included to inform the traveling public of the ingress and egress areas to the median of I-95. This innovative approach was a huge success, limiting disruptions to the traveling public and allowing the I-95 traffic to continue through the work zones at posted speed limits.

**Relevance to the I-64 Project:**

- VDOT Design- Build
- Interstate/Urban Corridor (ADT of 224,000)
- Minimized Impacts to Traveling Public
- Complex MOT involving Adjacent Projects to Maintain Safety & Mobility
- QA/QC
- ITS/Signage and Lighting
- Innovative Bridge Design Solutions and Construction/Access Techniques
- Interstate Bridge Demolition/Construction
- Utility Relocation/Coordination
- Environmental Compliance
- Public Outreach/Coordination with Local Stakeholders

**Proposed Staff:**

- ✓ Glen Mays
- ✓ Scott Rhine
- ✓ Mike Dugan
- ✓ Ian Westbrook
- ✓ David Creasey
- ✓ Brian Blankenship
- ✓ Greg Andricos
- ✓ Anthony Bednarik
- ✓ Jeanie Jones
- ✓ Ed Laczynski
- ✓ Keith Hildebrandt
- ✓ Randy Sprinkle

Exceeded DBE goal of 12% by > \$1M



**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>SH288 Express Toll Lane Expansion</b><br><br><b>Houston, TX</b> | <b>Stantec</b>  | Name of Client: <b>Texas Department of Transportation (TxDOT)</b><br>Project Manager: <b>Greg Snider, PE</b><br>Phone: <b>346.231.0427</b><br>Email: <b>Gregory.snider@txdot.gov</b> | <b>07/2019</b><br>(extended to 9/2020) | <b>11/2020</b><br>Service Commencement<br><br>TxDOT extended time for +90% (the rest in negotiation)<br><b>CONSTRUCTION COMPLETED</b> | <b>\$815,427</b>                 | <b>\$840,850</b><br>(Construction, due to owner requested C.O.: Pedestrian Bridges, Ramp Reversals, Other New Scope) | <b>\$840,850</b><br>(SBA acting as a JV partner in the fully integrated A-GC JV, under which its participation is 50%, self-performed most of the superstructure, substructure and some of the foundations works. For that purpose SBA seconded employees to A-GC including in key position such as Deputy PM, Biz Manager, Sr Superintendents and Sr/ Field engineers) |

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.



**Project Description**

Shikun & Binui - America Inc. (SBA), the contractor of TxDOT SH288 is an affiliate of the Design-Builder, FAY Southeast Inc., being under common control through Shikun & Binui USA. To clarify further, Shikun & Binui USA has control over the management of shared resources, including personnel, equipment, materials, and support services across both legal entities for allocation of appropriate experience and talent, assigned to roles from projects awarded to either entity. Furthermore, Shikun & Binui USA intends to mobilize and allocate SBA resources who previously worked on SH288 to I-64. To clarify, SBA's role in the Wagman-Fay Southeast JV will not be as a sub, but as an affiliate which will provide any needed resources to Fay Southeast. The DBJV for this project, Alameda-Genoa Contractors is structured as an integrated JV partnership. Responsibility includes SBA with 50%, Dragados USA with 30% and Pulice Construction (20%). SBA held key leadership positions in the DBJV, which self-performed all major aspects of construction, including roadway, structures, environmental, SWM, utilities, traffic control, ITS, signage & lighting, project and design management. This design-build project reconstructed 10.3 miles of roadway SH 288. It is a critical commuter road with heavy traffic congestion with ADT of 160,000. Includes reconstruction of two major four-level interchanges and construction of two three-level direct connectors. These interchanges contain high-level directional flyover ramps measuring up to 7,000 ft in length; long-span, post-tensioned straddle bents; and sharply-curved, girder bridges. The team built 53 bridges within the construction limits, including 18 new high-level directional flyovers.

Design and construction of flyover ramps utilized accelerated bridge construction (ABC) techniques via standardized designs and maximized use of precast pre-stressed concrete beams, precast concrete pier caps, and mono-shaft foundations. The remaining structures include 22 new overpass bridges and 13 bridge widenings. Total new bridge deck area is approximately 1,800,000 SF. Additionally, the project includes 19 new toll gantries and 21 new overhead sign structures. It includes toll lanes and a state-of-the-art all-electronic toll collection system that utilizes time of day congestion pricing to set variable toll rates. To expedite project delivery, SBA, as part of the integrated DBJV, divided the project into four segments, with simultaneous work on all segments. 33 utilities were relocated, including waterlines, sewer, electric, gas and communications; and 1.8 million sf of detention ponds were designed to offset over 100 acres of added pavement as the water discharge rate could be increased. Also provided coordination with railroads/transit.

The traffic management plan (TMP) had to minimize traffic impact during rush hours, coordination with major adjacent jobs via multiple contractors and authorities and complex phasing on Interchange reconstruction. For example, the 610 interchanges required full demolition and reconstruction of 8 ramps all of which included activities which were limited to specific weekends as coordinated with all the relevant stake holders. Our TMP used extensive social media platforms and other communication channels to spread awareness about the project, information about upcoming lane closures or traffic alerts, and public involvement in regards to lane closures and any other aspects of the project.

The detailed environmental construction mitigation plan included required permit compliance details, applicable NEPA commitments and plans for managing impacts of construction activities, including minimizing construction noise through work hour controls and use of muffler systems, minimizing the effect on air and water quality through dust and SWM activities, inspecting suspected asbestos containing materials and properly handling and disposing of these.

This project also included the design, supply, installation, testing, and integration of the ECTS and communications system and traffic control devices. ITS deployment included dedicated support structures (gantries, post/poles, cabinets, communication nodes, and hub buildings), electrical infrastructure (duct bank and conduits, cabling, and UPS), communication systems, and ITS equipment (dynamic message signs, signals and lighting, vehicle detection system, CCTV cameras, and lane control system). During construction, S&B was also responsible for relocating, salvaging, and maintaining existing ITS devices and power services.

**Relevance to the I-64 Project:**

- Design-Build P3 (DBFOM)
- Urban Congested Corridor (ADT of 160,000)
- Rehabilitation and Conversion of Interstate Lanes into Managed and GP Lanes
- Minimized Impacts to Traveling Public
- Complex MOT involving Adjacent Projects and Dynamic Lane Use
- Innovative Bridge Design Solutions and Construction Techniques
- Demolition and Construction of Urban Bridges over Interstate
- Utility Relocation/Coordination
- Environmental Mitigation
- Coordination with Local Businesses/Emergency Responders/Communities

**Proposed Staff:**

- ✓ Juan Doron (Utilities/ITS Coordinator)
- ✓ Jason Esser (Scheduler)

The DBE performance goal of 12% was met. Project team included a full time Community Coordination Manager, which helped the project to meet its DBE goals.

**Experience with Similar Goals as the I-64 Project**

**On Time Delivery:** TxDOT extended the original completion date multiple times, most recently to 9/30/2020. While service commencement was achieved 40 days later (11/09/2020), TxDOT excused all other 436 days (which are more than 90% of the deviation). Our team worked through challenging weather conditions, including Hurricane Harvey covering some sections of highway with as much as 10 ft of water and several tropical storms and flood events, causing significant Geotechnical and Hydraulic Construction Challenges. Our solution was to accelerate the schedule to mitigate the impacts. Coordinating with adjacent projects: Our team successfully coordinated MOT and construction schedule and activities with several other projects at the two major interchanges along the 10.3 mile project including at the Beltway 8 Interchange, the I-610 Interchange, in the SH288 extension in Brazoria County with an ADT of 160,000.

**Delivering Project in Developed Urban Corridor:** Taking place on the third most-congested roadway in Houston and one of the busiest metropolitan areas in the nation, complex urban traffic management through innovative design, construction sequencing, and traffic maintenance solutions accelerated construction time and avoid lane closures. Innovation: An ATC eliminated the fifth-level flyover above the I-610 interchange and reconfiguring the interchange to bring the general purpose lanes at-grade and create direct connectivity between the I-610 and the SH288 toll lanes. This major design change improved connectivity and revenue generation and resulted in significant construction and maintenance cost savings of \$~200 Million while providing new and better connected interstate interchange.

**Limiting Impacts to Traveling Public/Affected Businesses/Communities:** The project was phased to minimize lane closures, maximize mobility during construction and promote safety. During the Holly Hall and Southmore Bridges demolition/reconstruction, phasing kept the existing bridges open to through traffic. A key feature of the traffic management plan was spreading awareness about the project and information about upcoming lane closures or traffic alerts through social media. Effective communication strategies: A combined effort of the concession and construction team managed a multi-channel communication strategy, including via the drive288.com website. Communication plan and stakeholder engagement was managed by a full-time dedicated manager. Those methods proved to be vital for the success of the project.

**Similar Risks Mitigated**

**Risk 1 Coordination with Stakeholders and Adjacent Projects:** Our team coordinated MOT and construction schedule and activities with five other major projects at the two major interchanges along the 10.3 mile project - the Beltway 8 Interchange and the I-610 Interchange and at the southbound of the project, where it connects to the newly built Brazoria County 288 managed lanes.

**Risk 2 Working within a Constrained Project Site:** The demolition and re-build on the I-610, 4-story, 8 ramps interchange required a high level of job stage sequencing (very tight night and/or weekend windows) as there were very strict limitations to shut down traffic. Site access was limited as the managed lanes were built in the median of the very congested SH288, which presented a challenge for heavy equipment entrance and exit from the paving work areas. Another constraint was ROW acquisition, as the DBJV was responsible for the acquisition of 5 land parcels in the corridor, fully coordinated with TxDOT.

**Risk 3 Maintenance of Traffic:** Project scope included over \$40M of MOT expenses (mostly for police officers, flaggers, barriers and signage). Dynamic Lane technologies helped mitigate the impact on the traveling public, especially during peak traffic. The exceptional cooperation between SBA's team and TxDOT resulted in meeting the Lane Closure allocations provided by the department. This was achieved through a state-of-the-art MOT planning, working around the multiple limitations presented by a busy metro (including the accommodation of events like the SB 49, Rodeos, etc.) MOT was key though the entire 10 miles, but especially on the I-610 I/C which required 8 ramps above-traffic demolitions in tight weekend closure windows



**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>Interstate I-95 and I-695 Interchange Reconstruction</b><br><b>Baltimore, MD</b> | <b>Johnson Mirmiran &amp; Thompson</b>  | Name of Client: <b>Maryland Transportation Authority (MDTA)</b><br>Project Manager: <b>David LaBella, PE (Retired)</b><br>Phone: <b>410.494.9093</b><br>Email: <b>dlabela@wallacemontgomery.com</b> | <b>08/2010</b>                         | <b>08/2010</b>                                    | <b>\$208,601</b>                 | <b>\$216,788</b><br>(Price increase due to added scope and owner issued change orders) | <b>\$216,788</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.



**Project Description**

This was a \$216.7 million interchange reconstruction project north of Baltimore City, MD for one of the most heavily traveled interchanges (ADT 330,000) in the United States. The I-95 & I-695 Interchange was designed to eliminate an outdated double braided interchange and Wagman was the managing partner of a construction joint-venture formed to build this project. Collaboration, coordination and open communication, facilitated by Wagman, between our joint-venture partners, MDTA and GEC, made this project a success. The project included demolition of existing bridges and roadway. This project required major traffic control components to maintain traffic on I-95 and I-695 during construction. The work included 11 bridges – four curved steel flyovers, three mainline bridges, two ramp bridges and two overpass structures. The project also included 75,000 SF of retaining walls; 215,000 SF of drilled caisson post and panel noise walls; 1,100,000 CY of excavation; 30,000 LF of drainage pipe; 175,000 tons of asphalt paving; milling of mainline I-95; and grooving services. This interchange project created unique challenges in stormwater management. Working closely with MDE we were able to adjust erosion and sedimentation sequencing to align with earthmoving operations. Wagman proposed to Value Engineer portions of the foundation system on the main flyover structures to incorporate a more conventional pile foundation that suited our resources and resulted in a \$1.8 million savings to the project. Working with the Designer and Owner, Wagman proposed a very successful alternate traffic scheme to minimize impact to the traveling public during steel erection operations. David LaBella, PE, served as Project Manager for MDTA prior to joining WM, and worked closely with the Wagman team to facilitate value engineering proposals. The partnering environment fostered by Wagman, the Owner and the Designer allowed this type of collaboration with everybody working in the best interest of the project. Utility relocation and coordination enhanced the progress of the project when we proposed to hand tunnel under I-95/I-695 in lieu of micro-tunneling. This work was self-performed by the Joint-Venture allowing us to manage the schedule of the utility relocation. A major fiber optic communication line ran through the project. We collaborated with the utility owner to locate and avoid relocation of this important utility. During construction, WM served as the corridor-wide MOT Manager, including Robert Evans, PE, PTOE, who was responsible for coordinating work zones between adjacent active construction projects along I-95. WM also provided construction inspection personnel, responsible for daily quality assurance processes and procedures for all construction activities and materials certification.

**Minimum 30 Years of relatively Maintenance Free:** Quality was identified as a priority for the project. The I-95/I-695 Interchange Design Team collectively developed a Mission Statement and all key stakeholders developed and signed a Partnering Charter - demonstrating all parties' commitment to quality and served as the foundation for our formal QA/QC program. There was a Quality Incentive for the Joint Venture Partnership's subcontractor, American Infrastructure, to ensure asphalt was compacted to the proper density. For this project, the contractor received the incentive for meeting the compaction requirements. This measurement of quality provided assurance to the owner that subcontractors would be providing a consistent product and quality of service. This was a visionary project to improve the safety, quality and maintenance at the interchange. To alleviate bottlenecks created by exits on the left side of I-95 and increase motorist convenience and safety, this project relocated exits to the right, providing a more conventional geometric design. In addition, entrances for future expansion and Express Toll Lanes (ETLs) were constructed to expand road capacity and separate general purpose lanes from the ETLs. These changes have significantly improved traffic safety and operation through the interchange and adjacent roadways. The Joint Venture Partnership also proactively identified and built certain elements (i.e. pier foundation and partial stem construction) to enhance future ETL ramp work and avoid constructability issues. This approach further demonstrates the strong partnering commitment.



**Public Outreach During Design & Construction:** Due to the magnitude of these lanes in Maryland, public involvement was imperative for this project. During a study prior to construction, agencies and the public were given the opportunity to provide feedback on the interchange as defined in the I-95 Master Plan. Such feedback helped the project team proactively predict and eliminate potential setbacks. The team recognized the complexity of the design could slow down the establishment of a consensus among various stakeholders. In an effort to simplify the explanations of the engineering involved with this study, renderings and animations of cars utilizing the ramps were used during Focus Group meetings, public workshops, and the public hearing. The early involvement allowed the planning team to respond to public and agencies' comments in the beginning stages of design, aiding in the public's acceptance of implementing Electronic Toll Lanes along this section of the I-95 corridor. The Joint Venture Partnership and MDTA management team collectively addressed customer concerns. The Project Team regularly communicated I-95/I-695 Interchange construction progress as well as operational changes which would occur after the project's completion. A project website, www.I95ExpressTollLanes.com, was utilized to announce construction updates, traffic alerts and conditions. An outreach team provided information and services including community group presentations, special studies addressing potential noise impacts, and physical mitigating improvements to enhance project aesthetics.

**Use of Accelerated Construction Techniques:** The Joint Venture Partnership initiated and coordinated the establishment of an on-site concrete batch plant with the supplier, S&G Concrete and MDTA. It was located in the same complex as the project field offices. This vastly improved the level of service and enhanced safety as it reduced ready mix trucks traveling to and from the job-site and minimized the number of trucks needed. By avoiding the extreme traffic, the team delivered a superior concrete product. MDTA and the project team greatly benefited from this in terms of cost, schedule and safety as delivering the massive amounts of concrete needed in high-volume traffic would have been problematic if it was batched off-site. Wagman collaborated with the Designer on this project that involved many elements that are similar to **I-64 Segment 1A's** project including integrated Public and Community Outreach, major work on a busy corridor with extensive MOT and major traffic switches, multiple phases of construction, called for strict environmental compliance, and required Wagman to execute innovative solutions to mitigate risks and solve issues that saved MDTA over \$1 million.

**Experience with Similar Goals as the I-64 Project**

**On Time Delivery:** Project was completed on time and all major milestone dates were achieved.  
**Delivering Projects in Developed Urban Corridors:** This interchange is north of Baltimore with combined ADT of 240,000.  
**Innovation:** We developed a value engineering proposal to change deep foundations saving the owner over \$1M. Revised the MOT plan to eliminate dangerous contraflow and improving the project schedule.  
**Limiting Impacts to Traveling Public, Businesses and Communities:** MOT was revised to improve mobility through the work zone and many major activities such as girder erection were conducted during off-peak travel hours.  
**Effective Communication Strategies:** Wagman provided three week look-ahead schedule weekly to communicate our plan to the owner, public outreach team and the traveling public.

**Similar Risks Mitigated**

**Risk 1 Coordination with Stakeholders and Adjacent Projects:** This interchange project was part of a larger mega-project that increased capacity and added express toll lanes. We were required to coordinate with projects to the north and south of the interchange. Major traffic switches had interim milestone dates to maintain the mega-project schedule and Wagman met or beat every milestone date.  
**Risk 2 Working within a Constrained Project Site:** The reconstruction of I-95 and I-695 had to remain within the ROW owned by MDOT SHA, creating limited access, limited areas to work, and limited locations for SWM. All work activities were planned within the constrained worksite to allow ingress and egress and a safe work zone.  
**Risk 3 Maintenance of Traffic:** We maintained traffic on two major interstates (I-95 and I-695) and all traffic movements were maintained during construction.

**Relevance to the I-64 Project:**

- Interstate/Urban Corridor
- Minimized Impacts to Traveling Public
- Complex MOT involving Adjacent Projects to Maintain Safety & Mobility
- QA/QC
- ITS/Signage and Lighting
- Innovative Bridge Design Solutions and Construction/Access Techniques
- Demolition and Construction of Interstate Bridges
- Utility Relocation/Coordination
- Environmental Compliance
- Public Outreach/Coordination with Local Stakeholders
- Increased Capacity
- Express Toll Lanes

**Proposed Staff:**

- ✓ Anthony Bednarik, DBIA
- ✓ Ed Lazinski, PE
- ✓ David LaBella, PE
- ✓ Bob Evans, PE, PTOE

*The project won several awards including: 2011 National Partnership for Highway Quality (NPHQ) National Achievement Award – Special Recognition for Structure Project; 2011 Maryland Quality Initiative (MdQI) Award of Excellence Partnering Silver Award; 2011 MdQI Award of Excellence for Structure New/Rehab over \$5M; 2010 NPHQ Silver Award for Public Commencement; 2010 American Concrete Institute (ACI) Maryland Chapter Excellence in Concrete Award.*



**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)                        |  |
| <b>Maryland 404 Dualization Design-Build Project</b><br><br><b>Talbot, Queen Anne's, and Caroline Counties, MD</b> | <b>MD 404 Corridor Safety Constructors Tri-Venture of Wagman Heavy Civil, Inc.; Allen Myers MD, Inc.; and David A. Bramble, Inc.</b> | Name of Client: <b>MDOT State Highway Administration</b><br>Project Manager: <b>Sean Campion, PE</b><br>Phone: <b>410-545-8863</b><br>Email: <b>scampion@mdot.maryland.gov</b> | <b>04/2016</b>                      | <b>11/2017</b><br>Substantial (On Time)<br><br><b>07/2018</b><br>Final (On Time) | <b>\$104,998</b>                       | <b>\$105,688</b><br>(The client negotiated ROW acquisition Enhancements) | <b>\$5,597</b>   |

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



- Similarities to I-64 HREL Segment 1A**
- Design-Build Delivery
  - Lead Contractor & Lead Designer teaming experience on a project over \$100M
  - Aggressive Completion Schedule
  - Major Capacity Improvements
  - ITS Infrastructure and Integration
  - Leveraged Innovative Design Solutions and Construction Techniques to Expedite Project Schedule
  - Major Roadway, Structural, Traffic, and Stormwater Engineering Components
  - Noise abatement Analysis and Design

- WM's Role**
- WM served as the lead engineer and provided overall design management for the MD 404 CSC Design-Build Team. WM was responsible for:
- Surveying and Subsurface Utility Locating
  - Roadway, Structural, Pavement, Drainage and Hydrologic/Hydraulic Design
  - Stormwater Management and Erosion Sediment Control Design
  - TMP, MOT, and traffic design (signal, lighting, ITS, signing and markings)
  - Environmental Permitting and Compliance
  - Private Utility Relocations Coordination
  - Construction Support

**Project Narrative and Scope**

**Wallace Montgomery (WM)** was Lead Designer for the MD 404 Corridor Safety Constructors (CSC) Design-Build Team (led by Wagman Heavy Civil) to design and construct two additional lanes for 9 miles on MD 404 **in less than 18 months**. The new four-lane divided highway from US 50 to east of Holly Road improves roadway safety and operations, and significantly reduces delays, particularly during peak traffic volumes on summer weekends. MD 404 is a high speed (55-mph posted speed limit) principal arterial that serves commuters, commercial trucking, and summer vacationers. The scope of work included:

- Nine miles of new, reconstruction, and rehabilitated roadway paving
- Roadway tie-ins with the existing dualized four-lane highway sections
- New service roads to consolidate access points with MD 404 from the adjacent properties
- Innovative J" Turn and Continuous Green "T" intersections to eliminate unprotected side streets movements
- 115' single-span precast prestressed concrete Bulb-T girder bridge over Norwich Creek
- Two new multi-cell precast/CIP box culvert and four existing box culvert extensions
- Five multi-cell concrete pipes roadway cross culvert systems
- Combination of closed and open drainage systems creating positive flows along the project site's flat terrain
- Stormwater quality and quantity micro-scale facilities
- Intersection lighting, signing, pavement marking, traffic signal modification
- ITS devices including Dynamic Message Signs and CCTVs
- Noise abatement using earth berms/concrete screening fence and landscaping.

- Specific project elements included:
- 450,000 CY of Regular Excavation
  - 300,000 LF of Pavement Marking
  - 60,000 LF of Traffic Barrier
  - 235,000 Tons of Asphalt Paving
  - 160,000 LF of Engineered Swales

**Innovative Design Solutions & Construction Techniques**

Although impacts to wetland/waterways were permitted, the environmental agencies requested more minimization than shown on the RFP plans. Our final design further reduced impacts by 33% through adjusting the new roadway profiles; minimizing culvert lengths; maximizing headwall heights; and performance based design criteria to reduce the width of service roads. Furthermore, WM's SWM approach provided quality/quantity treatment exceeding requirements through roadway adjacent micro-scale practices such as bio-swales and wet-swales in lieu of larger pond type facilities. Maximizing these micro-scale facilities reduced the project footprint to avoid and minimize impacts and created space for utility relocations and noise abatement features

In order to accommodate the project's aggressive schedule, we pre-consolidated the subsurface soils for the roadway embankment at the Norwich Creek Bridge and adjoining box culvert extensions to avoid down drag on the pile foundation. Since the abutments, culverts, and the roadway embankment were under construction simultaneously, WM developed a sheet pile cut-off wall system to act as a slip joint between the settling embankment and the substructures/boxes.

**Proposed Staff for HREL Segment 1A that Contributed to the Success of this Project**

Eric Sender, PE, DBIA (WM); David Borusiewicz, PE, DBIA (WM); Diane Durscher, PE (WM); Jessica Klinefelter, CEP, CWB (WM); Matt Davis, PE (WM); Anthony Bednarik, DBIA (WF); Greg Andricos, PE (WF); Ed Laczynski, PE (WF); Glen Mays, DBIA (WF)

**Limiting Impacts to the Traveling Public & Effective Communication with Businesses and Stakeholders**

CSC collaborated with MDOT SHA to provide timely information to the public throughout design and construction. The project website was continually updated with anticipated lane closures and provided real-time traffic information with links to cameras placed along the corridor. Our TMP was proactive in regards to first responders. We established protocols that allowed them to move through the project work zones without delay.

WM supported CSC and MDOT SHA in developing and implementing a public outreach plan that addressed provided ongoing and transparent information to the public via the Project website; stakeholder meetings; social media; email updates; and more traditional methods such as fliers and postcards.

**Risk Identification and Mitigation**

WM identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:

- **Coordination with Stakeholders and Adjacent Projects:** The only way the nine mile project could be completed in less than 18 months was to take a "divide and conquer" approach. We divided Route 404 into three segments so each member of the tri-venture could work independently, concurrently, and in concert with each other. As Lead Designer, WM was responsible for coordinating with each of the contractors to ensure that everybody had the information they needed to keep the project moving forward at all times. Lane closures and work zones were meticulously and continuously reviewed to confirm traffic flow continuity through all three segments and to ensure that driver expectations were easily satisfied by signage and pavement markings installed in the work zone. WM coordinated regular meetings with all three contractors to review upcoming maintenance of traffic changes, discuss safety concerns, and promote positive communication.
- **Working Within a Constrained Project Site:** MDOT SHA required the final roadway footprint, roadside clear zone grading, drainage collection/conveyance and SWM features, ITS-signing, and utility relocations to be designed and constructed within a preestablished right-of-way corridor. This proved to be incredibly challenging because upsized waterway crossings were required to eliminate the potential for roadway flooding during 100-year storm events. The increased conveyance created the potential for stormwater degradation in the downstream channels during smaller (2-year) storm events. WM proposed an innovative approach to capture the stormwater within the project's constrained right-of-way limits by maximizing the use of roadside storm water quality micro-scale treatments and incorporating upstream hydraulic control weir wall structures. This allowed all work to be completed within the constrained footprint.

**On-Time Completion**

When this project was originally conceived, MDOT SHA informed the public that construction would take approximately three years to complete. Based on a comparative analysis of similar projects, a 36 month schedule would seem appropriate. Prior to advertisement, however, completion of the project became political and an incentivized 18-month contract duration (NTP to Substantial Completion) was established. As noted above, CSC divided the project into three construction segments between the contractor tri-venture team. WM developed and led an innovative "rolling" final design submission approach to facilitate continuous, concurrent work efforts of grading; bridge/culvert construction; and paving in each of the segments. The result was a complete success and the project deservedly won a host of awards for accomplishing this astounding achievement.

*2018 AASHTO America's Transportation Award for Quality of Life/Community Development; 2018 Associated Builders and Contractor Chesapeake Shores Chapter Excellence in Construction & Safety Project of the Year over \$100M; 2019 Maryland Quality Initiative (MdQI) Project of the Year Award over \$5M; 2019 MdQI Partnering Bronze Award; and 2019 ACEC/MD Grand Award.*





**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)                      |  |
| <b>Interstate I-95/I-395 Interstate and Bridge Rehabilitation</b><br><br><b>Baltimore City, MD</b> | <b>Wagman Heavy Civil, Inc.</b>   | Name of Client: <b>Maryland Transportation Authority (MDTA)</b><br>Project Manager: <b>Nafiz Alqasem, PE</b><br>Phone: <b>410-537-8200</b><br>Email: <b>nalqasem@mdta.state.md.us</b> | <b>03/2014</b>                      | <b>06/2016</b>   | <b>\$51,000</b>                        | <b>\$55,000</b><br>(Additional Owner Directed Work Added Enhancements) | <b>\$1,200</b>   |

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



- Similarities to I-64 HREL Segment 1A**
- Lead Contractor & Lead Designer Coordination
  - Aggressive Completion Schedule
  - Congested Urban Interstate
  - ITS and Tolling System Integration
  - Complex Staging/MOT Design
  - Developed/Managed an Effective Communications Strategy w/ Business Owners and Key Stakeholders
  - 24/7 Construction Support to Accommodate Schedule & Stakeholders
  - Major Roadway, Structural, Traffic, and Stormwater Engineering Components

- WM's Role**
- As the Design Manager for MDTA, WM was responsible for:
- Overall Design Management
  - Survey and Evaluation of Existing Bridges
  - Roadway, Structural, Pavement, Drainage
  - TMP, MOT, and traffic design (integrated with ITS and Tolling System infrastructure)
  - Coordination with Adjacent Projects, Stakeholders, and Community Outreach
  - Environmental Permitting
  - Construction support

**Project Narrative and Scope**

**Wallace Montgomery (WM)** was responsible for all facets of project design beginning with the preliminary structural inspection through project scoping, conceptual design, public involvement, and final design. WM also provided construction support services for the \$55M, **4.4-mile long interstate rehabilitation project located on a tolled facility adjacent to the Fort McHenry Tunnel in the City of Baltimore**. WM developed value engineering solutions to extend the service life of the existing bridges, reduce future maintenance costs, accommodate anticipated future congestion relief projects, and minimize impacts to roadway users and local community during construction. Mainline roadway work involved shoulder reconstruction, mill and overlay of the existing roadway, new lane markings, and localized pavement repairs. WM coordinated with the Maryland Department of the Environment (MDE) to obtain a waiver for stormwater management, an Industrial Waste Permit for hydro-demolition, and developed erosion and sediment control plans for all disturbed areas, including numerous drainage structure repair locations. The scope of work included:

- Evaluation of Rehabilitation Alternatives
- Complex Maintenance of Traffic (MOT) on a Congested Urban Interstate
- Design of Temporary and Permanent Roadway and Bridge Signing
- Roadway, Pavement, and Structural Engineering
- Drainage Design, Stormwater Management, and Erosion and Sediment Control (ESC) Design
- Modification of Existing Facilities within the Existing ITS and Tolling System Network
- Environmental Permitting
- Extensive Public Outreach with Local Residents, Business Owners, Railroads, and Emergency Services
- Estimating, Scheduling, Contract Development and Construction Support Services

- Specific project elements included:
- 237,000 SY of Deck Rehabilitation including 15,700 CY of Latex Modified Concrete
  - 1,250,000 LF of Temporary Pavement Markings and 107,000 LF of Permanent Pavement Markings
  - 13,500 Tons of Asphalt
  - 275,000 LF of Concrete Traffic Barrier
  - 75 Drainage Structure Replacements or Upgrades

**Limiting Impacts to the Traveling Public & Effective Communication with Businesses and Stakeholders**

The project was specifically designed by WM to limit impacts to the surrounding community. Work zones were established to maximize accessibility during peak travel times, including major sporting events at the Ravens' and Orioles' stadiums. A well-coordinated public outreach campaign was implemented including informational meetings at local communities, strategic distribution of mailers/pamphlets/flyers, and notification to the traveling public using Digital Message Signs, radio alerts, social media, and newspapers. Clear messaging detailing the dates and times to expect heavy congestion and to utilize alternate routes was provided to the community, commuters, and businesses.

**Proposed Staff for HREL Segment 1A that Contributed to the Success of this Project**

Eric Sender, PE, DBIA (WM); David LaBella, PE (WM); (WM); Robert Evans, PE, PTOE (WM); Diane Durscher, PE (WM); Jessica Klinefelter, CEP, CWB (WM); Mike Lewis (WM); Matt Davis, PE (WM); Anthony Bednarik, DBIA (WF); Dave Baker (WF); Greg Andricos, PE (WF); Brandon Zerilla (WF)

**Innovative Design Solutions & Construction Techniques**

WM developed an innovative process to determine the most efficient and cost effective appropriate to repair bridges and roadways and select materials. We implemented an advanced pilot project to document the sequence of work, duration, crew size, production rates, and recorded noise levels. The data was used to set an aggressive but feasible schedule with incentives. Rapid setting cementitious materials were used to accelerate production and meet the aggressive schedule.

**Risk Identification and Mitigation**

WM identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:

- **Coordination with Stakeholders and Adjacent Projects:** WM provided close coordination with multiple adjacent projects including overlapping work areas. The adjacent projects included a major cleaning and painting & fatigue retrofit project on I-95 and I-395 for which the MOT design of both projects was fully integrated. In addition, there was an on-going project to remove existing high mast light poles, and nightly tunnel repairs for the Fort McHenry Tunnel under Baltimore Harbor at the northern project terminus. The construction teams for all contracts met bi-weekly to coordinate lane closures, work area limits, impacts to tolling operations, and DMS and Lane Use Control signs/messaging.
- **Working Within a Constrained Project Site:** The I-95 corridor is primarily aerial structure with adjacent City streets below, and included the I-95/I-395 interchange, I-95/MD-295 Interchange, and 17 ramps connecting to City streets, and a dedicated auxiliary-lane facility. The project required traffic shifts into existing shoulders, for which pavement analysis was performed and the shoulders were upgraded as a first order of work. Traffic shifts resulted in impacts to over 80 existing inlets, which were inspected, resulting in the reconstruction of 25 inlets with custom designed restraints to prevent inlet grates from coming loose under vehicular traffic. Designated pull-off areas and access points for construction and emergency vehicles were integrated into the design. Specific requirements were included to protect roadways, pedestrian areas, railroads, and transit facilities below the bridges including shielding and flagging operations.
- **Maintenance of Traffic:** A complex TMP was designed to safely convey 170,000 daily vehicles through the project. WM developed five stages of MOT Plans that never closed a travel lane (temporary nighttime single lane closures were permitted). In total, the project included 47 separate work zones along the tolled roadway. The design provided constructible work areas with pull-off-areas for emergencies and contractor access. WM developed a "Work Area Conflict Matrix" in the MOT plans, that allowed the contractor to clearly identify work areas that could be performed simultaneously. MOT plans included extensive modifications of overhead signs to accommodate lane assignment messages and coordination with DMS's through the work zone. The design was integrated with Lane Use Signal controls for the adjacent tunnel at the northern terminus of the project.



**On-Time Completion**

It was critical to complete the proposed rehabilitation in advance of an adjacent major interstate improvement on I-895. WM expedited the design by combining milestone reviews, performing over the shoulder reviews with MDTA staff, rigorously tracking comments/responses, and proactively addressing resolution of major comments. WM's sub-consultants worked physically within our office as part of the design team to maximize productivity. The design maximized available work areas, used rapid setting materials, and included multiple incentivized work areas to ensure the project was completed on time. During construction, WM engineers were on-site during major work operations to provide answers in the field and avoid any construction delays. The project was completed ahead of schedule and Wagman earned the full project incentive for early completion.



*The project won multiple awards including: 2016 ENR Mid-Atlantic Region Best Specialty Contracting Project; 2017 CMAA Baltimore Chapter Project Achievement Award under \$100M; 2017 Maryland Chapter of ACI Honorable Mention; 2017 Maryland Quality Initiative (MdQI) Project of the Year, Partnering in Construction Gold Award; Modal Award, and MBE Contractor Award.*



**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)  |  |
| <b>I-95 at Contee Road Interchange Design-Build</b><br><br><b>Prince George's County, MD</b> | <b>Allan Myers</b>  | Name of Client: <b>MDOT State Highway Administration</b><br>Project Manager: <b>Dave Phillips</b><br>Phone: <b>410-545-8823</b><br>Email: <b>dphillips@mdot.maryland.gov</b> | <b>01/2012</b>                      | <b>11/2014</b><br>(Schedule was maintained with contractor advancing conduit installations for utility relocations) | <b>\$30,700</b>                        | <b>\$33,744</b><br>(Overage due to owner directed updates for new bike lane requirements and upgrade of a WSSC watermain crossing) | <b>\$5,500</b>   |

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

|   |   |   |
|---|---|---|
|  <p><b>Similarities to I-64 HREL Segment 1A</b></p> <ul style="list-style-type: none"> <li>• Design-Build Delivery</li> <li>• Aggressive Completion Schedule</li> <li>• Congested Urban Interstate Corridor</li> <li>• ITS and Tolling System Integration</li> <li>• Complex Staging/MOT Design</li> <li>• Leveraged Innovative Design Solutions to Expedite Project Schedule</li> <li>• Effective Communication Strategies w/ Businesses and Key Stakeholders</li> <li>• Major Roadway, Structural, Traffic, and Stormwater Engineering Components</li> </ul> <p><b>WM's Role</b></p> <p>WM served as the lead engineer and provided overall design management for the Design-Build team. As Lead Designer, WM was responsible for:</p> <ul style="list-style-type: none"> <li>• Field Data Collection Surveying</li> <li>• Roadway, Structural, Pavement, Drainage and Hydrologic/Hydraulic Design</li> <li>• Stormwater Management and Erosion Sediment Control Design</li> <li>• TMP, MOT, and Traffic Design (signal, lighting, ITS, signing, marking)</li> <li>• NEPA Reevaluation Support and Environmental Permitting and Compliance</li> <li>• Private Utility Relocations Coordination and Public/Private Utility Design</li> <li>• Construction Support</li> </ul> | <p><b>Project Narrative and Scope</b></p> <p><b>Wallace Montgomery (WM)</b> was Lead Designer for the Design-Build Team to design and construct an arterial roadway, Contee Road (now known as Konterra Drive), and its grade separated partial cloverleaf interchange connection with I-95. The Contee Road interchange is located on I-95 halfway between Washington DC and Baltimore, approximately one mile north of the I-95 interchange with the Intercounty Connector (ICC)/MD 200 toll roadway and one mile south of the I-95 interchange with MD 198. The project increased the capacity of the collective roadway system being influenced by the traffic demands generated by the Washington DC and Baltimore Metropolitan areas. The scope of work included:</p> <ul style="list-style-type: none"> <li>• Two New Directional Outer Ramps</li> <li>• Two New Cloverleaf Inner Loop Ramps</li> <li>• A 4-Span 519' Steel Girder Bridge over I-95 and Demolition of the Existing Substandard Overpass</li> <li>• Overhead Guide Sign and Gantry Tolling Equipment Structures/Infrastructure</li> <li>• Integration of ITS (Dynamic Message Signs) into the ICC's Electronic Tolling System</li> <li>• Development of a Transportation Management Plan (TMP) and Complex Maintenance of Traffic (MOT)/Work Area Staging on a Congested Interstate</li> <li>• Roadway and interchange tie-ins and coordinated openings between with the adjacent construction contracts for the continuation of Contee Road/Virginia Manor roadways and connections to the ICC/CD roadways</li> <li>• Roadway, Pavement, and Structural Engineering</li> <li>• Drainage Design, Stormwater Management, and Erosion and Sediment Control (ESC) Design</li> <li>• Traffic Engineering Design for Signals, Interchange/CD Road Lighting, Signing, and Pavement Marking</li> <li>• Significant Utility Engineering Coordination (PEPCO Overhead transmission lines; BGE and Verizon Overhead/Underground Service Lines) and Design (WSSC Water Mains; BGE and Verizon Conduits)</li> <li>• Environmental Permitting and Ensuring Compliance</li> </ul> <p>Specific project elements included:</p> <ul style="list-style-type: none"> <li>• 275,000 CY of Regular Excavation</li> <li>• 5,600 LF of Storm Sewer Pipe</li> <li>• 50,000 Tons of Asphalt Paving</li> <li>• 42,000 Tons of 21B Aggregate</li> </ul> <p><b>Limiting Impacts to the Traveling Public &amp; Effective Communication with Businesses and Stakeholders</b></p> <p>Relationships with stakeholders were fostered by the constant engagement and open invitations to meet with the Design Build Team (DBT). The DBT held "Pardon Our Dust" Progress Meetings that were fully open to all stakeholders. This was incredibly important due to the project's high visibility to the adjacent mixed use development, office buildings, local residential neighborhoods, and the Laurel Regional Hospital. In order to reduce traffic and construction visibility/noise impacts, WM specifically sequenced the project to reduce vertical differentials and facility smooth transitions between the existing infrastructure and new alignments and maintain adjacent properties accessibility at all times. The project's earthwork grading diagram was optimized to reduce on-road hauls that would have further impacted the traveling public and surrounding communities.</p> <p><b>Proposed Staff for HREL Segment 1A that Contributed to the Success of this Project</b></p> <p>Eric Sender, PE, DBIA (WM); Justin Myers, PE, DBIA (WM); David Borusiewicz, PE, DBIA (WM); Diane Durscher, PE (WM); Jessica Klinefelter, CEP, CWB (WM); Matt Davis, PE (WM)</p> | <p><b>Innovative Design Solutions &amp; Construction Techniques</b></p> <p>WM applied innovative and cost-effective structural and pavement solutions that resulted in over \$4 million in cost savings. This included realigning the Collector-Distributor Roads adjacent to I-95 and new ramps so that the length of the Contee Road Bridge could be reduced by over 82 feet as well as provide more efficient, symmetrical spans.</p> <p>Working over I-95 with limiting roadside areas required careful planning and design for the demolition of an existing complex, curved multi-span overpass bridge and the erection of new bridge's steel girders. WM assisted in the development and review of detailed demolition and erection plans. We developed the demolition sequence of the existing bridge using a complete 2-D analyses of the existing superstructure that considered potential construction equipment loading on the bridge.</p> <p>WM developed an innovative stormwater management approach to provide water quality treatment in micro-scale practices along the roadways instead of concentrating the treatment in end-of-line pond facilities. This minimized the project footprint and avoided impacts to the adjacent commercial and residential developments. Additionally, the approach reduced impacts to nearby environmentally sensitive areas such as wetlands.</p>  <p><b>Risk Identification and Mitigation</b></p> <p>WM identified and mitigated similar risks on this project as those discussed in Section 3.5 of this SOQ:</p> <ul style="list-style-type: none"> <li>• <b>Coordination with Stakeholders and Adjacent Projects:</b> During construction of the I-95/Contee Road Interchange, the extension of Contee Road into Virginia Manor Road was under construction to the east and the Intercounty Connector (ICC) was still under construction to the south. Extensive coordination efforts were required to ensure that all projects remained on schedule and that the overlapping work zones were not confusing for motorists. WM participated in weekly look-ahead and monthly partnering meetings to ensure the proper tie-in of roadway, roadside grading, drainage collection/conveyance systems, SWM requirements and facility footprints, and traffic features (ITS, lighting, guide signing). We specifically discussed upcoming TMP/MOT phasing, grading haul routes, and simultaneous work areas/zones. This greatly improved the reliability of our construction schedule and promoted continuity for community awareness activities that were established for the three projects. It also provided a conduit for communication regarding the ITS infrastructure that needed to be installed as part of the I-95/Contee Road Interchange project so that it would seamlessly integrate with the ICC's tolling facilities.</li> <li>• <b>Maintenance of Traffic:</b> In order to keep all existing traffic movements/operations in service during all construction stages, WM developed a complex construction sequencing plan. This included temporary wire retaining walls between construction stages to protect travel lanes and allow for excavation adjacent to existing roadways. Our TMP included nighttime traffic drags along I-95 to coordinate the strategic placement of cranes and allow for efficient and safe demolition of the existing bridge and erection of the new steel girders over the interstate. All lanes on I-95 were re-opened before morning rush hour each day.</li> </ul> <p><b>On-Time Completion</b></p> <p>The Contee Road Bridge was on the project's critical path and had to be constructed on schedule so the existing overpass could be demolished and the realigned I-95 CD roadways could be completed. WM developed a "rolling" design submissions approach of abutment/pier areas, rough grading, and pile foundation approvals followed by separate superstructure submissions. This allowed the DBT to advance steel girder fabrication while substructure plans were finalized to expedite bridge construction. The new bridge was complete and the old bridge was demolished 1½ months ahead of the interim milestone date; 18 months from the Project's NTP.</p> <p><i>WM received the 2016 Maryland Quality Initiative (MdQI) Partnering in Construction Gold Award of Excellence for exemplifying a high level of Achievement through their practice of the Partnering principles and also the Award of Excellence for MDOT SHA Project of the Year &gt;\$5M Category.</i></p> |
|---|---|---|