

Statement of Qualifications

I-581/Valley View Interchange Phase II

State Project No.: 0581-128-109, P101, RW201, C501, B627

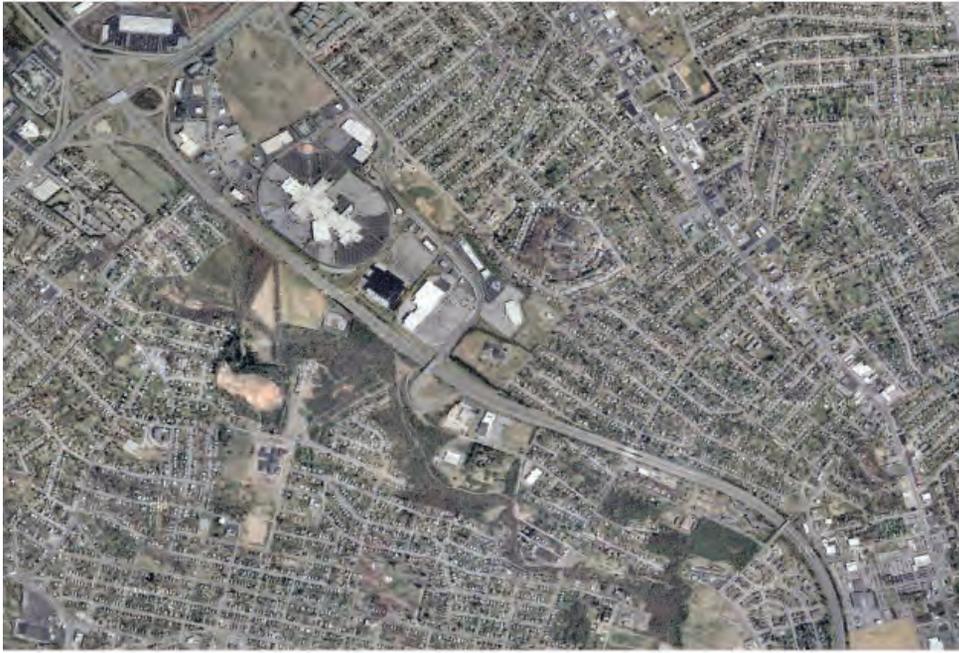
Federal Project No.: NH-581-5(035)

Contract ID Number: C00016595DB45



PARSONS

December 9, 2011



1. Statement of Qualifications Checklist and Contents



ATTACHMENT 3.1.2

0581-128-109, P101, RW201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	1 of 3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	A-1
Letter of Submittal (on Offeror's letterhead)				1
Offeror's point of contact information	NA	Section 3.2.1	yes	2
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Principal officer information	NA	Section 3.2.2	yes	2
Offeror's Corporate Structure	NA	Section 3.2.3	yes	2
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	3
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	A-2
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	yes	5
Evidence of obtaining bonding	NA	Section 3.2.7	yes	6
Professional Services Evidence				A-13
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	A-13

ATTACHMENT 3.1.2

0581-128-109, P101, RW201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

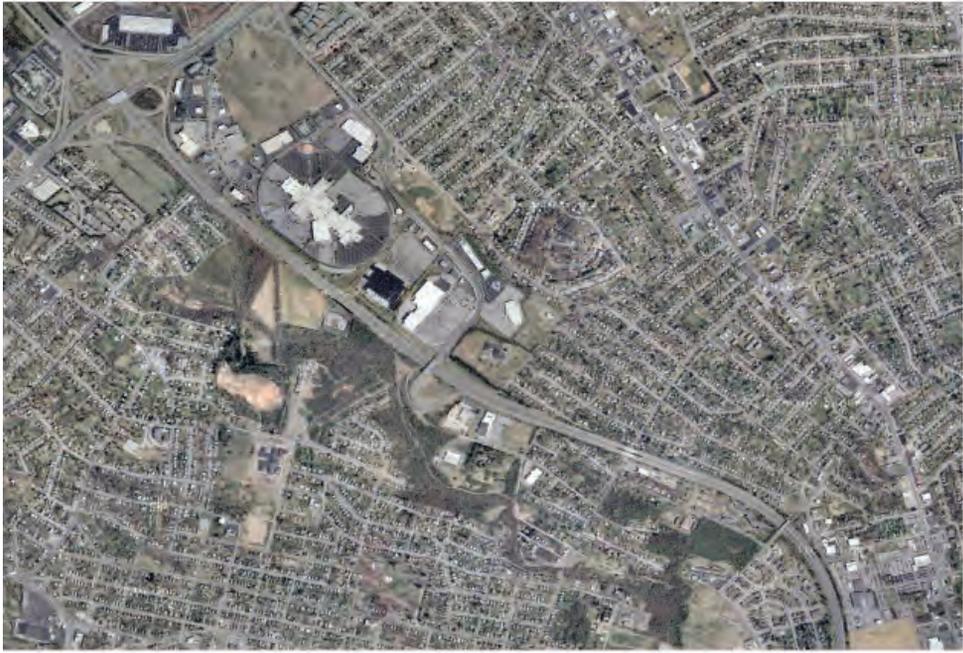
Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
SCC Registration	NA	Section 3.2.8.1	yes	A-13
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	A-24
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	A-31
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	A-33
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	3
Offeror's Team Structure				9
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	9
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	A-34
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A-35
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A-39
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A-40
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	A-41
Organizational chart	NA	Section 3.3.2	yes	13
Organizational chart narrative	NA	Section 3.3.2	yes	14
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	yes	15
			no	A-42

ATTACHMENT 3.1.2

0581-128-109, P101, RW201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	A-45
Project Risk				18
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	18



2. Acknowledgement of RFQ, Revision and/or Addenda

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00016595DB01
PROJECT NO.: 0581-128-109, P101, RW201, C501, B627

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:

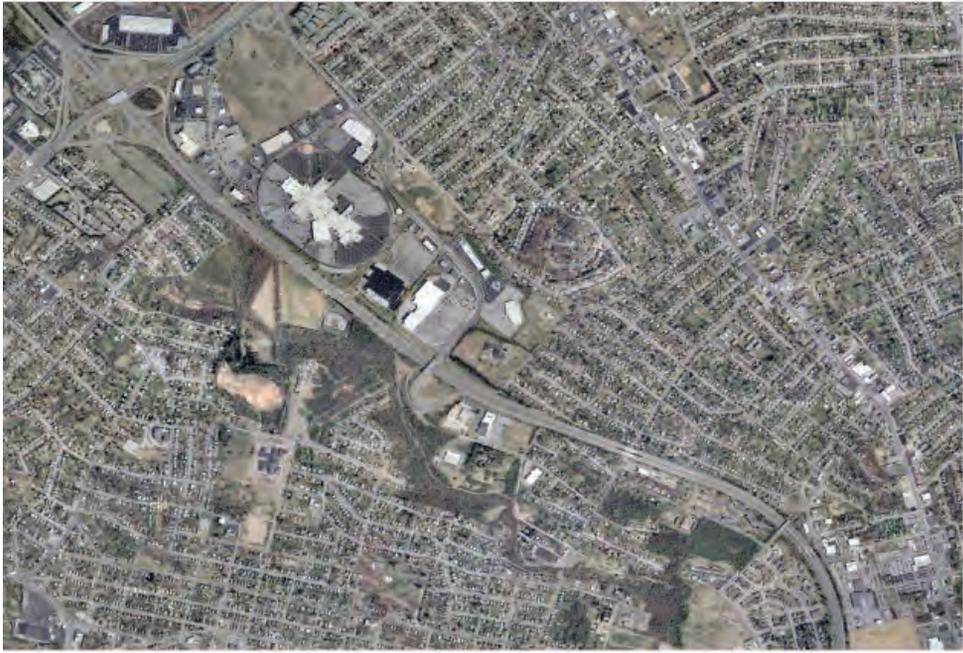
1. Cover letter of RFQ 10/11/2011
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



Donald A. Gillis SIGNATURE
Vice President

12/9/2011

DATE



3. Letter of Submittal



Archer Western Construction

A MEMBER OF The Walsh Group

December 9, 2011

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

Attention: Brenda L. Williams

***SUBJECT: Statement of Qualifications – I-581/Valley View Interchange Phase II Project
Project No.: 0581-128-109, P101, RW201, C501, B627
Contract ID Number: C0016595DB45***

Dear Ms. Williams:

The Design-Build Team of **Archer Western Construction, LLC (AWC)** and **Parsons Transportation Group (Parsons)** have joined to submit this Statement of Qualifications for the I-581 Valley View Interchange design-build project in Roanoke, Virginia. It is with great pleasure that we present this qualification package for our Team and we look forward to the opportunity of submitting a detailed Technical and competitive Price Proposal during Phase II of this very important project's selection process.

Archer Western is a general contracting, construction management and Design-Build firm incorporated in the State of Illinois. Headquartered in Atlanta, Archer Western is a subsidiary of The Walsh Group, a firm ranked 2nd largest domestic heavy contractor in the nation, 3rd largest highway, 5th largest bridge contractor, and 19th largest domestic design-builder according to 2011 *Engineering News Record*. Archer Western was established to address the varied labor agreements that exist across the United States, typically completing projects in open shop regions across the south and southeast. Its union counterpart, Walsh Construction, typically works in the North and Northeast. Archer Western and Walsh Construction operate under the same ownership that has been working in the industry for over 110 years.

The Archer Western Design-Build Project Manager will be Brian Quinlan, PE. A 32-year construction veteran, Brian has managed multiple high profile design build projects including the Vietnam Veterans Memorial Bridge (Route 895) in Richmond Virginia and the Dolphin Expressway – Florida Turnpike Interchange in Miami Florida.

Over the last twenty-five years, Parsons has been preparing design plans for transportation projects throughout the Commonwealth. During that time we have been pleased to provide professional services to many of VDOT's Divisions and Districts including the Salem District. In addition, we have provided similar services for other local clients including FHWA-Eastern Federal Lands Highway Division, Fairfax County, Prince William County, Montgomery County, the Town of Blacksburg, and others. We have enjoyed successful repeat relationships with all of these clients. Our local staff knows and understands the variety of challenges within the Commonwealth.

Parsons is ranked by *Engineering News Record* as one of the top 10 transportation design firms in the country. Parsons maintains ISO 9001:2008 certification and brings to the team one of the largest and most experienced transportation engineering groups in the industry. In the past 10 years, Parsons has been the lead designer or joint venture partner on more than 35 design-build transportation projects, and is the prime design firm for the Intercounty Connector Design-Build Project (Contracts A and B) in Montgomery County, Maryland.

Important to VDOT are Parsons' extensive resources – more than 2,100 personnel – in the Mid-Atlantic region. These personnel are housed in the Fairfax, Virginia and Washington, DC offices. These staff along with our deep pool of national resources, will be available to this project. Parsons has a proven history of providing engineering services. The firm has demonstrated its commitment and capabilities to VDOT through participation in some of their largest/most important projects, including projects along I-81, Route 58, I-64, I-95 and I-495. Our proposed design manager, Josh Wade, PE, is currently working as Design Manager on the Intercounty Connector Design-Build, Contract B, program, which is winding down after the opening on November 21, and will be assigned to this Design-Build contract. He will be able to bring his experience and lessons learned from that successful project to the I-581/Valley View Interchange. On the ICC project, Parsons designed and met stringent environmental requirements for wetlands, floodplains, wildlife and the nearby communities and developed several innovative designs to reduce and minimize impacts to the surrounding environment. Parsons' expertise and procedures are in place to hit the ground running to ensure maximum efficiency and coordination.

The Archer Western Parsons design-build team has an established working relationship nationwide and proven track record on design-build projects. Both AWC and Parsons have successfully completed design-build highway projects regionally and nationally and are currently pursuing additional projects as a team, such as the West Campus Connector for George Mason University and the West by Northwest Project in Atlanta.

3.2.1 OFFEROR'S OFFICIAL REPRESENTATIVE INFORMATION: As Prime Contractor and Design-Builder, the official representative for the I-581 Valley View Interchange Project will be as follows:

Offeror's Primary Contact: Brian Quinlan, PE
Address: 2410 Paces Ferry Rd, Suite 600, Atlanta, GA 30339
Phone: 404-926-0726
Fax: 404-495-8701
Email: bquinlan@walshgroup.com

3.2.2 PRINCIPAL OFFICER INFORMATION: The name, address, and telephone number for the Principal Officer of AWC as "Offeror", is as follows:

Offeror's Principal Officer: **Donald A. Gillis, Vice President**
Address: 2410 Paces Ferry Rd, Suite 600, Atlanta, GA 30339
Phone: 404-495-8700

3.2.3 STRUCTURE OF OFFEROR: The legal structure of the team is organized such that AWC will be the signatory to the design-build contract with VDOT as a Limited Liability Company with all financial responsibility. Additionally, AWC will provide all performance and payment bonds for the project. Parsons will be a subcontractor serving as the lead design consultant. Additional team members include: **Appraisal Review Specialists, Continental Field Services, Endesco, Inc., Endesco, Inc., McCray Appraisal Services, Inc., NXL Construction Company, Inc., RJM**

Engineering, Inc., Schnabel Engineering, T3 Design, P.C., and Williamsburg Environmental Group. Each of these firms will work as subconsultants to Parsons.

3.2.4 AFFILIATES & SUBSIDIARIES: Below is a listing by company of all affiliates and subsidiaries and their addresses.

Firm	Affiliate/Subsidiary
Archer Western Construction, LLC	Archer Western Contractors, Ltd (Aff) 2410 Paces Ferry Rd, Suite 600 Atlanta, GA 30339 Walsh Construction (Aff) 929 West Adams Chicago IL 60607 Walsh Construction II (Aff) 929 West Adams Chicago IL 60607 Walsh Construction Company of Canada (Aff) 800 Bay Street, Suite 401 Toronto, ON M5S 3A9 RL Brosamer, Inc. (Aff) 1777 Oakland Blvd Walnut Creek, CA 94596
Parsons Transportation Group Inc. of Virginia	Parsons Transportation Group Inc. of Virginia is a wholly-owned subsidiary of the Parsons Corporation, 100 West Walnut Street, Pasadena, California, 91124.

3.2.5 DEBARMENT FORMS: Please see attachments 3.2.5 (a) and 3.2.5 (b) for all team members

3.2.6 VDOT PREQUALIFICATION CERTIFICATE: Please see attached VDOT Prequalification information for Archer Western Construction.

3.2.7 EVIDENCE OF BONDING: Please see attached letter from AWC surety indicating our ability to obtain performance and payment bonds for the full contract amount.

3.2.8 PROFESSIONAL SERVICES VERIFICATION: We have attached copies of all DPOR and SCC registrations for all team members who will be providing professional services.

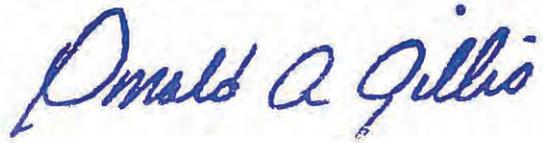
3.2.9 DISADVANTAGED BUSINESS ENTERPRISE (“DBE”): AWC recognizes the value in involving qualified disadvantaged business enterprises in the project and is committed to achieving the 16% DBE participation goal for the full contract amount of the I-581 Valley View Interchange Project.

Our Team believes that successful design-build projects result from thorough planning, exceptional management, seamless teamwork, and a partnering attitude. The I-581 Valley View Interchange Project requires a team with proven design-build experience, technical expertise with this type of project and the commitment to proactively resolve issues. Our team possesses all of these attributes and more.

Our Team meets and exceeds VDOT's requested qualifications for this project. We are a team committed to providing the professional and financial resources required to successfully design and build this exciting project. We appreciate the opportunity to submit our qualifications, and look forward to participating in the next step to further demonstrate our capabilities.

Very truly yours,

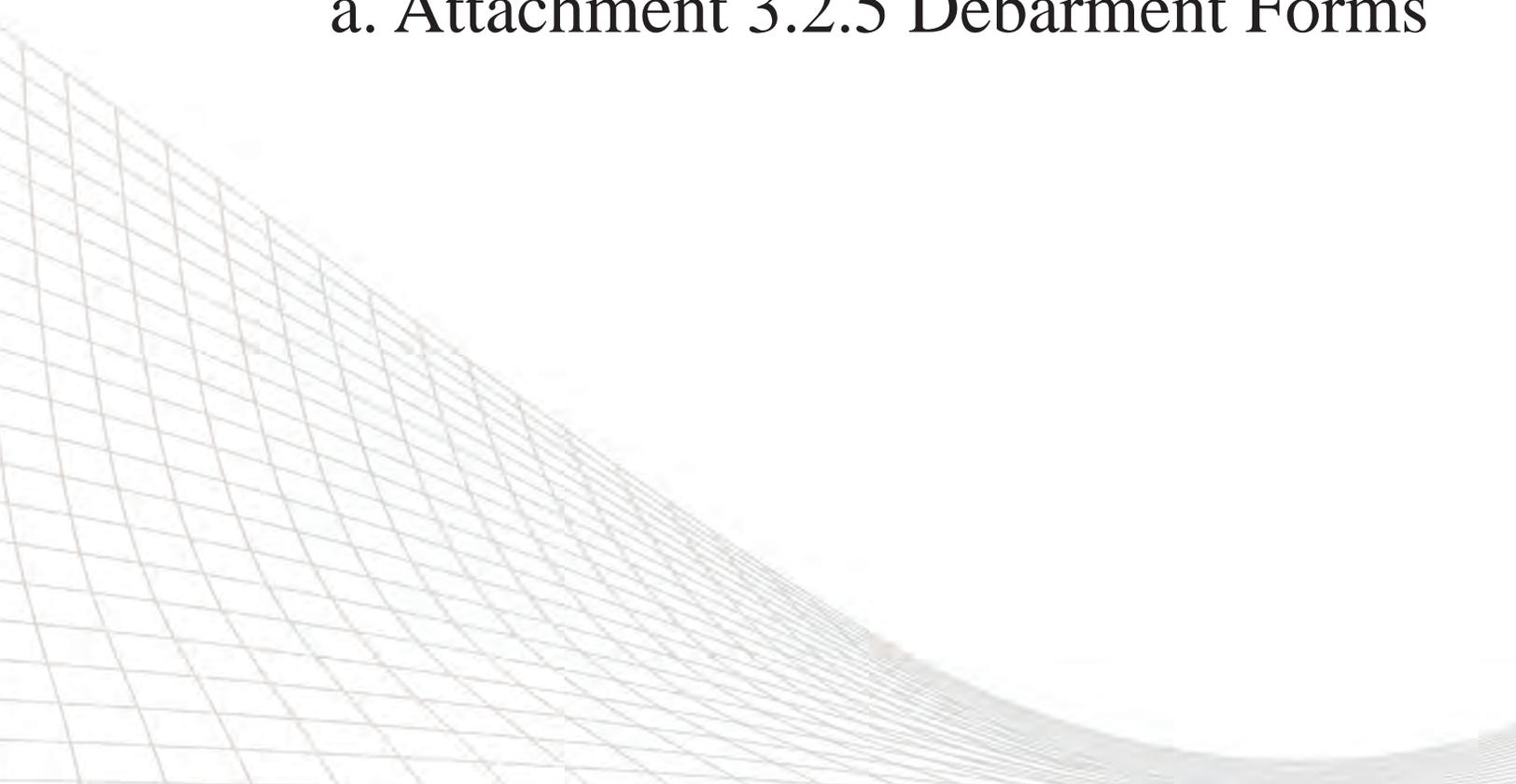
Archer Western Construction, LLC



Donald A. Gillis
Vice President



a. Attachment 3.2.5 Debarment Forms



ATTACHMENT NO. 3.2.5(a)**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0581-128-109, P101, RW201, C501, B627

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.

Donald A. Gillis 12/9/2011 Vice President
 Signature Date Title
 Donald A. Gillis
 Archer Western Construction, LLC
 Name of Firm

ATTACHMENT NO. 3.2.5(b)**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0581-128-109, P101, RW201, C501, B627

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

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

<u>Stephen Wauter</u>	<u>12/9/2011</u>	<u>Vice President</u>
Signature	Date	Title
<u>Parsons Transportation Group Inc. of Virginia</u>		
Name of Firm		

ATTACHMENT NO. 3.2.5(b)**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0581-128-109, P101, RW201, C501, B627

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

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R. Croft 12/7/2011 MANAGING PARTNER
Signature Date Title

APPRAISAL REVIEW SPECIALISTS, LLC.
Name of Firm

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LOWER TIER COVERED TRANSACTIONS**

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Paul Schuy 12-5-2011
Signature Date

ROW PROGRAM MGR
Title

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

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LOWER TIER COVERED TRANSACTIONS**

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Signature	December 2, 2011	President
_____	_____	_____

Endesco, Inc.
Name of Firm

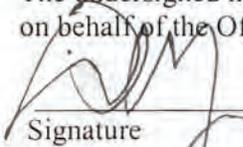
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Signature _____ Date 12/2/11 Title Owner

McCray Appraisal Service, Inc.
Name of Firm _____

ATTACHMENT NO. 3.2.5(b)**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0581-128-109, P101, RW201, C501, B627

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December 2, 2011

President

Signature

Date

Title

NXL Construction Services, Inc.

Name of Firm

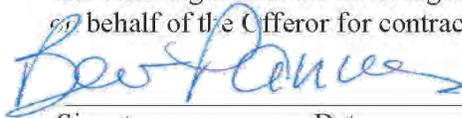
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LOWER TIER COVERED TRANSACTIONS**

Project No.: 0581-128-109, P101, RW201, C501, B627

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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.

 12/1/2011
Signature Date

Vice President
Title

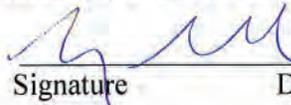
RJM Engineering, Inc.
Name of Firm

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	12/2/11	SENIOR VICE PRESIDENT
Signature	Date	Title
SENNABEL ENGINEERING CONSULTANTS, FASC		
Name of Firm		

ATTACHMENT NO. 3.2.5 (b)CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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Aeslie J. Prokop December 2, 2011 Vice President
Signature Date Title

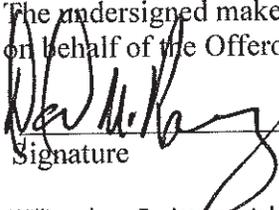
T3 Design Corporation
Name of Firm

ATTACHMENT NO. 3.2.5(b)**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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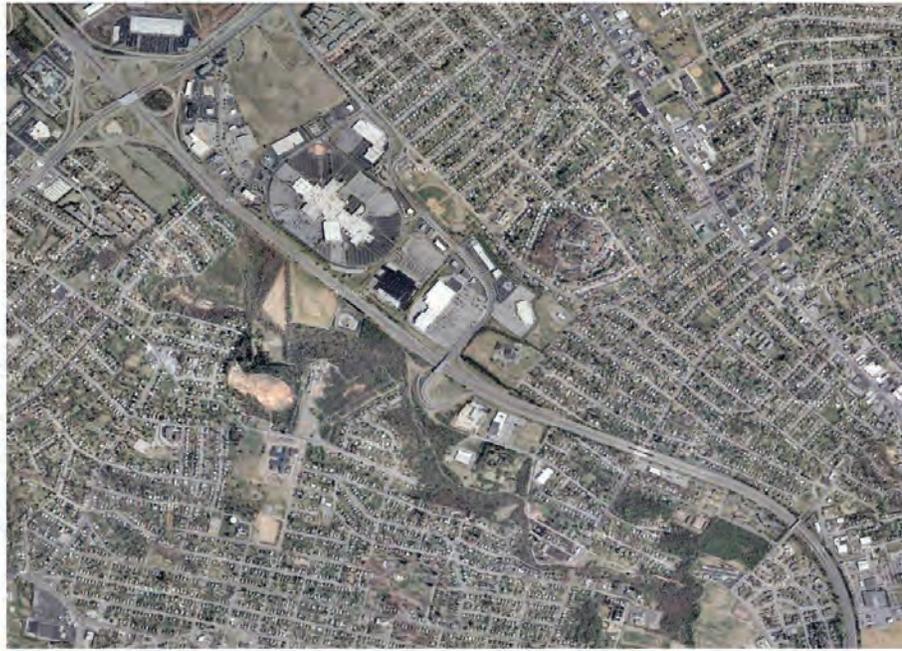
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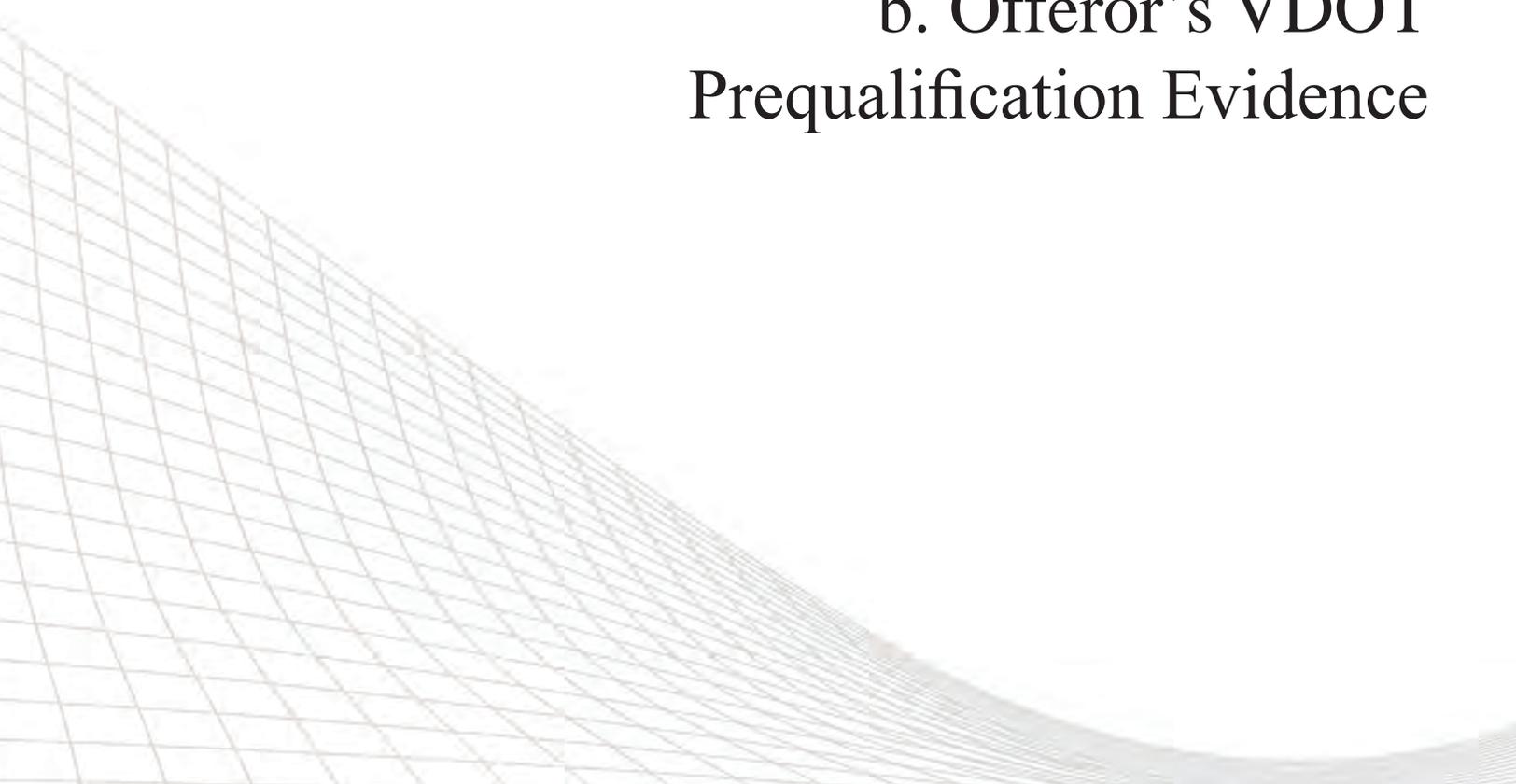

12/2/11
Principle
 Signature _____ Date _____ Title _____

Williamsburg Environmental Group, Inc.

Name of Firm



**b. Offeror's VDOT
Prequalification Evidence**



=====

A210

ARCHER WESTERN CONSTRUCTION, LLC

EMPLOYER ID: 27-0887868

PREQ. EXP : 01/31/2013

--PREQ ADDRESS -----

2410 PACES FERRY ROAD

SUITE 600

ATLANTA, GA 30339

PHONE : 404-495-8700

FAX : 404-495-8701

-- WORK CLASSES -----

002 - GRADING

003 - MAJOR STRUCTURES

006 - PORTLAND CEMENT CONCRETE PAVING

007 - MINOR STRUCTURES

BUSINESS CONTACT: GILLIS, DONALD ALAN

EMAIL: DGILLIS@WALSHGROUP.COM@WALSHGROUP.COM

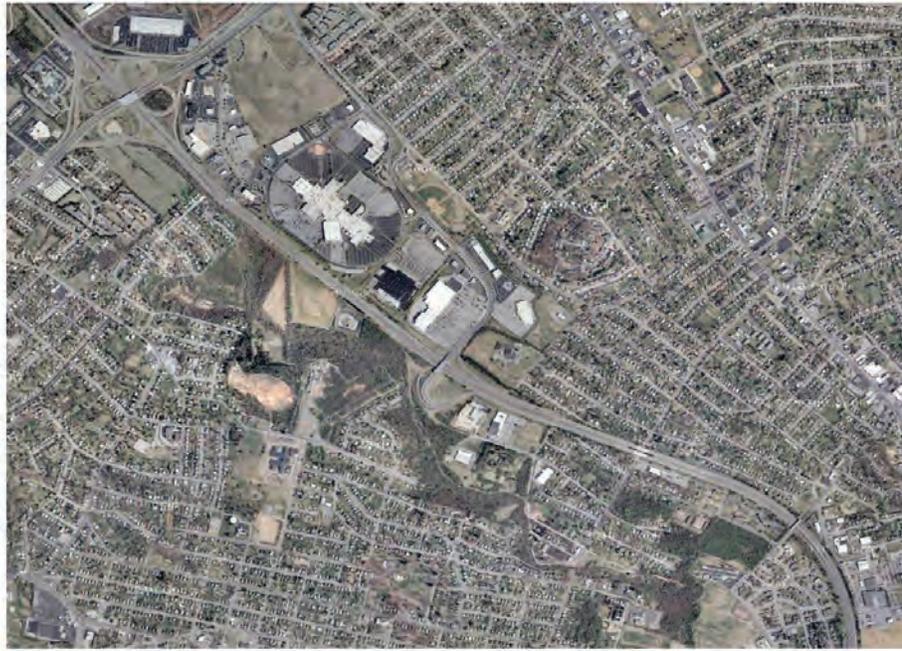
-----DBE INFORMATION-----

DBE TYPE : N/A

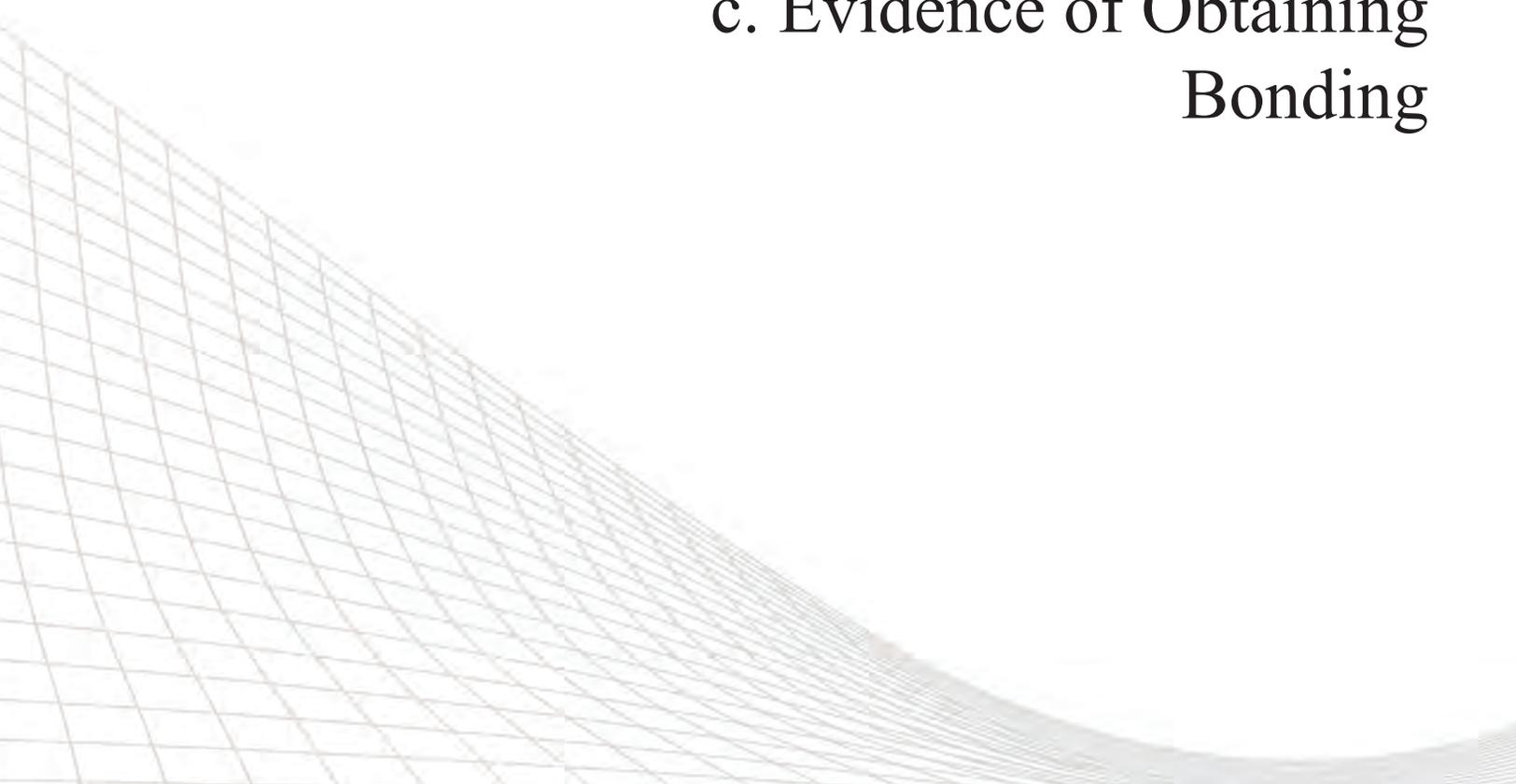
DBE CONTACT: N/A

DBE/WBE EXP: N/A

=====



c. Evidence of Obtaining Bonding





Travelers Bond
215 Shuman Blvd., Naperville, IL 60563
Telephone: (630) 961-7052
Fax: (630) 961-7020

November 11, 2011

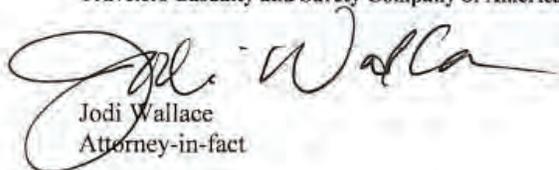
RE: I-581 / Valley View Interchange Phase II
From: ~0.240 Mi. S. Route 101 (Hershberger Road)
To: ~1.561 Mi. S. Route 101 (Hershberger Road)
State Project No.: 0581-128-109, P101, RW201, C501, B627
Federal Project No.: NH-581-5(035)
Contract ID Number: C00016595DB45

To Whom It May Concern:

Travelers Casualty and Surety Company of America is the surety company for **Archer Western Construction, LLC**. We are very familiar with the operations and qualifications of this contractor and are pleased to recommend it as a professional, well-financed construction company.

As surety for **Archer Western Construction, LLC**, **Travelers Casualty and Surety Company of America** with A.M. Best Financial Strength Rating A+ and Financial Size Category XIV is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project. **Travelers Casualty and Surety Company of America's** commitment to provide bonds is based on acceptable contract terms and bond forms.

Yours truly,
Travelers Casualty and Surety Company of America



Jodi Wallace
Attorney-in-fact

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 222409

Certificate No. 004568997

KNOW ALL MEN BY THESE PRESENTS: That St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company and St. Paul Mercury Insurance Company are corporations duly organized under the laws of the State of Minnesota, that Farmington Casualty Company, Travelers Casualty and Surety Company, and Travelers Casualty and Surety Company of America are corporations duly organized under the laws of the State of Connecticut, that United States Fidelity and Guaranty Company is a corporation duly organized under the laws of the State of Maryland, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Kathleen C. O'Rourke, Brian R. Walsh, J. William Ernstrom, and Jodi Wallace

of the City of Chicago, State of Illinois, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 30th day of September, 2011.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
George W. Thompson, Senior Vice President

On this the 30th day of September, 2011, before me personally appeared George W. Thompson, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal. My Commission expires the 30th day of June, 2016.



[Signature]
Marie C. Tetreault, Notary Public

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

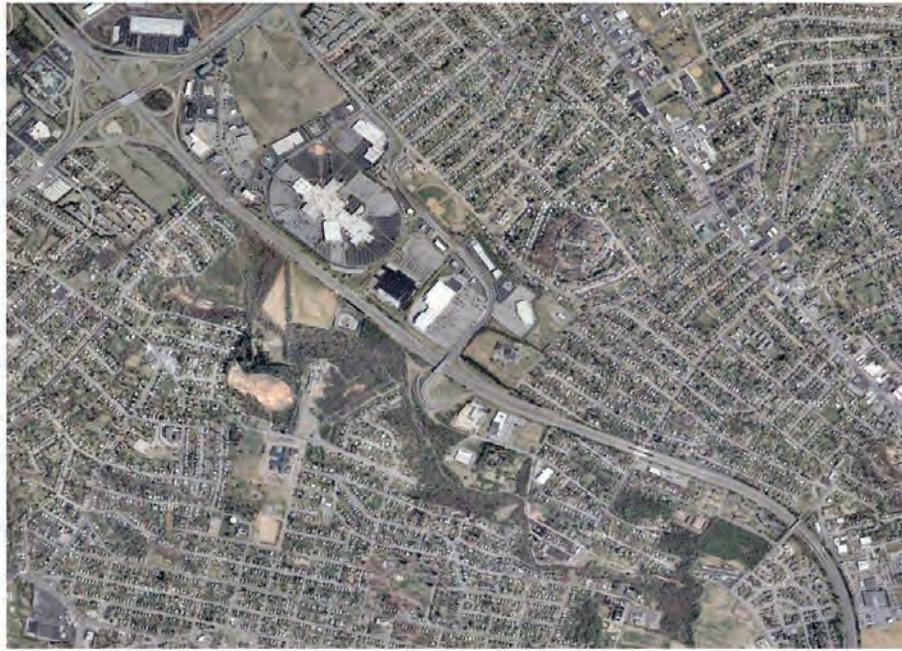
I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 11 day of November, 2011.


Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.



d. SCC Registrations



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Business Entities

UCC or Tax Liens

Court Services

Additional Services

Welcome to SCC eFile

Business Entity Details

Archer Western Construction, LLC

SCC ID: T0437006

Business Entity Type: Foreign Limited Liability Company

Jurisdiction of Formation: IL

Date of Formation/Registration: 6/30/2010

Status: Active

Principal Office

929 W ADAMS ST

CHICAGO IL 60607-0000

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY

Bank of America Center, 16th Floor

1111 East Main Street

RICHMOND VA 23219-0000

RICHMOND CITY 216

Status: Active

Effective Date: 4/29/2011

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Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

PARSONS TRANSPORTATION GROUP INC. OF VIRGINIA is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 07, 1975.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
March 18, 2010*

Joel H. Peck
Joel H. Peck, Clerk of the Commission

CIS0357

**STATE CORPORATION COMMISSION**

Richmond, July 14, 2006

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

Continental Acquisition Services, Inc.

a corporation organized under the laws of NEW YORK and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

CIS0308

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Welcome to SCC eFile Business Entity Details

Continental Acquisition Services, Inc.

SCC ID: F1674896

Business Entity Type: Foreign Corporation

Jurisdiction of Formation: NY

Date of Formation/Registration: 7/14/2006

Status: Active

Shares Authorized: 200

Principal Office

PO BOX 915

BEDFORD NY 10506

Registered Agent/Registered Office

NATIONAL REGISTERED AGENTS INC

4001 North Ninth Street, Suite 227

ARLINGTON VA 22203

ARLINGTON COUNTY 106

Status: Active

Effective Date: 12/30/2010

Screen ID: e1000

Need additional information? Contact SCCInfo@SCC.virginia.gov Website: www.sccva.com Contact: webmaster@sc.virginia.gov

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https://sccfile.scc.virginia.gov/BusinessEntity/BusinessEntityDetails.aspx?enc=C3mX59... 11/30/2011

CORPORATE AGENTS, INC.
1013

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, May 7, 1998

This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

ENDESCO, INC.

a corporation organized under the laws of MARYLAND
and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

William J. Bridge

Clerk of the Commission

Business Entity Details

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Business Entities

UCC or Tax Liens

Court Services

Additional Services

Welcome to SCC eFile

Business Entity Details

McCray Appraisal Service, Inc.

SCC ID: 04901120
 Business Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 9/3/1997
 Status: Active
 Shares Authorized: 5000

Principal Office

2113 ROSALIND AVE SW

 ROANOKE VA 24014-1717

Registered Agent/Registered Office

DAVID A MCCRAY
 2113 ROSALIND AVE SW

 ROANOKE VA 24014
 ROANOKE CITY 217
 Status: Active
 Effective Date: 9/21/2001

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Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

NXL Construction Co., Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is November 17, 1989.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
July 10, 2007*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CIS0448

**STATE CORPORATION COMMISSION**

Richmond, July 10, 2009

This is to certify that a certificate of authority to transact business in Virginia was issued and admitted to record in this office for

RJM ENGINEERING, INC.

Date of qualification: February 16, 2001

a corporation organized under the laws of MARYLAND and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

CIS0353

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 12, 2009

This is to certify that the certificate of incorporation of

Schnabel Consultants, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: August 12, 2009



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

CIS0328



09/02/11
13:50:47

CISM0180 CORPORATE DATA INQUIRY

CORP ID: 0658539 - 2 STATUS: 00 ACTIVE STATUS DATE: 07/14/10
CORP NAME: T3 Design Corporation

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

STREET: 8133 LEESBURG PIKE 9TH FL AR RTN MAIL:

CITY: VIENNA STATE : VA ZIP: 22182 2706
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 05/01/07 LOC : 129
ACCEPTED AR#: 211 51 0988 DATE: 05/27/11 FAIRFAX COUNTY
CURRENT AR#: 211 51 0988 DATE: 05/27/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, November 2, 2001

This is to Certify that the certificate of incorporation of

WILLIAMSBURG ENVIRONMENTAL GROUP, INC.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: April 17, 1990



State Corporation Commission

Attest:

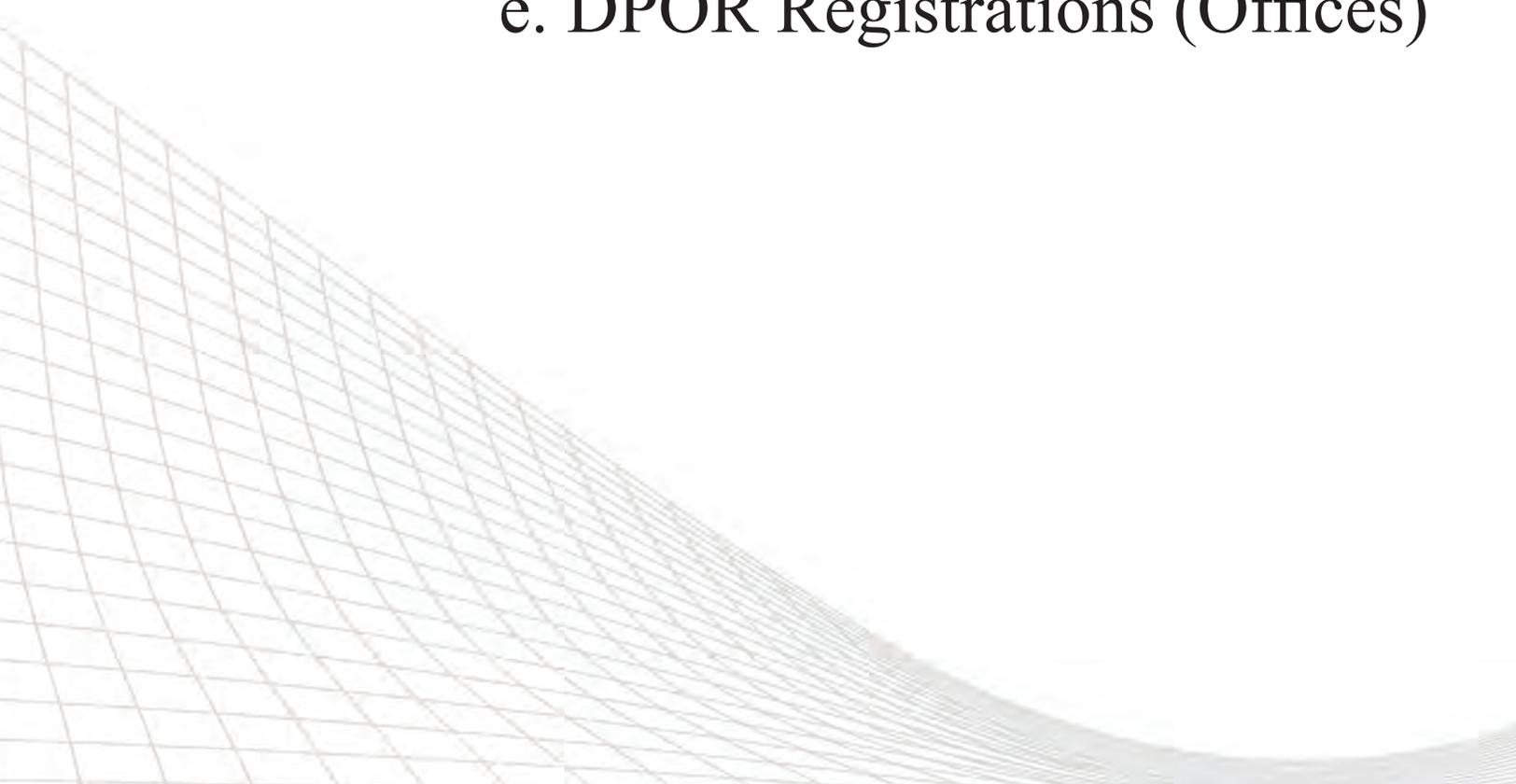
Joel H. Beck

Clerk of the Commission

CIS0448



e. DPOR Registrations (Offices)



Parsons Transportation Group Inc. of Virginia

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

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

EXPIRES ON

12-31-2011

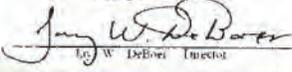
NUMBER

0405001589

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
3926 PENDER DR STE 100
FAIRFAX, VA 22030

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COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON

02-29-2012

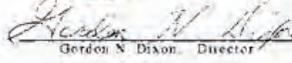
NUMBER

0410000214

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

PROFESSIONS: ENG

PARSONS TRANSPORTATION GROUP INC OF VIRGINIA
100 M STREET SE
WASHINGTON, DC 20003

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<p style="font-size: x-small;">(POCKET CARD)</p> <p>COMMONWEALTH OF VIRGINIA</p> <p>BOARD FOR APESCIDLA PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION NUMBER: 0410000214 EXPIRES: 02-29-2012 PROFESSIONS: ENG PARSONS TRANSPORTATION GROUP INC OF VIRGINIA 100 M STREET SE WASHINGTON, DC 20003</p> <div style="text-align: center;">  </div>	<p style="font-size: x-small;">6 6</p>	<p style="font-size: x-small;">(DETACH HERE)</p> <p style="font-size: x-small;">DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION 9960 Mayland Dr., Suite 400, Richmond, VA 23233</p>
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(b)(6)

Endesco, Inc.

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

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

EXPIRES ON

12-31-2011

NUMBER

0407005431

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

PROFESSIONS: ENG

ENDESCO, INC.
438 N FREDERICK AVE
SUITE 455
GAITHERSBURG, MD 20877




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COMMONWEALTH OF VIRGINIA**

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Telephone: 1 (804) 367-8500

EXPIRES ON

12-31-2011

NUMBER

0407005431

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

PROFESSIONS: ENG

ENDESCO, INC.
438 N FREDERICK AVE
SUITE 455
GAITHERSBURG, MD 20877




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NXL Construction Company, Inc.

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

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

EXPIRES ON

12-31-2011

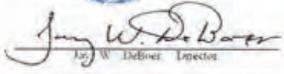
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**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION**

PROFESSIONS: ENG, LS

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

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003031 EXPIRES: 12-31-2011
PROFESSIONS: ENG, LS
NXL CONSTRUCTION CO INC NXL CONSTRUCTION SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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COMMONWEALTH OF VIRGINIA**

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Telephone: (804) 367-8500

EXPIRES ON

02-29-2012

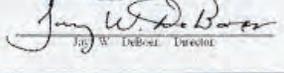
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0411000678

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC.
2870-C SOUTH MAIN ST.
HARRISONBURG, VA 22801

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
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NUMBER: 0411000678 EXPIRES: 02-29-2012
PROFESSIONS: ENG, LS
NXL CONSTRUCTION CO INC NXL CONSTRUCTION SERVICES INC.
2870-C SOUTH MAIN ST.
HARRISONBURG, VA 22801



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

RJM Engineering, Inc.

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

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

EXPIRES ON
12-31-2011

NUMBER
0407005491

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

PROFESSIONS: ENG

RJM ENGINEERING INC
6021 UNIVERSITY BLVD
SUITE 530
ELLCOTT CITY, MD 21043



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005491 EXPIRES: 12-31-2011
PROFESSIONS: ENG
RJM ENGINEERING INC
6021 UNIVERSITY BLVD
SUITE 530
ELLCOTT CITY, MD 21043



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

EXPIRES ON
02-29-2012

NUMBER
0411000614

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

PROFESSIONS: ENG

RJM ENGINEERING INC
700 PRINCESS ST. STE 207
ALEXANDRIA, VA 22314



James W. DeBorja
James W. DeBorja, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000614 EXPIRES: 02-29-2012
PROFESSIONS: ENG
RJM ENGINEERING INC
700 PRINCESS ST. STE 207
ALEXANDRIA, VA 22314



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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Schnabel Engineering

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

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

EXPIRES ON

02-29-2012

NUMBER

0411000697

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
1901 SOUTH MAIN ST.
SUITE 11
BLACKSBURG, VA 24060



Jay W. DeBorja Director

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PROFESSIONS: ENG
SCHNABEL ENGINEERING CONSULTANTS, INC
1901 SOUTH MAIN ST.
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EXPIRES ON

02-29-2012

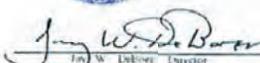
NUMBER

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AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220



Jay W. DeBorja Director

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NUMBER: 0411000700 EXPIRES: 02-29-2012
PROFESSIONS: ENG
SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220



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T3 Design, P.C.

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COMMONWEALTH OF VIRGINIA**

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

EXPIRES ON
12-31-2011

NUMBER
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PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: ENG

T3 DESIGN CORPORATION
3927 OLD LEE HWY STE 101-C
FAIRFAX, VA 22030-2422



 Gordon N. Dixon, Director

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BOARD FOR AP/ELSC/DLA
PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405001624 EXPIRES: 12-31-2011
PROFESSIONS: ENG
T3 DESIGN CORPORATION
3927 OLD LEE HWY STE 101-C
FAIRFAX, VA 22030-2422



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10010 (7/11) 107028-0

Williamsburg Environmental Group

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

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

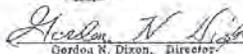
EXPIRES ON
02-29-2012

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

PROFESSIONS: ENG

WILLIAMSBURG ENVIRONMENTAL GROUP INC.
150 RIVERSIDE PKWY
STE 301
FREDERICKSBURG, VA 22406



 Gordon N. Dixon, Director

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PROFESSIONS: ENG
WILLIAMSBURG ENVIRONMENTAL GROUP INC.
150 RIVERSIDE PKWY
STE 301
FREDERICKSBURG, VA 22406



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(6/06)

Williamsburg Environmental Group cont.

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

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

EXPIRES ON: 02-29-2012 NUMBER: 0411000595

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

PROFESSIONS: ENG

WILLIAMSBURG ENVIRONMENTAL GROUP INC
1011 BOULDER SPRINGS DR
STE 225
RICHMOND, VA 23225



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000595 EXPIRES: 02-29-2012
PROFESSIONS: ENG
WILLIAMSBURG ENVIRONMENTAL GROUP INC
1011 BOULDER SPRINGS DR
STE 225
RICHMOND, VA 23225



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

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

EXPIRES ON: 12-31-2011 NUMBER: 0407003693

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

PROFESSIONS: ENG, LA

WILLIAMSBURG ENVIRONMENTAL GROUP INC
5209 CENTER ST
WILLIAMSBURG, VA 23188



James W. DeBorja
James W. DeBorja, Director

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9960 Mayland Dr., Suite 400, Richmond, VA 23233

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003693 EXPIRES: 12-31-2011
PROFESSIONS: ENG, LA
WILLIAMSBURG ENVIRONMENTAL GROUP INC
5209 CENTER ST
WILLIAMSBURG, VA 23188

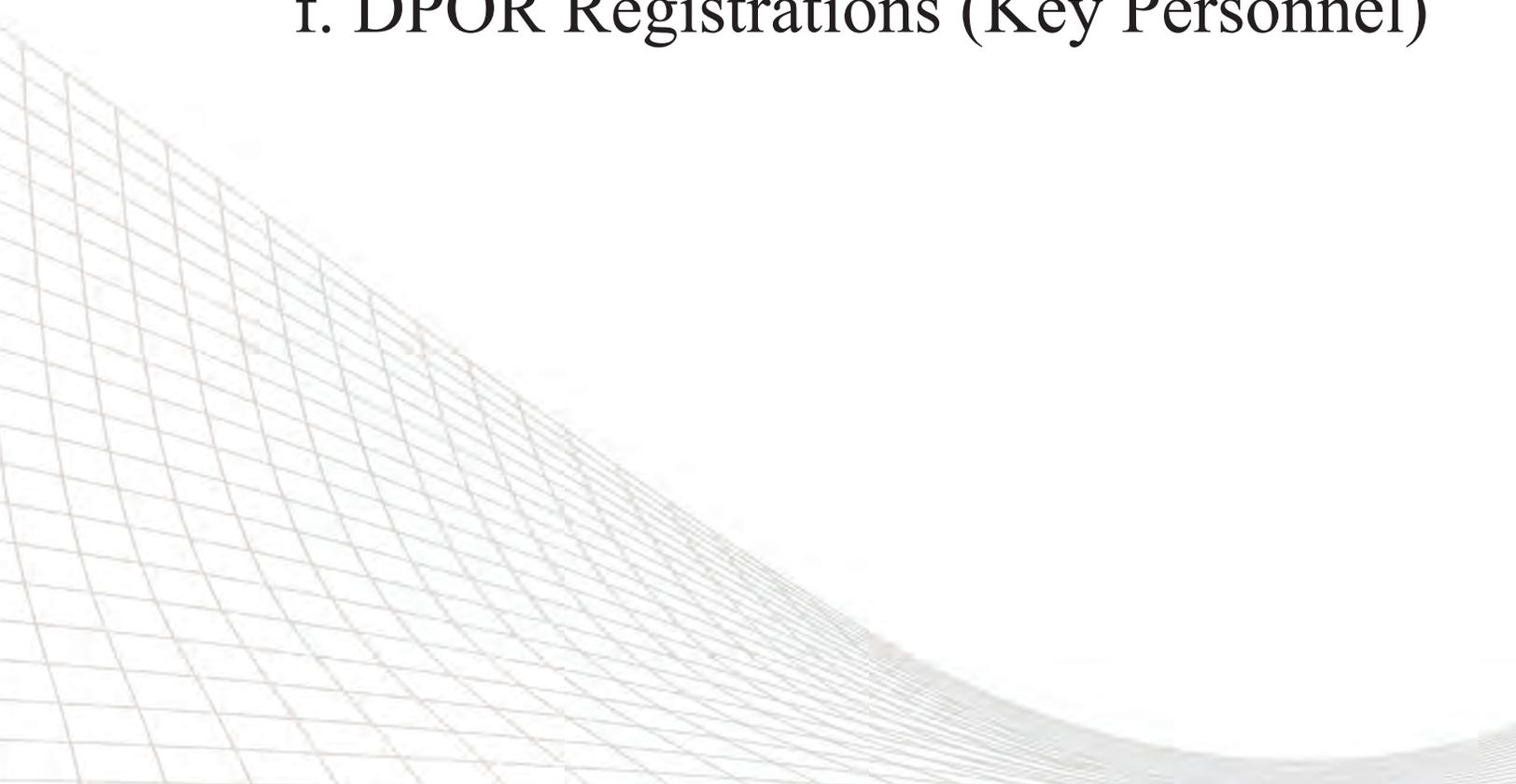


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(B06)



f. DPOR Registrations (Key Personnel)



Design-Build Project Manager - Brian Quinlan, PE

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

EXPIRES ON
10-31-2013

NUMBER
0402033491

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

BRIAN JOSEPH QUINLAN
1738 ARCHERS GLEN
SYKESVILLE, MD 21784



Gordon N. Dixon, Director

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(POCKET CARD) COMMONWEALTH OF VIRGINIA
BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402033491 EXPIRES: 10-31-2013

BRIAN JOSEPH QUINLAN
1738 ARCHERS GLEN
SYKESVILLE, MD 21784



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Quality Assurance Manager - Joseph Hamed, PE, LS, PMP

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

EXPIRES ON
02-29-2012

NUMBER
0402039327

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

JOSEPH ROY HAMED
110 WENN DRIVE
CHRISTIANSBURG, VA 24073



J. W. DeBorja, Director

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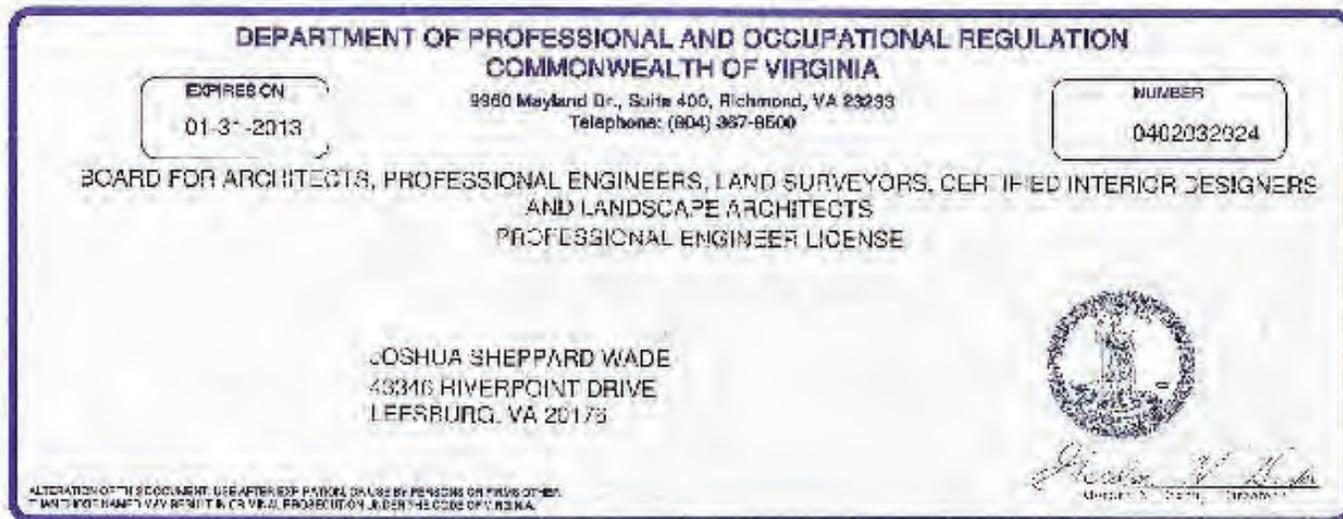
(POCKET CARD) COMMONWEALTH OF VIRGINIA
BOARD FOR APPELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402039327 EXPIRES: 02-29-2012

JOSEPH ROY HAMED
110 WENN DRIVE
CHRISTIANSBURG, VA 24073



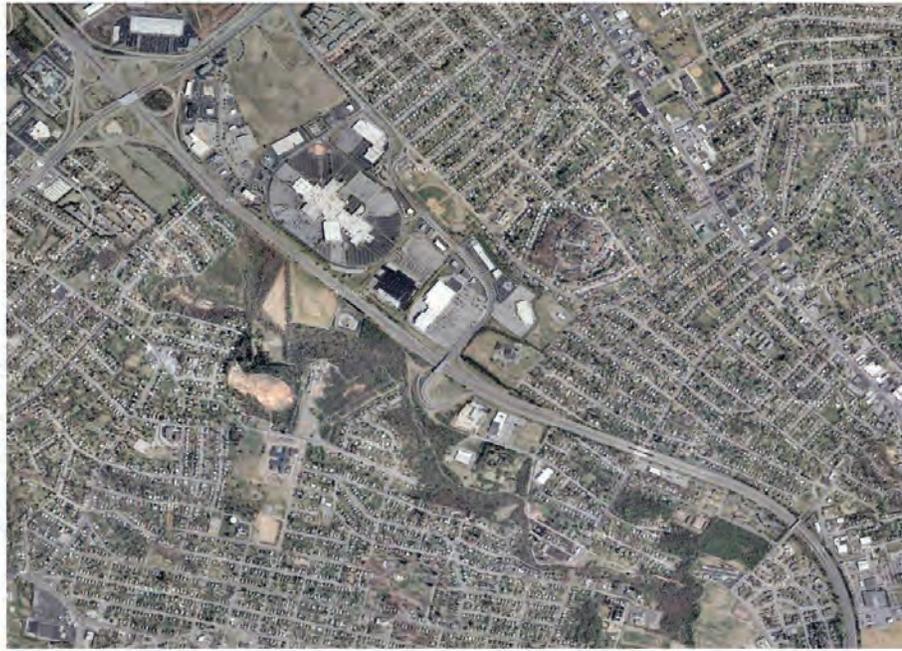
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9960 Mayland Dr., Suite 400, Richmond, VA 23233

Design Manager - Josh Wade, PE

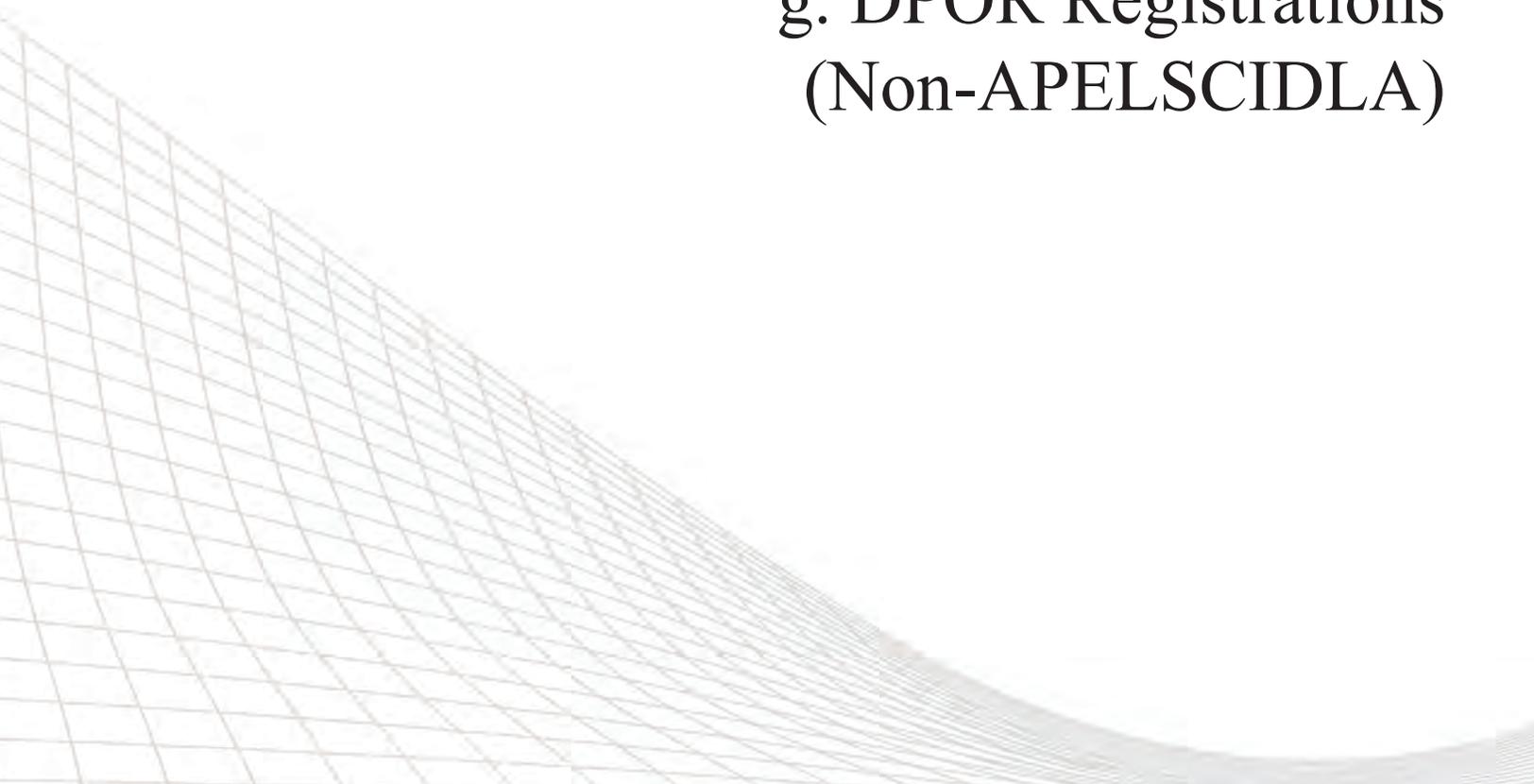


Lead Structural Engineer - Alan Kite, PE





g. DPOR Registrations
(Non-APELSCIDLA)



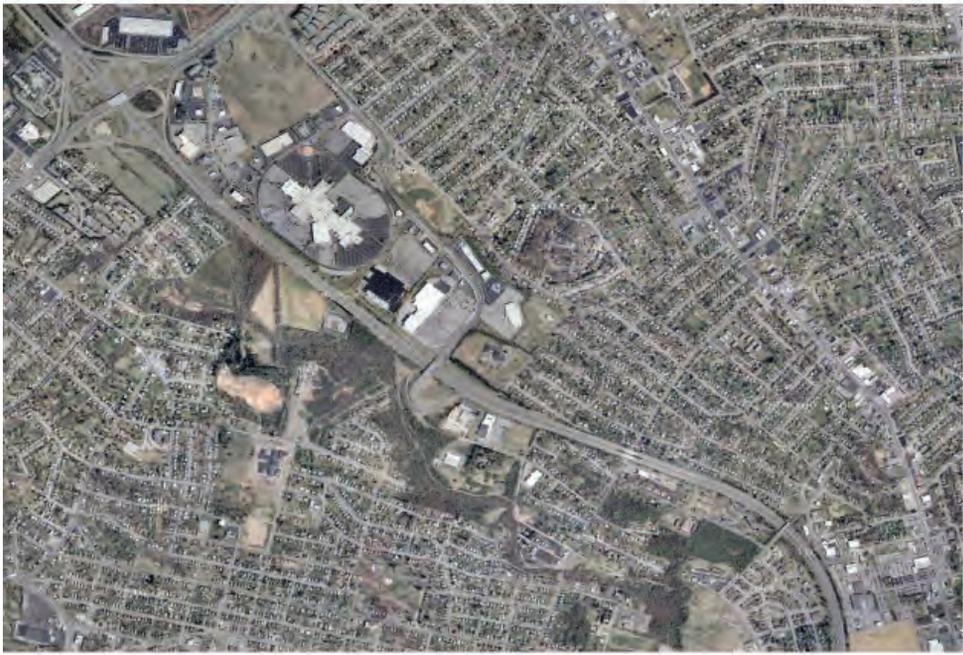
Appraisal Review Specialists



McCray Appraisal Services, Inc.



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



4. Offeror's Team Structure



3.3.1 OFFEREROR'S TEAM STRUCTURE

A successful design-build project requires a fully integrated team. The design team must work seamlessly with the construction team, integrating constructability concerns with the design, planning the job from the perspective of building it, and optimizing the overall project outcome. In accordance with the design-build concept, this contractor and designer will work seamlessly together toward a common goal. During the design phase, one of the contractor's design coordinators will be located in Parsons' design office to facilitate communication, speed coordination, and enhance reviews to ensure successful project delivery under our aggressive schedule. To facilitate the integration of the design and construction, the Design-Build Manager will work closely with key design and construction personnel to incorporate construction means and methods into the design process.

The AWC team has personnel experienced in design build that know how to work together to see that the best ideas from each group are integrated into the designs to meet VDOT's goals and needs. Over-the-shoulder reviews and constructability reviews will be performed by construction leads during the design phase to ensure concurrence with the approach.

We have assembled a very experienced team of professionals capable of effectively managing the project and its risks.

Design Team

We have put a lot of effort into bringing together highly qualified and experienced individuals and organizing them in the perfect structure for this Project. Key staff and design firms selected for our team have worked together on previous successful projects, have good working relationships already and will be in the position to hit the ground running. Though our task leaders and technical staff have primary responsibilities for items such as design, environmental aspects, public involvement or construction activities, everyone is responsible to some level for all aspects of the Project.

This high standard of responsibility begins with a successful **Design Manager**. For this role we have selected **Josh Wade, PE**. Josh has 17 years of civil

engineering design and management experience. Currently he is completing his service as the Design Manager of the ICC Contract B project, which consists of more than seven miles of new roadway along with the design and construction of two interchanges with existing cross roads. One of these interchanges is a diamond interchange similar to the interchange proposed for this Project. Josh is responsible for the overall management of the design activities, coordination with environmental and construction groups, and successful completion of the design activities.

Supporting the Design Manager we have selected experienced individuals to fill the key roles identified in the RFQ or that we see as necessary for the day to day management of the project and associated risks. These include **Alan Kite** who will serve as the **Lead Structural Engineer**. Alan has over 34 years of structural design experience. His recent experience includes serving as the lead structural engineer for both of the ICC A and ICC B projects as well as the Woodrow Wilson Bridge project. He also led our local efforts on the John James Audubon Bridge project.

The AWC team stresses the value and importance of a well developed and experienced **Quality Control team**. The QC staff will be responsible for all aspects of the QC for the Project. The design QC efforts will be led **Greg Anderson**. Greg has over 25 years of experience in quality control and he will ensure that Parsons' QC procedures are followed by reviewing the QC documents for each submittal and tracking their progress. All QC findings must be cleared prior to submission to the owner or for permit review. Greg is coming off of his extremely successful efforts for the ICC B project.

In addition to the key folks listed above we have supplemented the team with the following sub consultants: **Appraisal Review Specialists, Continental Field Service, Inc., Endesco, Inc., McCray Appraisal Services, Inc., RJM Engineering, Inc., Schnabel Engineering, and Williamsburg Environmental Group.**

Appraisal Review Specialists (ARS), over the past 41 years, have reviewed several thousand appraisal

reports on virtually all types of property under every conceivable scenario. Scott Barber, the appraiser assigned to this project, became a review appraiser from experience gained through years of solving complex valuation problems. Some of the clients and major projects ARS review appraisers have served are listed below:

- ◆ VDOT
- ◆ Pennsylvania DOT
- ◆ Federal Highway Administration (FHWA)
- ◆ National Highway Institute

Continental Field Service, a Division of Continental Acquisition Services, Inc. (CFS) has acted as a general consultant to government agencies in the management and conduct of right of way acquisition and relocation programs since its founding in 1966. In this capacity, the firm has developed and implemented property acquisition and relocation policies and procedures on behalf of its clients, and has developed a number of scheduling and control systems to track individual parcel activities and costs. As a full service organization, CFS is able to provide clients with the required technical expertise to successfully complete complex assignments. As one of the nation's oldest and largest right of way services firms, CFS has been active throughout the United States. The company has provided right of way acquisition and relocation services in Virginia, Florida, South Carolina, North Carolina, Georgia, Alabama, Pennsylvania, Massachusetts, California, New York and Texas. Although its principal place of business is located in Bedford, New York, CFS maintains a local office in Springfield, Virginia, which is managed by Paul Schray, Right of Way Program Manager. Some projects that Continental Field Service has served as a subconsultant to Parsons are:

- ◆ VDOT Martin Luther King (MLK) Freeway Extension Public-Private Partnership (PPP) General Engineering Consultant (GEC)
- ◆ FHWA Base Realignment and Closure Commission (BRAC) Defense Access Road (DAR) I-95 Fort Belvoir Ramp in Fairfax County

Endesco, Inc. (Endesco) was founded in 1997 as a professional consultancy organization located in Gaithersburg, MD, and will handle drainage engineering on this project. Endesco is a multidisciplinary engineering design, planning and consulting firm. The company is certified as a minority-owned DBE by the Commonwealth of Virginia. Endesco is managed by a team of professionals with varied and extensive experience in civil engineering. It offers a wide range of services in the areas of civil engineering, highways and drainage, transportation and traffic, water supply and sanitary engineering, and infrastructure development projects, including project management. The Endesco team members have developed, designed, and managed engineering projects from conception to completion — including planning, feasibility studies, preliminary designs, environmental impact analyses, detailed engineering design, preparation of contract documents, contract negotiations, and contract administration and management. Some notable projects by Endesco as a subconsultant to Parsons are:

- ◆ Inter-County Connector (Design/Build) Contract A, MTA/SHA, MD
- ◆ Inter-County Connector (Design/Build) Contract B, MTA/SHA, MD

David A. McCray, MAI, SRA, of McCray Appraisal Service, Inc. (McCray), is a State Certified General Real Estate Appraiser and will serve as the Fee Appraiser on this project. David is currently certified under both the American Institute of Real Estate Appraisers (AIREA) and Senior Real Estate Analyst (SREA) voluntary continuing educational programs and is an Affiliate member of Roanoke Valley Board of Realtors and an Affiliate member of Roanoke Valley Home Builders Associations. He is presently self-employed offering appraisal and consultant services on all types of real property. Clients have included:

- ◆ Virginia Department of Transportation
- ◆ United States Forest Service
- ◆ Virginia Commission of Game and Inland Fisheries

NXL, Inc. (NXL) provides surveying/mapping services and construction management for transportation and

engineering design projects. NXL's Survey Division provides a full range of land surveying and mapping services for transportation and engineering design projects, with an office located in Newport News, Virginia. NXL has surveyors licensed in Virginia and their field crews are equipped with state-of-the-art digital total stations and utilize digital data collection techniques for fast and accurate results. Offering flexible solutions, NXL operates in a variety of platforms, including AutoCad and Microstation. NXL is a certified DBE in Virginia and several other states. They are currently working with Archer Western on ongoing projects in Richmond and at Reagan National Airport. Some projects that NXL did surveying for Parsons are:

- ◆ Ivy Creek Stream Restoration, Charlottesville, VA
- ◆ Route 220 Wetlands Delineation, Botetourt County
- ◆ Proctor's Creek, Chesterfield County
- ◆ Straightstone Creek, Pittsylvania County
- ◆ Pine Run, Pulaski County

RJM Engineering, Inc. specializes in civil and structural design and inspection, utility coordination, and right-of-way identification. RJM Engineering is a Virginia SWAM and DBE/MBE. Their expertise also includes civil site design, structural design, geotechnical engineering, water resources, traffic engineering and construction phase services. Some of RJM's project experience is listed below:

- ◆ I-64/I-264 Interchange Improvements Project, City of Virginia Beach, Virginia (VDOT)
- ◆ Route 3 Widening Project, Culpeper County, Virginia (VDOT)
- ◆ MD 237 Design-Build Project, St. Mary's County, Maryland

Schnabel Engineering (Schnabel) was founded in 1956 by Jim Schnabel. Schnabel, with their subsidiary Lachel & Associates, located in Richmond, VA is an employee-owned company offering highly specialized services in geotechnical engineering, geostructural design, dam engineering, tunnel and underground engineering, environmental, geophysical and geosciences, construction monitoring, and resident engineering from 18 locations throughout the United

States. Some projects where Schnabel supported Parsons are listed below:

- ◆ Inter-County Connector Design/Build (DB) Contract A, MTA/SHA, Maryland
- ◆ Inter-County Connector DB Contract B, MTA/SHA, Maryland

Williamsburg Environmental Group, Inc. (WEG) is a full-service environmental consulting firm that serves both the public and private sectors in providing timely and cost-effective solutions to today's complex environmental issues. The firm, a DMBE-certified small business (#10645), was founded in 1990 and has grown from two partners to a present staff of nearly 100 professionals with offices located in Williamsburg, Richmond, and Fredericksburg, Virginia and Lakeland, Florida. WEG brings a unique niche service to the team, specializing in ecology, natural resources, specifically stream management and design, and environmental permitting and regulatory support. WEG provides full-service environmental consulting services in support of transportation and enhancement related projects. Several of their key project managers and staff members are former employees of various Departments of Transportation, including Brian Hawley who served in VDOT's Fredericksburg District Environmental Section, and thus have a thorough understanding of the unique processes and factors that affect linear projects.

WEG will be responsible for assisting in obtaining the wetland permits, stream protection, restoration and redesign as needed. WEG has served as a subconsultant to Parsons on the VDOT Statewide Wetlands & Water Quality Services Contracts (awarded in 2003 and 2010) and worked on the following specific tasks:

- ◆ APM Marine Terminal Wetland Delineations (Portsmouth)
- ◆ I-66 Wetland Compensation Planning & Design
- ◆ Route 30 Widening Wetland Delineation and Water Quality Permitting
- ◆ Cattail Management at Mattaponi Bank
- ◆ Straightstone Creek Restoration Design
- ◆ I-73 HCA Environmental Assessment Smooth Coneflower and Roanoke Logperch Surveys

Construction Team

Archer Western is a merit-shop general contractor based in Atlanta. Working primarily in the South and Southeast, Archer Western provides a full range of construction services with a notable preference for high-profile, technically-challenging, heavy-highway projects. As the largest subsidiary of the Walsh Group, Archer Western has been a major contributor to the growth and success of this 110-year old, family-owned business. And those contributions have played a key role in the development of the Walsh Group from a small, local contractor headquartered at the corner of Archer and Western Streets in Chicago, to a renowned national contractor that was recently recognized by ENR as the 2nd Largest Domestic Heavy Contractor and the 3rd Largest US Highway Builder.

Brian Quinlan, our DB Project Manager, has a unique blend of national experience and local roots. During his 32 years in the industry, he has worked on heavy-highway programs along the Eastern Seaboard, including the Central Artery in Boston, the Vine Street Expressway in Philadelphia, the express toll lanes in Baltimore, the VDOT I-95 Bridges in Richmond, and the Dolphin Expressway in Miami. Brian's extensive experience covers multiple project types, typically with complex and demanding requirements for MOT and coordination with adjacent contractors. His career includes design-build road projects in Washington, D.C., Richmond, and Miami, as well as major freeway projects in the Washington, D.C. area, Baltimore, Philadelphia, Boston, and Miami.

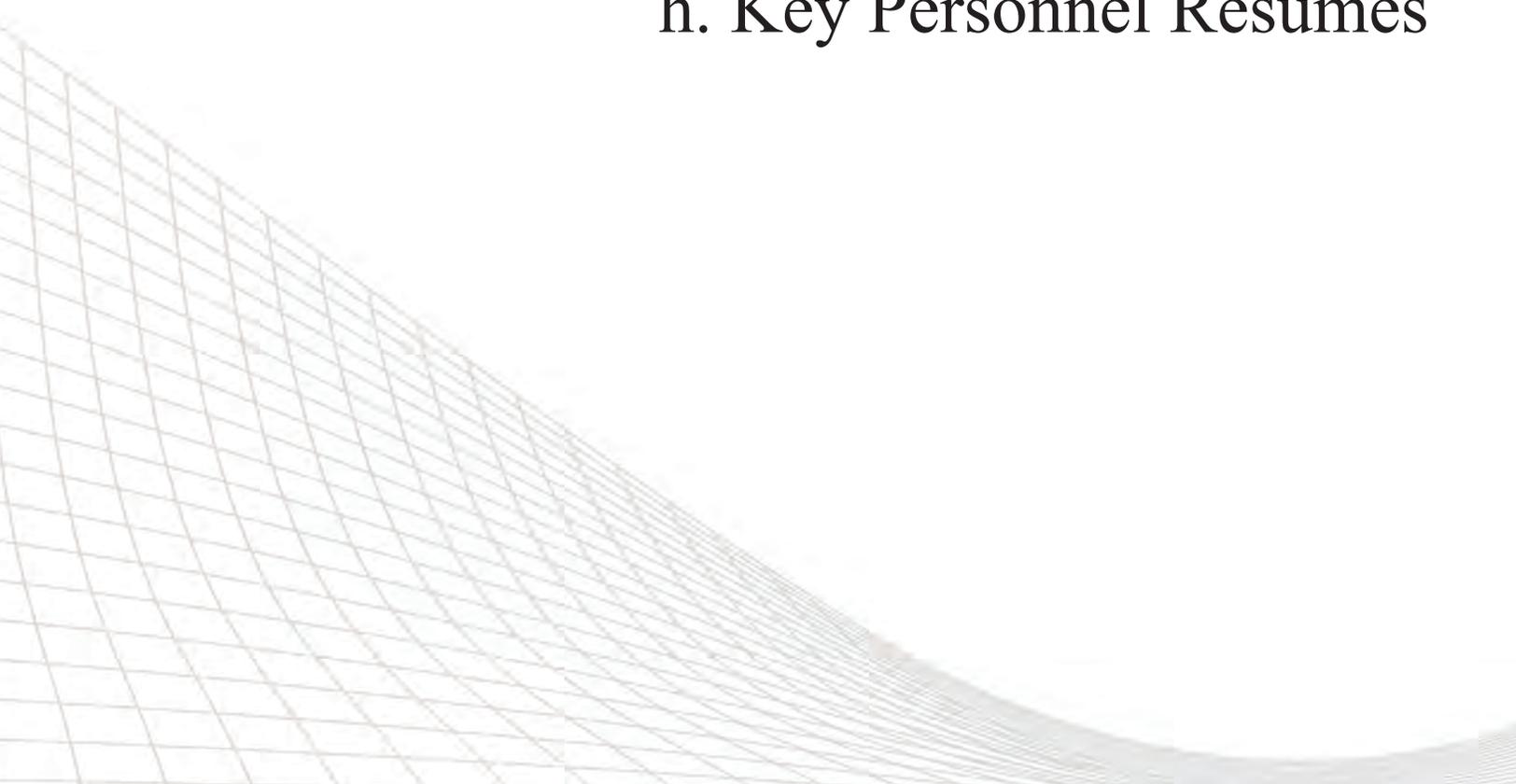
Due to the sensitivity of the environmental resources involved in this Project, we have included an environmental compliance manager in our proposed organization. For this role we have proposed **Brian Hawley of Williamsburg Environmental Group (WEG)**. Brian and his firm will ensure that all environmental risks and commitments are managed correctly and ensure that any stream protection or relocation design efforts are handled expertly. Brian has more than 18 years of experience in the fields of stream and wetlands science, water resources engineering, regulatory permitting, stream and wetland compensatory mitigation, and compliance monitoring. At WEG, Brian has primarily been responsible for

VDOT contract management, project management, regulatory permitting and compliance of transportation-related projects. Prior to working with WEG, Brian worked for VDOT, where he managed the water quality permitting program for the Fredericksburg District. This included the delineation of wetlands, development of permit applications and agency coordination, compensatory mitigation design, plan development, construction oversight, and regulatory compliance maintenance and monitoring.

Due to the importance of the public relations and ROW issues on this project we have proposed two of the best in the state to handle these sensitive issues, Stephen Walter of Parsons and Paul Schray of Continental Field Services. **Stephen Walter, our Public Relations Coordinator**, has more than 34 years of experience involving various facets of transportation planning, engineering, and project management. He has served in varying technical and management capacities for numerous major public works projects. In addition, for the last 15 years Stephen has been responsible for financial, contractual, and operational aspects of all work performed by Parsons' Virginia office. In support of various public works and construction projects ranging from new roadways, bridges, utility corridors, water treatment plants, marinas, and commercial developments, Stephen Walter served as the agency coordinator responsible for securing necessary state and federal permits. In addition to agency liaison and permit preparation, he conducted necessary biological assessments and site feasibility studies in support of applications. **Paul Schray, our Right of way Acquisition lead**, has 28 years experience in the acquisition of property for public transportation/transit and private development projects, with more than 12 years as a consultant for various projects for the Virginia Department of Transportation. His experience includes the management of all acquisition, relocation, and appraisal functions; title research; right of way design review; acquisition negotiations; relocation assistance; administrative value determinations; right of way cost estimates; appraisal technical review; and condemnation trial preparation and testimony.



h. Key Personnel Resumes



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Brian Quinlan, P.E., Senior Project Manager
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: Archer Western Construction, LLC
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>29</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen (15) years. Archer Western, 2009 – Present, Senior Project Manager, Heavy Civil Construction Cherry Hill, 2006 – 2008, Vice President of Operations, Heavy Civil Construction Condotte America, 1998 – 2005, Vice President of Operations/Project Manager, Heavy Civil Construction Perini, 1995 – 1997, Project Manager, Heavy Civil Construction
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Georgia Tech, BSCE, 1979 University of Maryland, MBA, 2006
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1999, P.E. (Civil), VA 033491
g. Document the extent and depth of your experience and qualifications relevant to the Project. MD SHA I-95/I-895 Interchange Reconstruction, Baltimore, MD – Contract Value: \$54,000,000 Role: Vice President of Operations 1. Specific responsibilities and authorities included oversight of entire project and direct supervision of Project Manager and Safety Manager. Specific tasks included coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of salaried staff; selection of means and methods for self-performed work; cost control for self-performed work; development of project schedule; and problem resolution with MdTA Project Manager and GEC Partners Construction Manager. Specific features of work included interstate and local MOT, utility relocation, bridge demolition, bridge construction, roadway construction,, retaining walls, piledriving, sound walls, and landscaping. 2. Experience was with Cherry Hill (Prime Contractor). 3. From 2006 to 2008. MDX Design-Build Dolphin Expressway and Florida Turnpike Interchange Reconstruction, Miami, FL – Contract Value: \$36,000,000 Role: Vice President of Operations 1. Specific responsibilities and authorities included oversight of entire project and direct supervision of Project Manager and Safety Manager. Specific tasks included development of bid and construction design concepts; oversight of design for construction; coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of salaried staff; selection of means and methods for self-performed work; cost control for self-performed work; development of project schedule, and problem resolution with MDX Program Manager. Specific features of work included interstate and local MOT, utility relocation, bridge demolition, bridge construction, roadway construction, pile driving, retaining walls, post-tensioned substructure, and landscaping. 2. Experience was with Condotte America (Prime Contractor). 3. From 2003 to 2005. VDOT Design-Build I-95/Route 150/Route 895 Interchange Reconstruction, Richmond, VA, Contract Value: \$115,000,000 Role: Design-Build Project Manager 1. Specific responsibilities and authorities included day to day direction of onsite construction activities through supervision of General Superintendent, Site Safety Officer, and engineering staff. Specific tasks included coordination of segmental bridge design; coordination and management of construction engineering for segmental operations, coordination and management of subcontractor and supplier solicitation, negotiation, award, and contract administration; selection of means and methods for self-performed work; cost control for self-performed and subbed work; development and maintenance of CPM schedule, equipment procurement, material procurement, and daily interaction with FD/MK Project Manager. Specific features of work included interstate MOT, bridge construction, drilled shafts, post-tensioned superstructure, cast-in-place segmental superstructure, precast segmental superstructure, and casting yard. 2. Experience was with Condotte America (Subcontractor to joint venture of Fluor Daniel and Morris Knudsen). 3. From 1999 to 2002.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Joseph R. Hamed, PE, LS, PMP Project Manager/Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: NXL Construction Company, Inc. (d/b/a: NXL Construction Services, Inc.)
d. Years experience: With this Firm <1 Year. With Other Firms 21 Years. Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Name of Firm: NXL Construction Services, Inc., Richmond, Virginia Start Date: 5/25/2011 End Date: Present Position: Project Manager/Quality Assurance Manager Responsibilities: Independent Quality Control Manager for joint Design-Build projects ensuring contract requirements and specifications are appropriately administered and applied, required quality control testing and independent quality assurance is carried out, contractor invoices are correct – all in accordance with the applicable VDOT standards/documents addressing construction, QC, QA, and IA. Ensures that the QA staff adequately trained and equipped for their scope of work. Documents non-conforming work and follows up with the Owner and Contactor to ensure that corrective action is proposed by the contractor, approved by the owner, and completed with quality. Name of Firm: Virginia Department of Transportation, Richmond, Virginia Start Date: 1/2011 End Date: 5/2011 Position: Area Construction Engineer, Salem District Responsibilities: In this role, Mr. Hamed managed the delivery of the Salem District Southern Construction Area’s Construction Program. Mr. Hamed managed projects that include drainage, grading, placing, bridges, bridge superstructure/substructure restorations, signal, guardrail, pavement markings, utilities, etc. Key aspects of Mr. Hamed’s responsibilities included: identifying and communicating with stakeholders and encouraging team member to communicate, identifying the need for extra work, reviewing and negotiating work order prices, and providing Responsible Charge oversight to ensure that each project was construction in conformance with the plans, specifications and standards. He also provided VDOT oversight of a locally administered urban project. Name of Firm: Virginia Department of Transportation Southwest Regional Operations, Southwest Virginia Start Date: 10/2006 End Date: 1/2011 Position: Program Delivery Manager Responsibilities: In this role, Mr. Hamed provided oversight of all SW Regional Operations project delivery in all project phases, including planning, programming, project development and construction. He provided support for traffic signal projects, traditional traffic engineering projects, 2 mountain tunnel facilities (including fire, life and safety systems), and also provided support for technology projects including cameras, message boards, and FHWA Rule 940 Compliance. Mr. Hamed coordinated with SW Regional staff to identify and prioritize potential projects. In conjunction with Central Office and Regional staff from three Districts (Bristol, Lynchburg and Salem), Mr. Hamed identified funding sources for chosen projects, requested funding transfers, and initiated projects for within the system. He also provided oversight of the PE process to ensure that projects were developed in accordance with VDOT processes. He coordinated with other sections including Environmental, Right of Way, Location and Design, Scheduling and Contracts, Federal Highway Administration and Construction. Mr. Hamed provided responsible charge oversight for the Regional Signal Contract – Design and Construction - including approval of estimates, negotiating work orders, coordinating inspection, and claims avoidance. Also provided claims support to

the Salem District Construction Staff to prepare for and defend a claim against an earlier project; provided testimony at the Commissioner's hearing.

Name of Firm: Virginia Department of Transportation, Salem District, Virginia

Start Date: 5/2005 **End Date:** 10/2006

Position: Area Construction Engineer

Responsibilities: In this role, Mr. Hamed managed the delivery of the Salem District Northern Construction Area's construction program. His team managed construction and maintenance projects, where their goal was to deliver each project on time and on budget, with quality in the constructed project. In this regard, the team exceeded the expectation and percentages established by the Department's executive leadership. During his tenure in this position, Mr. Hamed managed projects that include drainage, grading, bridge construction, bridge superstructure/substructure restorations, signal, guardrail, pavement markings, utilities, etc. He also managed the Preliminary Engineering of a Roadway Lighting System, now under construction. Key aspects of Mr. Hamed's responsibilities included: identifying and communicating with stakeholders and encouraging team member to communicate, identifying the need for extra work, reviewing and negotiating work order prices, and providing Responsible Charge oversight to ensure that each project was constructed in conformance with the plans, specifications and standards. Mr. Hamed also provided input to the Preliminary Engineering process by attending various meetings to address unique project specific problems. He was responsible for the project budget during the Construction Phase, monitored expenditures in SiteManager and FMS II, and compared them to the budgeted amounts on a monthly basis. Mr. Hamed provided Leadership that set the tone for a positive and productive work environment, with a staff consisting of a Staff Assistant, Construction Project Managers, VDOT Inspectors, and Consultant Inspectors.

Name of Firm: Virginia Department of Transportation, Salem District, Virginia

Start Date: 8/2004 **End Date:** 5/2005

Position: Project Manager

Responsibilities: In this role, Mr. Hamed provided constructability, E&S and safety reviews for several projects in various phases including design and construction. He also provided project management and engineering analysis on a variety of projects, including the consultant design of the I-81 Lighting Project, Montgomery County, Virginia and the design and construction of the Stony Creek Emergency Contract, Giles, County, Virginia.

Name of Firm: HNTB Corporation, Patrick County, Virginia

Start Date: 3/2004 **End Date:** 7/2004

Position: Resident Engineer (PPTA Project)

Responsibilities: In this role, Mr. Hamed's duties included: documenting progress, providing reports to various design/build stakeholders, including VDOT, the prime contractor (Branch Highways), and the design office of HNTB. Mr. Hamed performed E&S inspections, recommended E&S preventive measures, coordinated problems and permits with DEQ, Corps of Engineers, and VDOT, and also collected and forwarded data required by DEQ and Corps of Engineers, including pH, temperature, dissolved oxygen, etc. He documented that the work met the proper VDOT specifications and standards, and documented, logged, tracked and forwarded any nonconforming items. Mr. Hamed provided interpretation and clarification of plans and specifications by coordinating closely with the design engineer. He also provided engineering support and analysis for a wide range of problems with varying degrees of complexity, including undercut depths, drilled shaft modifications, and additional under drain requirements.

Name of Firm: Louis Berger Group, Inc., Christiansburg, Virginia

Start Date: 4/1999 **End Date:** 1/2004

Position: Project Manager/Project Engineer

Responsibilities: In this role, Mr. Hamed's primary duty was to lead a team of consultant inspectors during the construction of the a \$40 million bypass highway with approximately 12 lane miles of new alignment and seven new bridges. He and his team documented that the project was constructed in accordance with the plans, specifications and the contract. He monitored the contractor's work with respect to schedule, cost and quality. Mr. Hamed was responsible for recommending solutions to problems, corrections for deficiencies encountered, acceptance or rejection of work, changes and extras. He was also responsible for preparation of monthly project progress reports for the Owner. Other project responsibilities included directing the daily activities of 10 project inspectors, all project administration, maintaining daily log and reports, reviewing and assessing alternate work

methods, preparation of Contractor's monthly pay estimate, and monitoring workmanship, quality and safety. He also provided claims review, Notice of Intent analysis, cost analysis of work orders, and review of safety plans.

Name of Firm: Vecellio and Grogan, Inc., Beckley, West Virginia

Start Date: 7/1994

End Date: 4/1999

Position: Project Engineer

Responsibilities: In this role, Mr. Hamed supported field and office operations in a variety of assignments including: performed takeoffs, negotiated waste/borrow agreements, exploratory excavation and drilling, and other duties associated with estimating support. In the field he developed and managed an MS Access data base to record, track and report on production data. He also reviewed monthly estimates, ordered materials/parts, supported day-to-day blasting and hauling operations, monitored and repaired traffic controls, interfaced with project inspectors, submitted shop drawings, and prepared/updated CPM schedules.

d. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

University of Idaho/BS/1990/ Civil Engineering

e. Active Registration: Year First Registered/ Discipline/VA Registration #:

2004/VA Professional Engineer/039327

WV Professional Engineer/012756

WV Professional Land Surveyor/1574

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

a. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*

b. *Note whether experience is with current firm or with other firm.*

c. *Provide beginning and end dates for each assignment.*

(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

Project: I-81 Safety Improvement Project (Truck Climbing Lanes), Montgomery County, Virginia

Name of Firm: NXL Construction Services, Inc.

Start Date: 5/2011 **Finish Date:** Present (completion anticipated in 2013)

Project Role: Quality Assurance Manager

Responsibilities: This \$75 million project consists of adding an additional lane onto I-81 through five miles of rugged terrain. The project scope includes drainage, grading, paving, demolition/reconstruction of two overpass bridges, phased demolition/construction of one mainline bridge, retaining walls, guardrails, and related appurtenances. As the Quality Assurance Manager, Mr. Hamed provides QA Inspection and Testing for the CH2M Hill Construction team. Services include performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build Guidelines and the project's approved Quality Assurance and Quality Control Plan, the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. Attends monthly progress meetings, documents non-conforming work, assures and documents that non-conforming work is addressed through approved methods of correction. Coordinates with the QC Manager, Construction Manager, Project Managers (CH2M Hill and VDOT) on a variety of issues related to quality, schedule, and payment.

Client/Owner Contact: Richard Caywood, PE, VDOT Salem District Administrator (540) 387-5320

Project: Rt-60/Main Street Bridge Replacement, Clifton Forge, Virginia.

Name of Firm: NXL Construction Services, Inc.

Start Date: 5/2011 **Finish Date:** Present (completion anticipated in 2012)

Project Role: Quality Assurance Manager

Responsibilities: A unique bridge replacement project in that the bridge superstructure abuts commercial buildings on both sides requiring careful consideration of demolition, construction and maintaining public access to buildings. The scope of the project includes complete demolition of existing bridge, reconstruction of the bridge and approaches, a signal light, protection of Smith Creek, and associated traffic management plan. As the Quality Assurance Manager, Mr. Hamed provides QA Inspection and Testing for the Orders Construction team. Services include performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build Guidelines and the project's approved Quality Assurance and Quality Control Plan, the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay

packages, and preparation and submission of final records. Attends monthly progress meetings, documents non-conforming work, assures and documents that non-conforming work is addressed through approved methods of correction. Coordinates with the QC Manager, Construction Manager, Project Managers (Orders and VDOT) on a variety of issues related to quality, schedule, and payment.

Client/Owner Contact: Randy Kiser, PE, VDOT Staunton District Administrator (540) 332-9092

Project: Region 3 Multiple Bridge Rehabilitation Project; Staunton District, Culpeper District, and NOVA District, VA

Name of Firm: NXL Construction Services, Inc.

Start Date: 5/2011 **Finish Date:** Present (Completion anticipated 2012)

Project Role: Quality Assurance Manager

Responsibilities: Regional VDOT/ARRA Design/Build Bridge Rehabilitation project comprised of 23 bridges located in three VDOT Districts with a duration of approximately 22 calendar months of construction-related activities requiring QA Inspection and Testing for the Infrastructure Corporation of America, Inc. (ICA) Team. Mr. Hamed serves as the project's Quality Assurance Manager. Services include performance of QA testing and inspection in accordance with VDOT's August 2008 Design Build Guidelines and the project's approved Quality Assurance and Quality Control Plan, the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. Attends monthly progress meetings, documents non-conforming work, assures and documents that non-conforming work is addressed through approved methods of correction. Coordinate with the QC Manager, Construction Manager, Project Managers (ICA and VDOT), and Design Project Manager on a variety of issues related to quality, schedule, and payment.

Client/Owner Contact: David A. Steele, PE, VDOT Innovative Project Delivery Division (804) 371-6787

Project: US Route 460 Christiansburg Bypass, Montgomery County, Virginia

Name of Firm: The Louis Berger Group

Start Date: 5/1999 **Finish Date:** January 2004

Project Role: Consultant Project Manager

Responsibilities: This \$40 million project provided a 4-lane bypass with 12 lane-miles on new alignment, two new major interchanges connecting to urban streets, and renovation of the urban streets. The scope of the project included grading, drainage, seven new bridges, paving, sound walls, traffic signals, retaining walls, guardrail, utility relocation, railroad coordination, and appurtenances. Mr. Hamed managed a team of approximately 10 consultant inspectors to document that the project was constructed in accordance with the plans, specifications, and applicable standards. He monitored the contractor's work with respect to schedule, cost and quality. Mr. Hamed was responsible for recommending solutions to problems, corrections for deficiencies encountered, acceptance or rejection of work, changes and extras. He was also responsible for preparation of monthly project progress reports for the Owner. Other project responsibilities included directing the daily activities of the project inspectors, project administration, maintaining daily log and reports, reviewing and assessing alternate work methods, preparation of Contractor's monthly pay estimate, and monitoring workmanship, quality and safety. He also provided claims review, Notice of Intent analysis, cost analysis of work orders, and review of safety plans. Mr. Hamed coordinated with a host of stakeholders including the VDOT Christiansburg Residency, the Contractor Project Manager, Salem District Bridge Office, Salem District Traffic Engineering, Town of Christiansburg, Montgomery County, and utility owners.

Client/Owner Contact: Richard Caywood, PE, VDOT Salem District Administrator (540) 387-5320

ATTACHMENT 3.3.1.

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Josh Wade, PE, Project Manager / Design Director
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Parsons Transportation Group Inc. of Virginia
d. Years experience: With this Firm <u>17</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Parsons Transportation Group Inc. of Virginia – 1994 to Present, Project Manager / Design Director
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland-College Park, Bachelor of Science, 1993, Civil Engineering University of Maryland University College (UMUC), Master of Business Administration, 2009, Business Administration
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer VA: 1999 / Civil / 0402 032924
g. Document the extent and depth of experience and qualifications relevant to the Project. Intercounty Connector, Contract B, Montgomery County, MD - Contract Value: \$560,000,000 Role: Design Manager 1. As the design manager, Joshua Wade is responsible for the design efforts of the large design-build project. This section is the second of five segments of the new toll road and is the most environmentally sensitive section of the overall project. 2. Experience is with the current firm, Parsons Transportation Group Inc. of Virginia 3. From 2008 to Present FHWA Eastern Federal Lands Services On-Call, Northern Region - Contract Value: \$10,700,000 Role: Program Manager 1. The assignments include roadway and bridge designs, environmental studies, traffic engineering and transportation planning, hydraulics and hydrology, value engineering/value analyses, geotechnical investigations, and surveying and mapping. Josh's responsibilities included the overall program management, as well as individual project management for several tasks. 2. Experience is with current firm, Parsons Transportation Group Inc. of Virginia 3. From 9/2007 to 12/2007 US Route 58 Design, Patrick, Floyd, and Carroll Counties, VA - Contract Value: \$3,129,686 Role: Project Engineer 1. Parsons developed construction plans for this nearly six-mile, limited-access section of Route 58, including a design of alignment, grading, drainage, stormwater management, erosion, and sediment control plans. Work was coordinated with FHWA that provided design plans for the proposed new bridge for the Blue Ridge Parkway over Route 58. 2. Experience is with current firm, Parsons Transportation Group Inc. of Virginia 3. From 12/1997 to 6/2006 Union Station Bicycle Transit Center, Washington , D.C. - Contract Value: \$3,400,000 Role: Project Manager 1. Josh provided overall project management, including oversight of roadway, structural, systems, architectural elements, and construction management. This included coordination with National Park Service, Architect of the Capital, Amtrak, WMATA, and Union Station Redevelopment Corporation. The project received the 2010 ACEC (American Council of Engineering Companies) National Engineering Excellence Honor Award. 2. Experience is with current firm, Parsons Transportation Group Inc. of Virginia 3. From 8/2005 to 8/2008

ATTACHMENT 3.3.1.

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Russ Lauria, Senior Project Manager
b. Project Assignment: Construction Manager
c. Name of Firm with which you are now associated: Archer Western Construction, LLC.
d. Years experience: With this Firm <u>11</u> Years With Other Firms <u>21</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Archer Western – 1999 to Present, Senior Project Manager, Heavy Civil Construction Choate Construction – 1997 to 1999, Division Manager, Heavy Civil Construction Beers Construction – 1992 to 1997, Superintendent, Heavy Civil Construction
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Utah State University, Bachelor of Science in Civil Engineering, 1979
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g. Document the extent and depth of experience and qualifications relevant to the Project. GDOT I-85 Paving & Bridge Reconstruction, Newnan, GA - Contract Value: \$218,000,000 Role: Senior Project Manager 1. Specific responsibilities and authorities included coordination and management of: subcontractor solicitation, negotiation, award and contract administration; cost control for self-performed work and subcontractors; design and maintenance of primavera CPM schedule; material/equipment procurements; monthly job status summaries; estimating; chaired weekly progress and coordination meetings; staff training; execution of monthly pay applications; Owner's point of contact for project. 2. Experience is with the current firm, Archer Western. 3. From 2006 to 2009. Hartsfield-Jackson Atlanta Int'l Airport TSA Baggage Screening Facility, Atlanta, GA - Contract Value: \$55,000,000 Role: Senior Project Manager 1. Specific responsibilities and authorities included coordination and management of: subcontractor solicitation, negotiation, award and contract administration; cost control for self-performed work and subcontractors; design and maintenance of primavera CPM schedule; material/equipment procurements; monthly job status summaries; estimating; chaired weekly progress and coordination meetings; staff training; execution of monthly pay applications; Owner's point of contact for project. 2. Experience is with current firm, Archer Western. 3. From 2003 to 2005. Raleigh-Durham Int'l Airport Parking Deck, Raleigh, NC - Contract Value: \$102,800,000 Role: Senior Project Manager 1. Specific responsibilities and authorities included coordination and management of: subcontractor solicitation, negotiation, award and contract administration; cost control for self-performed work and subcontractors; design and maintenance of primavera CPM schedule; material/equipment procurements; monthly job status summaries; estimating; chaired weekly progress and coordination meetings; staff training; execution of monthly pay applications; Owner's point of contact for project. 2. Experience is with the current firm, Archer Western. 3. From 2001 to 2004.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Alan Kite, PE, Senior Project Manager / Principal Structural Engineer
b. Project Assignment: Lead Structural Engineer
c. Name of Firm with which you are now associated: Parsons Transportation Group Inc.
d. Years experience: With this Firm <u>27</u> Years With Other Firms <u>7</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Parsons Transportation Group Inc. –Baltimore, Maryland, 1983 to Present, Senior Project Manager / Principal Structural Engineer American Engineers - Richmond, Virginia, 1976 to 1983, Design Engineer / Project Engineer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Bachelor of Engineering, Civil Engineering, Virginia Polytechnic Institute & State University (VA TECH), 1976 Master of Engineering, Civil Engineering, University Of Virginia, 1982
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer: 011344, NC; 012306, VA; 24GE03281700, NJ; 39129, FL; 24500, MD
g. Document the extent and depth of your experience and qualifications relevant to the Project. Intercounty Connector A (ICC), Montgomery County, MD – Contract Value: \$478,000,000 Role: Lead Structural Engineer 1. Alan is responsible for leading the structural design effort for the project, organizing the work and schedule, reviewing and checking design drawings, coordinating the design with the General Engineering Consultant and client, and responding to construction-related questions. 2. Experience is with the current firm, Parsons Transportation Group Inc. 3. From 2007 to Present John James Audubon Bridge, Design/Build, St. Francisville, LA – Contract Value: \$28,000,000 Role: Lead Structural Engineer 1. Alan was responsible for leading the Baltimore office structural design effort, which included the main span approach structures. The work included the design of prestressed concrete girders and caisson and pile foundations. Organized the work effort, checked design drawings, and developed new details. 2. Experience is with the current firm, Parsons Transportation Group Inc. 3. From 2006 to 2007 Permanent World Trade Center Port Authority Trans-Hudson Terminal , New York, NY – Contract Value: \$2,200,000,000 Role: Senior Structural Engineer 1. Alan was responsible for developing several alternatives to underpin the existing New York City Transit 1/9 subway station in order to construct three levels of the PATH station below the existing tracks. He also designed braced steel frame members and checked drawings and calculations for the system. The underpinning design required innovative alternatives in order to accommodate the limited structural depth requirements and the Architect’s design of the new station. 2. Experience is with the current firm, Parsons Transportation Group Inc. 3. From 2003 to 2006 Woodrow Wilson Memorial Bridge, Conceptual and Final Design, Virginia and Maryland – Contract Value: \$3,400,000 Role: Lead Structural Engineer 1. Alan was responsible for leading the Baltimore office structural design effort, developing design details, checking calculations and contract drawings, and coordinating design work with the staff and client. 2. Experience is with the current firm, Parsons Transportation Group 3. From 1999 to 2007



i. Organization Chart



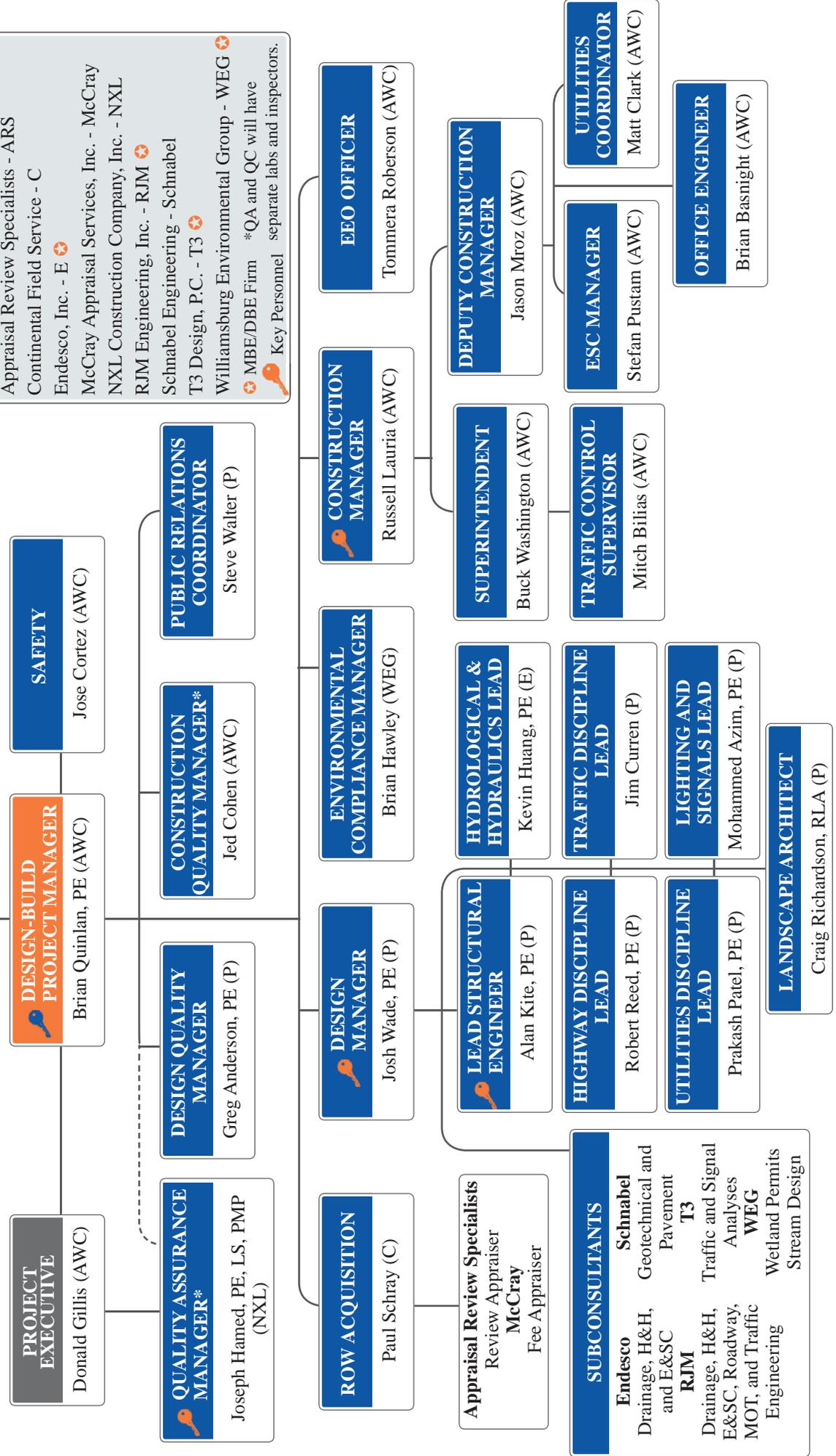
Statement of Qualifications

I-581 / Valley View Interchange Phase II Project

Organization Chart



LEGEND
 Archer Western Construction, Ltd. - AWC
 Parsons Transportation Group Inc. - P
 Appraisal Review Specialists - ARS
 Continental Field Service - C
 Endesco, Inc. - E ✪
 McCray Appraisal Services, Inc. - McCray
 NXL Construction Company, Inc. - NXL
 RJM Engineering, Inc. - RJM ✪
 Schnabel Engineering - Schnabel
 T3 Design, P.C. - T3 ✪
 Williamsburg Environmental Group - WEG ✪
 ✪ MBE/DBE Firm *QA and QC will have Key Personnel separate labs and inspectors.



3.3.2 ORGANIZATION CHART NARRATIVE

On the I-581/Valley View Interchange Phase II Project, as with all of our projects, we will initiate a detailed planning approach to our work. This ensures that every detail is thoroughly planned, materials are procured in a timely manner, and all parties, including VDOT, are fully involved with the process. We facilitate a true partnering atmosphere that instills a team mindset of design-building this project together; eliminating the unknown; and acting proactively together in designing and building a quality project, on time and within budget.

The importance of contractor-engineer-owner interfacing cannot be overemphasized in the design-build setting; and was one of the major keys to success on the recently completed Intercounty Connector (ICC) projects. We realize this and therefore will take proactive measures, such as co-locating our design-build manager with the Parsons design team, to ensure that as potential challenges arise they are dealt with in a timely manner. To speed communications, our team has set up a collaborative website for document management and project coordination using Microsoft's SharePoint software platform. Our team has made use of this website throughout the qualifications stage and will continue to utilize this tool throughout the life of the project.

Integrated Team Approach

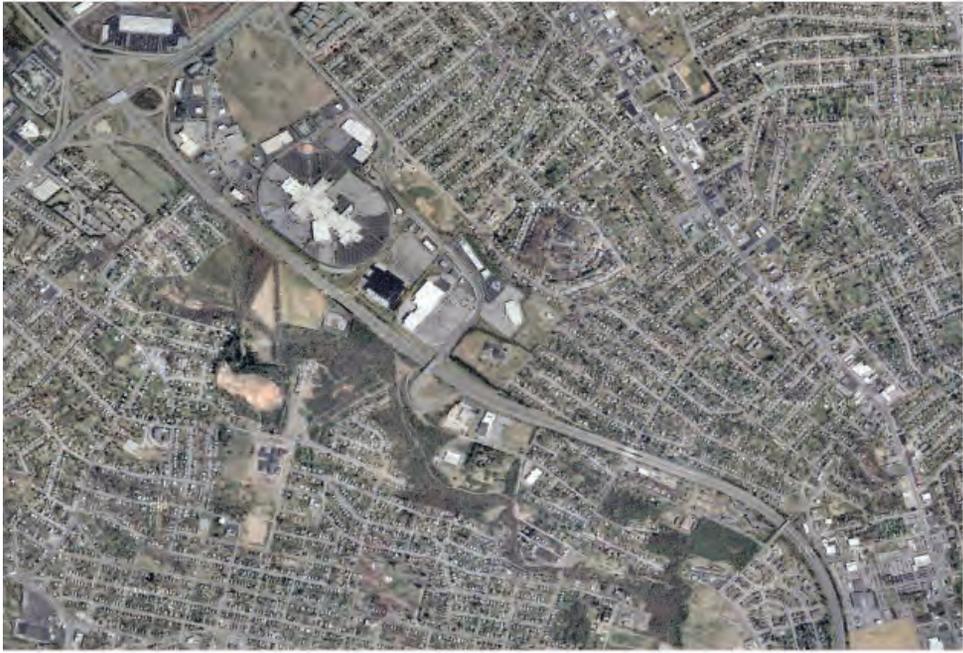
The AWC team has held planning meetings since before the RFQ was advertised, and will continue to do so throughout the project. Our weekly coordination meetings have a structured agenda and all team members are assigned action items that they are then accountable for. As with the ICC projects, the U.S. Route 50 project, and the FHWA I-95 Ramp, the internal coordination plan includes the use of Task Teams designed to focus individuals with certain specific experience on those particular aspects of the project. Examples of Task Teams include roadway, drainage, bridges, MOT, utilities, etc. These Task Teams are comprised of personnel from both AWC and Parsons. Each team designates

a leader who provides status reports to the design manager and the design-build project manager.

An important step in determining staff assignments involves the implementation of our "zipper strategy", pairing designers with their construction personnel counterparts. For example, a structural engineer designing the bridges will be paired with the bridge superintendent on the Bridges Task Team. This pairing creates personal relationships that benefit both parties and ultimately VDOT. The designers gain valuable insight into construction techniques, and the construction personnel help shape the design. Additionally, should an issue arise during construction, the construction staff knows instantly who to contact. This is a technique we deploy on all AWC design-build projects and have successfully used in the past with Parsons.

The transition from design phase to construction phase requires our Task Teams to refocus from design to construction activity pre-task/work plan development. Designers are involved in the construction pre-task planning and activity work plan development. These planning activities are interactive and serve to confirm decisions that were made by the Task Team during the design/constructability review process. Once construction begins, the Task Teams are assigned the responsibility to assist with the QC inspections to ensure the work is being constructed in accordance with the design. The creation and use of the Task Teams provide VDOT with an integrated team of design and construction professionals from commencement of design through construction completion.

The AWC team's organizational chart, shown on page 13, illustrates the structure of our organization with reporting lines identifying the relationship between major participants and their integrated roles for managing, designing, and building this Project. AWC will be responsible for the overall success of the Project and managing the quality of the constructed product while maintaining one of the best safety records in the industry (EMR rating of .75). We will establish and promote channels of communication for an integrated design and construction process, while encouraging partnering among all stakeholders.



5. Experience of Offeror's Team

3.4 EXPERIENCE OF THE OFFEROR'S TEAM

The AWC team consists of professionals who have all demonstrated successful experience on similar projects. We have included the detailed data sheets for three similar projects completed by AWC, the lead contractor as well as three by Parsons, the lead designer. Those projects include:

1. VDOT I-64/CSX Railroad Bridge, Richmond, Virginia
2. FDOT I-10/I-95 Interchange, Jacksonville, Florida
3. FDOT I-10/I-110 Davis Highway Interchange, Pensacola, Florida
4. MdSHA Intercounty Connector, Contracts A & B, Design-Build, Montgomery County, Maryland
5. Fairfax County DOT U.S. Route 50 and Waples Mill Road, Fairfax County, Virginia
6. FHWA I-95 Ramp from Fort Belvoir North Area (FBNA), Fort Belvoir, Virginia

The VDOT I-64/CSX Railroad Bridge, completed in 2007, consisted of parallel interstate bridges over a major heavy rail facility, and is similar to the I-581 Valley View Interchange project in that it consisted of interstate bridge construction with significant MOT requirements. In the case of the I-64 project, the new bridge was over the CSX ACCA Yard in Richmond.

The project required extensive MOT to facilitate smooth traffic flow on I-64, a requirement that was made more significant by the proximity of the I-64/I-95 interchange. This interstate coordination being in addition to the track coordination required to work in and over the ACCA Yard facility. The ACCA Yard coordination with CSX included redesign of substructure within the yard and securing mutual agreement on demolition and erection plans for work over the yard.

Relevance to I-581 Project: The project involved bridge construction which could not impact the facilities below. This included the development of a detailed MOT phasing plan and coordination with CSX.

The FDOT I-10/I-95 Interchange project includes reconfiguration of the I-10/ I-95 Interchange, 17 new bridges, 21 ramps, reconstruction of 25 lane miles of interstate highway, and 800,000 cubic yards of embankment built over and around traffic moving through one of the busiest interchanges in the state.



This award winning project required extensive MOT and public outreach as the I-10/I-95 interchange is located just west of downtown Jacksonville.

Relevance to I-581 Project: The project involved complete reconstruction of an Interstate interchange while maintaining traffic through the construction zone. Several utilities required relocation and a detailed MOT plan was developed to allow the phased construction. All of these aspects will be encountered on the I-581 project.

The FDOT I-10/I-110 Davis Highway Interchange project consisted of the reconstruction of over 5 miles of highway, including removals, mass excavation, grading, storm sewer, asphalt paving, structures, sound walls, utility relocations, signing and pavement markings.



Located in downtown Pensacola, the project had extensive MOT requirements aimed at insulating commercial and commuter traffic from construction impacts.

***Relevance to I-581 Project:** The project involved interstate and interchange construction with multiple ramps, connections to urban roadways, and utility relocations. The detailed MOT plan in multiple phases and coordination with a local shopping mall was required to minimize impacts to their patrons. All of these conditions will be encountered on the I-581 project.*

The Intercounty Connector (ICC), Contracts A & B, Design-Build projects in Montgomery County, MD were recently opened to traffic with the portion including Contract B opening on November 21, 2011. These projects consisted of over 14 miles of 6-lane highway with 5 interchanges and 28 bridges.

The lessons learned from these many tasks included in the ICC projects can be directly applied to the I-581 project and VDOT and the surrounding communities can directly benefit from this experience.



***Relevance to I-581 Project:** This project is similar to the I-581 Valley View Interchange project for many reasons:*

- ◆ *Several of these bridges were cross road bridges built while traffic was maintained.*
- ◆ *One of the interchanges, a Single-Point Urban Interchange (SPUI), included a very extensive MOT plan to allow for the construction of the structure in halves while maintaining the full traffic section throughout construction, this removed the need for a temporary structure to reroute traffic.*
- ◆ *Three of the other interchanges are very similar to the proposed partial interchange for the I-581 Valley View Interchange project.*
- ◆ *The projects involved many miles of shared use trail improvements.*
- ◆ *Included in the designs were several stream relocation and restoration improvements.*
- ◆ *The environmental program was extensive which included protection processes for wetlands, streams, floodplains and wildlife.*

The U.S. Route 50 and Waples Mill Road in Fairfax County, VA is a busy suburban intersection near I-66, which serves as one of the main gateways into the City of Fairfax. The improvements were a priority to Fairfax County, which funded all design and construction. The project was initially established to provide improvements in two phases of construction. In the first phase, the existing intersection would have been improved in order to facilitate current traffic and traffic growth expected from a development that was scheduled to open during construction. These interim improvements were designed as part of the first phase of construction to provide a grade separated interchange at the current location. The second phase provided the remainder of the interchange.



Traffic studies and conceptual designs were prepared for several interchange concepts. These analyses included a detailed look at maintenance of traffic while constructing an interchange in a built-up suburban environment. A design was selected that was configured as a very tight conventional diamond interchange that could best accommodate adjacent development, maintain traffic during construction, and allow for future growth. Unfortunately, funding constraints did not permit construction of the interchange in the foreseeable future. In lieu of the interchange, the improvements were incorporated into the Phase I construction and were expanded to meet traffic demand for a longer duration.

However, the project successfully met several of the County's challenges. Designs were developed to allow for a construction sequence that permitted the profile for the eastbound lanes of U.S. Route 50 to be raised up to three feet with minimal disturbance to constantly heavy traffic, but without the need for temporary detours and associated easements.

Relevance to I-581 Project: *This project is similar to the I-581 Valley View Interchange project in that the design included detailed solutions to provide pedestrian and bike traffic through the intersection during and after construction. It also involved the conceptual design of several interchange improvements in a congested retail environment where MOT and access to the retail areas were vital components.*

The I-95 Ramp from Fort Belvoir North Area (FBNA) project in Fort Belvoir, Virginia was completed for FHWA. The project is located along the I-95 corridor just north of the Fairfax County

Parkway. The proposed ramp will connect the existing I-95 High Occupancy Vehicle (HOV) Flyover Ramp to Heller Road within Fort Belvoir, Virginia. Presently the existing HOV Flyover Ramp carries vehicles from the northbound HOV lanes to the northbound I-95 common lanes.

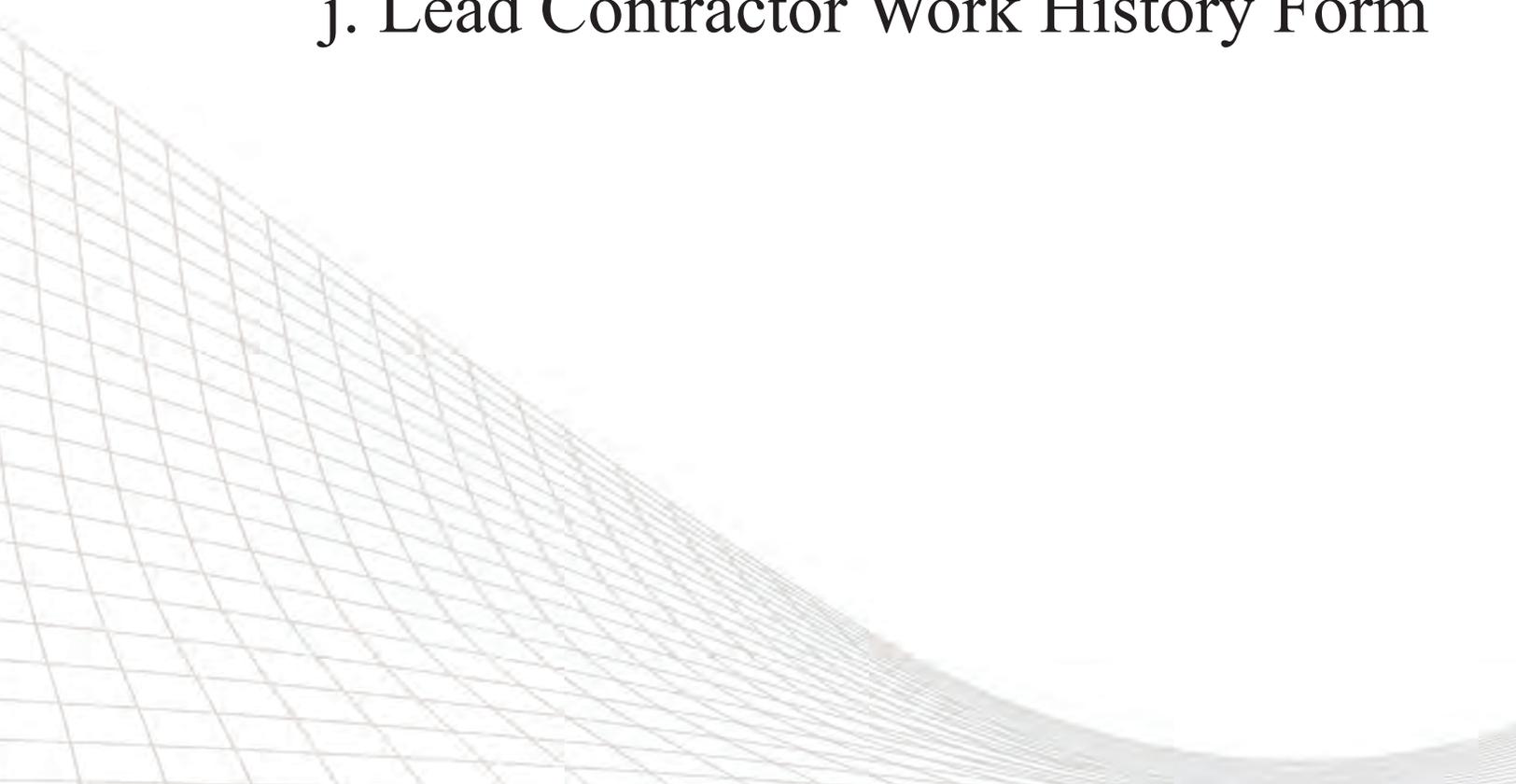


The proposed ramp will be used as reversible single lane roadway. Ramp features include Mechanically Stabilized Embankment (MSE) walls and two bridge structures. A bridge structure will span over Backlick Road, the southbound I-95 common lanes and the I-95 High Occupancy Toll (HOT) reversible lanes, while the second bridge will span over Field Lark Branch. Future plans include the reconstruction of the existing HOV Flyover Ramp. This existing directional ramp presently connects the northbound HOV lanes to the northbound general purpose I-95 lanes during the morning traffic peak.

Relevance to I-581 Project: *This project is similar to the design work associated with the I-581 Valley View Interchange project in that it includes the design of a structure over an existing, heavily trafficked interstate. This structural work also includes analysis and integration of an existing structure. The I-581 project includes similar type work in that the greenway must be kept open during the project and the structural work will be over an active interstate roadway.*



j. Lead Contractor Work History Form



ATTACHMENT 3.4.1 (a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)



Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities;	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1)VDOT I-64/CSX Railroad Bridge, Richmond, Virginia	<p>Archer Western was the Lead Contractor for this project which consisted of the bridge replacement of two 515-foot mainline structures on Interstate 64 just west of the split of Interstate 95 in Richmond and just east of the Staples Mill Interchange, a highly congested area. Foundations to widen the structures consist of drilled shafts for the piers and H-pile for the abutments. The bridges pass over all tracks within the CSX ACCA Yard and created quite a challenge for foundation work to be performed with the rail schedule. New structures were founded on drilled shafts, with 10" steel piles at the abutments. Substructure is concrete and the superstructure is steel. In addition to the bridge work, Archer Western self-performed the sound barrier walls and MSE walls on the roadway portions of the project.</p> <p>Lead Designer: URS Engineering</p>	<p>Mr. Mal Kerley, PE VDOT Chief Engineer VDOT Central Office 1401 E. Broad Street Richmond, VA 23219 Phone: (804) 786-2801</p>	February 2007	October 2007	TOTAL: \$23,095	TOTAL: \$24,600 Includes Owner initiated changes and additional scopes of work.	TOTAL: \$24,600



ATTACHMENT 3.4.1.(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)



Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
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					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2) FDOT I-10/I-95 Interchange Jacksonville, Florida	Archer Western is the Prime Contractor for this Project which includes reconfiguration of the I-95/I-10 Interchange, 17 new bridges, 21 ramps, reconstruction of 25 lane miles of interstate highway and 800,000 cy of embankment built over and around traffic moving through one of the busiest interchanges in the state. Archer Western performed all the demolition, MOT and earthwork including major grading, bridge construction, storm drainage, retaining wall construction, roadway work and concrete paving. The I-10/I-95 Interchange Project is an AASHTO National Award Winner and finished six months ahead of schedule. Lead Designer: URS	Mr. Ken Hill Florida Department of Transportation 3552 SW Corporate Parkway Palm City, FL 34990 Phone: 904-360-5564	January 2011	March 2011	TOTAL: \$148,011	TOTAL: \$159,032 Includes Owner initiated changes and additional scopes of work.	TOTAL: \$159,032



ATTACHMENT 3.4.1 (a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

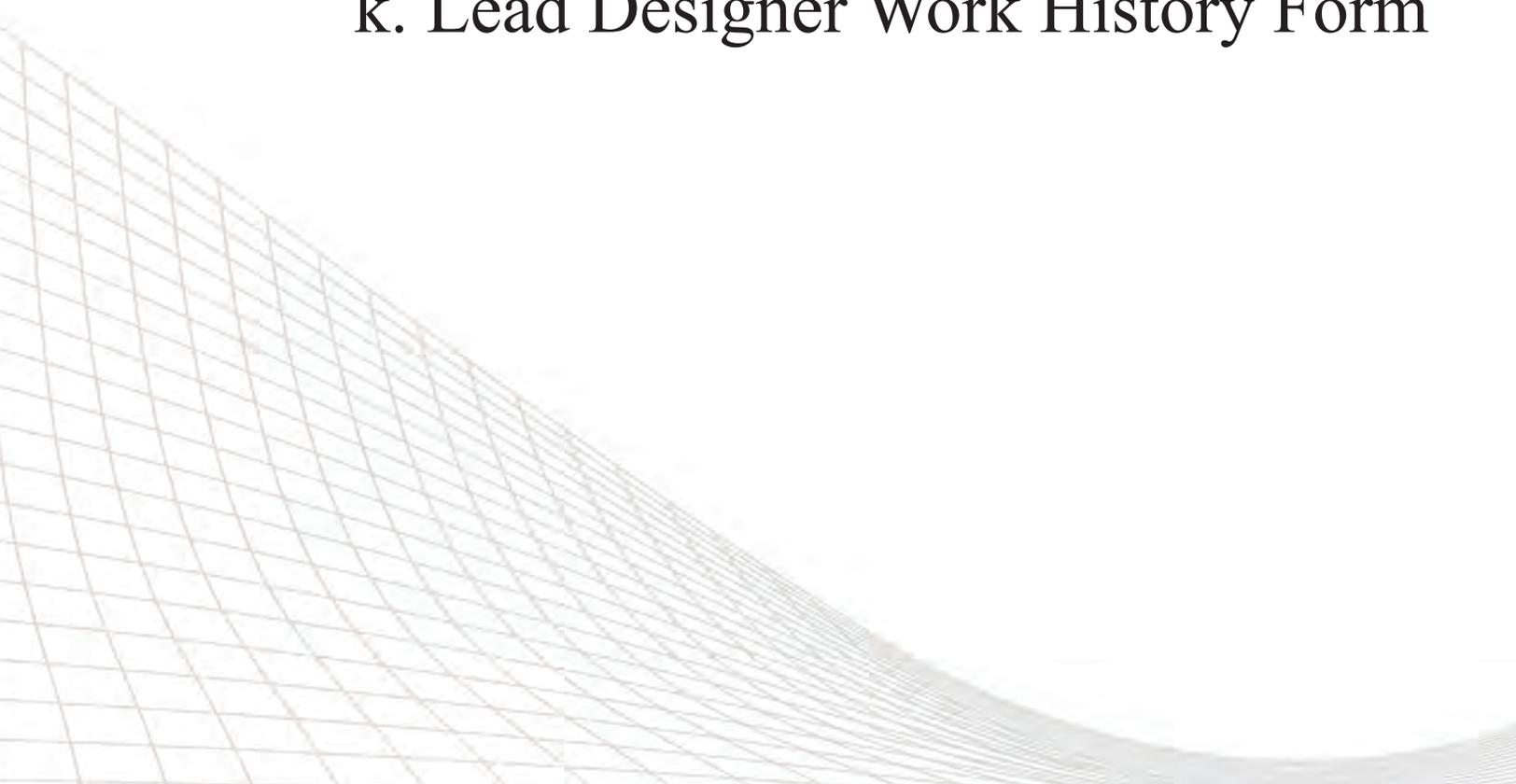


Work by Lead Contractor - three (3) projects which best illustrates current qualifications relevant to this Project.							
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities;	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(3)FDOT I-10/I-110 Davis Highway Interchange Pensacola, Florida	<p>Archer Western was the Lead Contractor for this project which consisted of the reconstruction of over 5 miles of highway, including removals, mass excavation, grading, storm sewer, asphalt paving, structures, sound walls, utility relocations, signing and pavement markings. Some project components of note include; installation of 42,000 linear feet of temporary barrier wall; removal of 94,999 square yards of concrete pavement; excavation of 963,000 cubic yards of material; embankment of 350,000 cubic yards of material; 409,000 square yards of subgrade; placement of 200,000 square yards of optional base (HMAC 145,000 tn); placement of 120,000 tn of asphalt pavement; demolition of 5 existing bridge structures and the construction of 8 replacement bridges; and the installation of 20,000 linear feet of storm sewer. Archer Western performed the demolition, excavation, concrete, sewer, bridge structures and MSE walls on this project.</p> <p>Lead Designer: PBS&J</p>	<p>Mr. Dominic Richard Florida Department of Transportation 6025 Old Bagdad Highway Milton, Florida 32583 Phone: (850) 981-2803</p>	November 2006	July 2008	TOTAL: \$70,000	TOTAL: \$84,000 Includes Owner initiated changes.	TOTAL: \$83,954





k. Lead Designer Work History Form



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(1) Intercounty Connector Design-Build Project (Contracts A and B), Montgomery and Prince George Counties, MD	<p>Parsons is the lead designer for the first two major segments of the Intercounty Connector (ICC). Both are being performed on an accelerated schedule through a Design-Build delivery process.</p> <p>Contract A – The \$478M ICC Contract A is the first segment of the ICC, extending from I-270/I-370 to approximately 600 feet east of Maryland 97 in Montgomery County, MD. The project consists of 7.2 miles of new, controlled access, six-lane, tolled roadway, with three interchanges including I-370/MD 355, I-370/Shady Grove Metro Access Road, and ICC/MD 97. The work generally consists of mainline, ramps and cross roads pavement, utility relocations, bridges, retaining walls, noise walls, earth berms, drainage facilities, landscaping, signing, signals, lighting, pavement markings, tolling infrastructure, maintenance of traffic, intelligent transportation devices, public relations support, and environmental compliance.</p> <p>Contract B – The \$560M design-build project will provide new construction of a seven-mile segment for a six-lane toll road for the ICC. The project includes a diamond interchange, a single-point interchange, and 10 new bridges. Included in the project are features of intelligent transportation systems (ITS), electronic toll collection, traffic signals, signing and pavement marking, miles of hiker and biker trails along the roadway, and six side road relocations.</p>	<p>Ms. Melinda Peters Maryland State Highway Administration 707 North Calvert Street, Fourth Floor Baltimore, Maryland 21202 Phone: (301) 586-9265</p>	<p>Contract A: 4/2007</p> <p>Contract B: 11/2011</p>	<p>Contract A: 12/2008 (design); 06/2011 (post-design services)</p> <p>Contract B: On Schedule for 11/2011</p>	<p>Contract A: Design: \$38,600 Construction: \$478,000</p> <p>Contract B: Design: \$40,900</p>	<p>Contract A: Design: \$44,200 Construction: \$478,000</p> <p>Contract B: TBD</p>	<p>Contract A: \$478,000</p> <p>Contract B: \$560,000, final value TBD</p>



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2) U.S. Route 50 and Waples Mill Road Fairfax County, VA	<p>Parsons provided design services to improve traffic congestion at this busy suburban intersection near I-66, which serves as one of the main gateways into the City of Fairfax. The improvements were a priority to Fairfax County, which funded all design and construction. County funds were authorized from a pool of proffers associated with continuing adjacent development. Plans were developed and reviewed under VDOT's permit process but ultimately fell under the responsibility of the County's Department of Public Works and Environmental Services.</p> <p>The project was initially established to provide improvements in two phases of construction. In the first phase, the existing intersection would have been improved in order to facilitate current traffic and traffic growth expected from a development that was scheduled to open during construction. These interim improvements were designed as part of the first phase of construction to provide a grade separated interchange at the current location. The second phase provided the remainder of the interchange.</p> <p>Traffic studies and conceptual designs were prepared for several interchange concepts. These analyses included a detailed look at maintenance of traffic while constructing an interchange in a built-up suburban environment. Early concepts included simple flyovers and single-point urban interchanges. A design was selected that was configured as a very tight conventional diamond interchange that could best accommodate adjacent development, maintain traffic during construction, and allow for future growth. Unfortunately, funding constraints following the defeat of a sales tax referendum did not permit construction of the interchange in the foreseeable future. In lieu of the interchange, the improvements were incorporated into the Phase I construction and were expanded to meet traffic demand for a longer duration.</p>	<p>W. Todd Minnix, PE Fairfax County Department of Transportation 4050 Legato Road 4th Floor Fairfax, VA 22033-2867 Phone: (703) 877-5749</p>	2007	2009	\$1,000 (Fee)	\$1,300 (Fee)	\$12,500
							

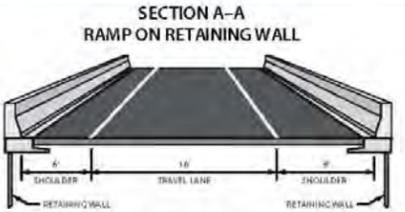
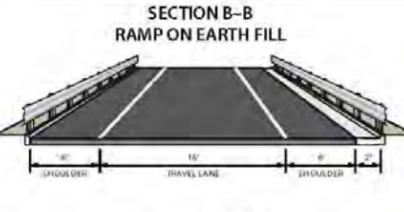
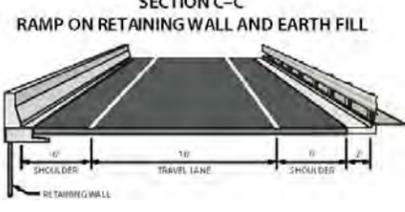
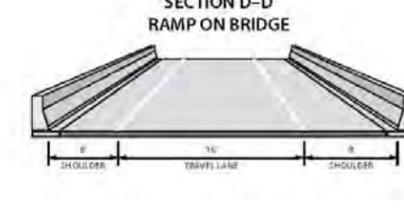
ATTACHMENT 3.4.1(b)

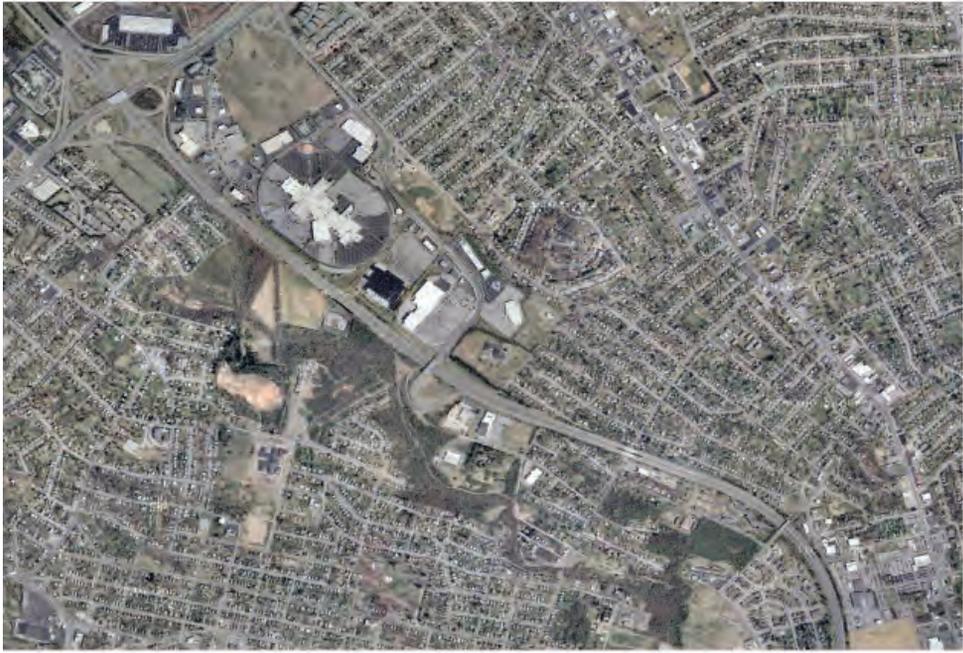


LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(3) HOV Ramp from I-95 to Engineering Proving Ground, Springfield, Virginia</p>	<p>The project is located along the I-95 corridor just north of the Fairfax County Parkway. The proposed ramp will connect the existing I-95 High Occupancy Vehicle (HOV) Flyover Ramp to Heller Road within the Fort Belvoir, Virginia which will be henceforth being called Phase 1. Presently the existing HOV Flyover Ramp carries vehicles from the northbound HOV lanes to the northbound I-95 common lanes. The proposed ramp will be used as reversible single lane roadway after the completion of Phase 1 and Phase 2. Ramp features include Mechanically Stabilized Embankment (MSE) walls and two bridge structures. A bridge structure will span over Backlick Road, the southbound I-95 common lanes and the I-95 High Occupancy Toll (HOT) reversible lanes, while the second bridge will span over Field Lark Branch.</p> <p>For Phase 1, this ramp is projected to facilitate the movement of traffic (one way) from Fort Belvoir North Area to northbound I-95 and will allow traffic to exit on the ramp during the afternoon peak hours. Exiting afternoon traffic can turn right or left at the "Tee" bridge and either enters the southbound HOV lanes or enters the northbound general purpose lanes on I-95 respectively. Phase 2, the reconstruction of the existing HOV Flyover Ramp would be necessary in order to provide for a dedicated left-turn lane to allow for morning access into the FBNA from the HOV lanes. This new dedicated lane will be additional to the existing lane which is providing access to the northbound general purpose lanes from the HOV lanes.</p>	<p>Robert A. Morris, P.E. 703-404-6302 Robert.Morris@dot.gov Federal Highway Administration Eastern Federal Lands Highway Division 21400 Ridgetop Circle Sterling, Virginia 20166</p>	<p>June 2010</p>	<p>May 2012 (Estimated)</p>	<p>\$1,307</p>	<p>\$2,670</p>	<p>\$2,670</p>
		<div style="display: flex; justify-content: space-around;">  <div style="display: flex; flex-wrap: wrap; justify-content: space-around;"> <div style="text-align: center;"> <p>SECTION A-A RAMP ON RETAINING WALL</p>  </div> <div style="text-align: center;"> <p>SECTION B-B RAMP ON EARTH FILL</p>  </div> <div style="text-align: center;"> <p>SECTION C-C RAMP ON RETAINING WALL AND EARTH FILL</p>  </div> <div style="text-align: center;"> <p>SECTION D-D RAMP ON BRIDGE</p>  </div> </div> </div>					



6. Project Risk

3.5.1 PROJECT RISK

Risk #1: Maintenance of Traffic (MOT)

Why Risk is Critical: Minimizing impacts to traffic along I-581 and Valley View Road as well as keeping the pedestrian trail open throughout construction is critical to both the perception and the realization of project success.

Impact of Risk on Project: Without an effective MOT plan and approach the traveling public and our workers could be placed in unsafe conditions. Additionally, traffic delays, detours and closures will affect the Valley View Shopping Center from an economic standpoint as patrons would avoid the area until construction is completed. All of the potential impacts would lead to a poor public image for VDOT and the project.

Mitigation Strategies: Parsons' staff includes professionals certified as traffic control design specialists by VDOT and the American Traffic Safety Services Association (ATSSA). Assigned staff who will be developing the MOT plans include Robert Reed, P.E. who has 39 years of design experience including the preparation of MOT plans and TMPs for several VDOT projects. In addition we have Laura Wilton and Krishna Potturi who will assist Robert on these plans. Laura has 23 years of design experience while Krishna has more than 8 years. Bob and Laura are ATSSA certified and with the help of others on our design team have completed the MOT plans and TMPs for the following Type C Projects (Significant Projects – Project Management Category V):

- ◆ Rte. 27/ 244 (Washington Blvd. and Columbia Pike)
- ◆ I-95 FBNA Ramp

We are also currently preparing the Rte 7/15 / Sycolin Road TMP MOT plans and TMP for Sycolin Road Bridge Overpass at Rte. 7/15 Bypass.

Below are examples of our approach to the Maintenance of Traffic aspect of the project.

1. Design and execute a feasible, well thought out MOT Plan that will maintain access to local businesses, the Valley View Shopping Center, and

the Round Hill School, while minimizing impacts on through traffic. Archer Western's construction management team and Parsons' design team will work in concert to develop the most logical and comprehensive MOT Plan for this project.

2. Design and plan our construction activities to allow the pedestrian trail to remain open throughout the construction period.
3. Utilize off peak hours for critical construction activities such as bridge beam placement. This will allow lane closures providing a safe work zone while minimizing impacts to the traveling public. We have utilized this technique on several interstate projects including the I-95/I-10 Interchange, and the I-64 CSX railroad bridge project.
4. Continuous communication between the DB team, local residents, and business owners providing information on key construction activities as well as detours and alternate points of entry to Valley View Shopping Center. By holding regular informational meetings with impacted parties and providing a single point of project information, the Archer Western team will be proactive in handling any community relations issues.
5. Provide MOT expertise verified by VDOT in Work Zone Traffic Control or by the ATSSA as a Traffic Control Supervisor at all levels of project management to ensure compliance with MOT requirements from planning through execution of the work. The certified jobsite staff personnel will include the Construction Manager, the Project Superintendent, the Superintendent responsible for MOT, and several crew supervisors. AWC will also provide certified flaggers for all flagging operations.

VDOT's Role: Review and approve our MOT plan and provide any information regarding activity constraints during the design phase. Provide notice of any changes to the project requirements or provisions to accommodate community desires as soon as possible so that we can incorporate them into our plans. Partner with our team in the assistance of

providing all parties with appropriate information and discussing any potential issues or impacts that VDOT feels can be mitigated prior to construction activities taking place.

Risk #2: Environmental concerns including Lick Run Stream Realignment

Why risk is critical: The protection of Lick Run during its realignment and throughout the construction of this project is critical as we want to minimize the impact on the stream and its native species. Additionally, maintaining proper erosion control measures during construction will be essential to meeting VDOT's commitments to the environmental agencies.

Impact of Risk on Project: In addition to the environmental damage, impacts to the stream and violations encountered on the erosion control measures during construction will lead to citations and possible work stoppages leading to project delays.

Mitigation Strategies: Below are examples of our mitigation strategies for the environmental aspects of the project.

1. Meet with the environmental permitting and enforcement agencies to present our plans and get approval to our environmental approach.
2. Create a complete erosion control plan utilizing the latest best management practices to ensure that the stream is protected.
3. During the relocation phase of construction we will design and provide to VDOT details of the stream relocation and means and methods of how the stream will be relocated. This design will be developed in conjunction with the environmental agencies and be provided to VDOT with ample time for review, comment, and approval.
4. Throughout the project Archer Western will employ an individual certified by VDOT Environmental Division in Erosion and Sediment Control (Environmental Compliance Manager) who will inspect all erosion and siltation control devices and measures for proper installation and

operation. Devices will be inspected immediately following rainfall, at least once daily during periods of prolonged rainfall, and at least weekly during periods when no rainfall occurs. This Environmental Compliance Manager will be assigned full time to the project once construction activities commences. We will also have multiple on-site supervisors that have been certified as Responsible Land Disturbers by the VA Department of Conservation and Recreation.

5. Develop contingency plans in the unlikely event that issues with the stream relocation appear. Additionally, we will prepare and institute an environmental approach plan that complies with current regulations and is monitored and documented by our Environmental Compliance Manager.

VDOT's Role: Review and approve Environmental Approach Plan. Coordinate with permitting agencies regarding our stream relocation design and provide guidance regarding instituting best management practices for our erosion and sediment control plan.

Risk #3: Karst Geology

Why Risk is Critical: The project is located within the Ordovician age Rome and Elbrook formations. The Elbrook is more susceptible to karst related issues than the Rome. Karst sites are susceptible to solution cavities (sinkholes) and the rock is highly pinnacled. Sinkholes may occur that could damage the bridge and pavements and become a safety issue. The highly pinnacled nature of the rock could cause construction delays due to unexpected rock excavation and difficult pile installation.

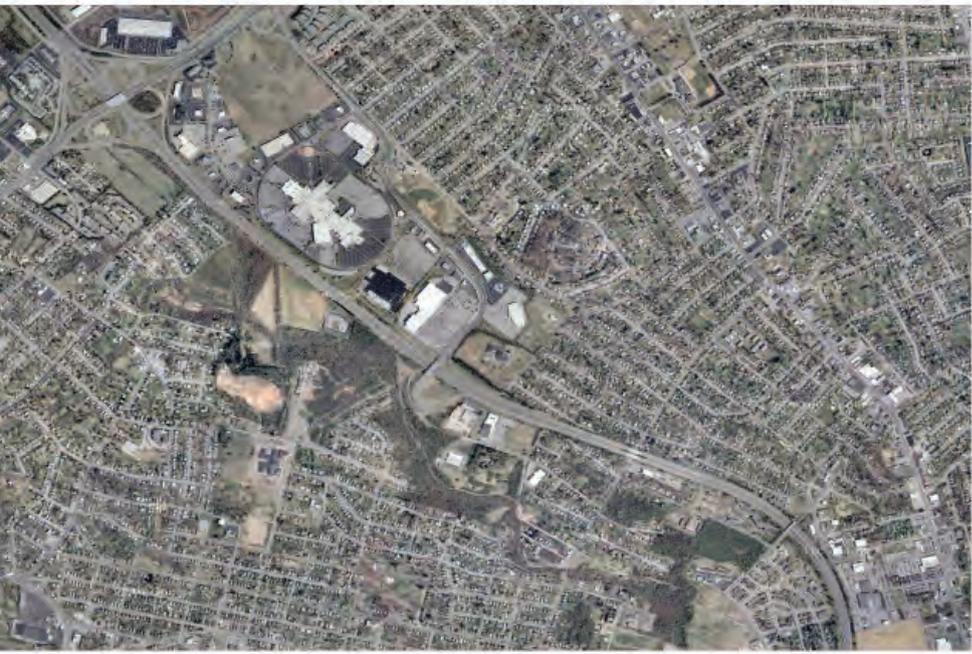
Impact of Risk on Project: Project grading and drainage alterations could lead to development of sinkholes in the pavement and around the structures, which could lead to increased maintenance costs and safety issues. The highly pinnacled nature of the rock could lead to difficulty and delays installing the bridge foundation due to highly variable pile lengths, misaligned piles and difficulty achieving the pile load capacity. Rock could be encountered unexpectedly in excavations, leading to project delays.

Mitigation Strategies: Examples of our approach to minimizing the impact to the project include:

1. Sinkhole mitigation strategies begin with a investigation to identify the level of risk for the project. The investigation may include historical research into the prevalence of sinkholes in the particular area, geologic mapping, and visual site assessments by looking for evidence of previous sinkholes or depressions.
2. A thorough site investigation is essential to understanding the rock surface variability and whether solution cavities are present, which could lead to future sinkhole development. In addition to conventional test borings, the investigation may also include air track probe holes. These probe holes can be drilled very fast and allow for a close spacing's to check the depth to bedrock and whether the bedrock contains voids or soil cavities. Geophysical surveys may be used to check for the presence of solution cavities, boulders, voids, and the rock surface profile. The geophysical surveys may include electromagnetic and electrical resistivity surveys.
3. Certain grading and drainage measures may be included in the project design to minimize the potential for future sinkhole development. These measures include incorporating drainage designs that minimize surface water infiltration, such as water tight stormdrains, tying drains directly into storm drainage systems, avoiding using open graded stone, avoiding unlined and unpaved swales or stormwater devices near critical structures, and design of grading to carry surface water away from pavements and the bridge. Erosion control and surface and groundwater handling practices that minimize concentrated flows should also be used during construction.
4. Provide foundation designs that account for the anticipated rock variability and sinkhole potential, such as piles that can be easily spliced and systems that contain redundancy.
5. Evaluate the likelihood of sinkhole formation and provide recommendations for grouting, if needed.

6. Keep VDOT informed during the investigation, design and construction and discuss the various mitigation strategies and relative benefits and risks.

VDOT's Role: Provide historical data on the occurrence of sinkholes and construction issues in the project area and geology. Share best practices for karst mitigation. Participate in discussions of project risk related to sinkhole development.



Archer Western

PARSONS

