

Statement of Qualifications



**I-64/Route 15 (Zion Crossroads) Interchange Improvements
Louisa County, Virginia | Design-Build**

**State Project No.: 0064-054-703, P101, R201 & C501
Federal Project No.: IM-064-2(155)
Contract ID Number: C00086453DB48**

February 3rd, 2012



ATTACHMENT 3.1.2

0064-054-703, P101, R201 & C501

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	A-1 - A-3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	A-4
Letter of Submittal (on Offeror's letterhead)				
Offeror's point of contact information	NA	Section 3.2.1	yes	2
Authorized Representative's signature	NA	Section 3.2.1	yes	4
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	2
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	A-5 - A-10
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	yes	5-7
Evidence of obtaining bonding	NA	Section 3.2.7	yes	8-10
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	A-11 - A-25

ATTACHMENT 3.1.2

0064-054-703, P101, R201 & C501

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	3
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	3
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	3
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	3
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	4
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	11-13
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	A-26
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	A-27 - A-30
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	A-31 - A-32
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	A-33
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.5	no	A-34
Organizational chart	NA	Section 3.3.2	yes	14
Organizational chart narrative	NA	Section 3.3.2	yes	15-17
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	A-35 - A-37

ATTACHMENT 3.1.2

0064-054-703, P101, R201 & C501

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-38 - A-40
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	18-20



Archer Western

A MEMBER OF The Walsh Group

February 3, 2012

Commonwealth of Virginia
Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Brenda L. Williams

SUBJECT: *Statement of Qualifications – I-64/Route 15 (Zion Crossroads) Interchange Improvements*
Project No.: 0064-054-703, P101, R201, C501
Contract ID Number: C00086453DB48

Dear Ms. Williams:

The Design-Build Team of **Archer Western Construction, LLC (Archer Western)** and **TranSystems Corporation (TranSystems)** have joined to submit this Statement of Qualifications for the I-64/Route 15 (Zion Crossroads) Interchange Improvement Project in Louisa County, Virginia. We look forward to having the opportunity to submit a detailed Technical Proposal and a competitive Price Proposal during Phase II of the selection process.

Archer Western is a general contracting, construction management and design-build firm organized in the State of Illinois. Headquartered in Atlanta, Archer Western is the largest subsidiary of The Walsh Group; a firm ranked by *Engineering News Record* in 2011 as the 2nd largest heavy contractor, 3rd largest highway contractor, 5th largest bridge contractor, and 19th largest design-builder in the United States. Established to address the varied labor agreements that exist across the country, Archer Western typically works in open shop regions across the South and Southeast. Its union counterpart, Walsh Construction focuses on work in the North and Northeast. Archer Western and Walsh Construction operate under the same senior management in the Walsh Group, a family-owned company that has been in business for over 114 years.

TranSystems is an engineering and architectural firm incorporated in the State of Missouri. TranSystems maintains a permanent staff of over 1000 personnel in 41 offices nationally, placing them at **No. 13** in ENR's 2011 Ranking of the Top 25 Transportation Design Firms. TranSystems serves as on the country's premier experts in the design of Diverging Diamond Interchange (DDI). Through our work with the Missouri Department of Transportation, our design experience, and our technical presentations at national transportation conferences, TranSystems is recognized as leading experts in this area. Our design experience currently includes five projects. One of the projects is completed and set to bid early this year. We have two DDI projects currently in the final stages of design and will be let in 2013. We are also in the preliminary design phase of two projects evaluating the feasibility of a DDI for the solution.

3.2.1 OFFEROR’S OFFICIAL REPRESENTATIVE INFORMATION: As Prime Contractor and Design-Builder, the official representative for the I-64/Route 15 (Zion Crossroads) Interchange Improvement Project will be as follows:

Offeror’s Primary Contact: **Brian Quinlan, PE, Senior Project Manager**
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: **David B. Casey, 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. TranSystems will be a subcontractor serving as the lead design consultant. Additional team members include: **Schnabel Engineering, T3 Design (DBE), and KDR Real Estate Services (SWaM)**. Each of these firms will work as subconsultants to TranSystems. **NXL Construction Services (DBE)** will contract directly with Archer Western for Quality Assurance.

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 (A subsidiary of The Walsh Group)	Archer Western Contractors, LLC (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

- 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, LLC.
- 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. As required in the RFQ below is a list in tabular form of all the Key Personnel, their role, firm and registration number.

Firm	Name Address	3.2.8.1 SCC No. Type Status	3.2.8.2 - .4 DPOR No. Type Exp. Date
TranSystems	Daniel Davis, PE 14287 Country Sky Way Beaverdam, VA 23015	N/A	0402032685 ENGR 12-31-12
TranSystems	Kansas City, MO Office 2400 Pershing RD, Ste 400 Kansas City, MO 64108	F1150400 Foreign Corp Active	0411000831 ENGR 2-29-12
TranSystems	Richmond, VA Office 6800 Paragon Place Ste 106 Richmond, VA 23230	F1150400 Foreign Corp Active	0411000801 ENGR 2-29-12
TranSystems	Greenville, SC Office 101 N. Main ST, Ste 1506 Greenville, SC 29601	F1150400 Foreign Corp Active	0411000649 ENGR 2-29-12
NXL Construction Services	Michael Saunders, PE, CCM 4500 Litchfield Dr Chesterfield, VA 23832	N/A	0402041295 ENGR 12-31-12
NXL Construction Services	Richmond, VA Office 114 E. Cary St, Ste 200 Richmond, VA 23239	03497427 Corp Active	0407003031 ENGR 12-31-2013
KDR Real Estate	Richmond, VA Office 2500 Grenoble Rd Richmond, VA 23294	05712104 Corp Active	N/A
Schnabel Engineering	Richmond, VA Office One Cary Road Richmond, VA 23230	07126741 Corp Active	0411000700 ENGR 2-29-12
T3 Design Corporation	Amy Morris, PE, PTOE 6319 Wendy Ann CT Fairfax Station, VA 22039	N/A	0402041485 ENGR 12-31-13
T3 Design Corporation	Fairfax, VA Office 3927 Old Lee Hwy, Ste 101-C Fairfax, VA 22030	06585392 Corp Active	0405001624 ENGR 12-31-12

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 **17%** DBE participation goal for the full contract amount of the I-64/Route 15 (Zion Crossroads) Interchange Improvement Project. As a demonstration of this commitment we have included T3 Design and NXL Construction Services, both DBE firms, as members of our team.

I-64/Route 15 (Zion Crossroads) Interchange Improvement 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



David B. Casey
Vice President

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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.

	January 23rd, 2012	Vice President
Signature David B. Casey	Date	Title

Archer Western Construction, LLC
Name of Firm

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

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.

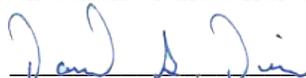
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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.

	<u>January 18, 2012</u>	<u>Vice President</u>
Signature	Date	Title

TranSystems Corporation
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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



Signature

Date

Title

Name of Firm

ATTACHMENT NO. 3.2.5(b)

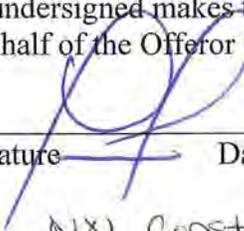
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-054-703, P101, R201 & C501

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

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


Signature _____ Date 1/13/12 Title President

NXL Construction Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5 (b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No: 0064-054-703, P101, R-201 & C-501

- 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.

Leoliz J. Prokop December 15, 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**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

- 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.

	12/16/11	PRESIDENT
Signature	Date	Title

KDR REAL ESTATE SERVICES
Name of Firm

=====
A020
APEX CONTRACTING, INC.
EMPLOYER ID: 61-0728559
PREQ. EXP : 01/31/2012

--PREQ ADDRESS -----	-- WORK CLASSES -----
P. O. BOX 798	003 - MAJOR STRUCTURES
PARIS, KY 40362-0798	007 - MINOR STRUCTURES
PHONE : 859-987-1637	018 - ELECTRICAL INSTALLATION
FAX : 859-987-0619	165 - VARIABLE MESSAGE SIGNING

BUSINESS CONTACT: WHITNEY, FRANK DALE
EMAIL: MAIL@APEXCONTR.COM

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

DBE TYPE : N/A
DBE CONTACT: N/A
DBE/WBE EXP: N/A

=====
A210
ARCHER WESTERN CONSTRUCTION, LLC
EMPLOYER ID: 27-0887868
PREQ. EXP : 01/31/2013

--PREQ ADDRESS -----	-- WORK CLASSES -----
2410 PACES FERRY ROAD	002 - GRADING
SUITE 600	003 - MAJOR STRUCTURES
ATLANTA, GA 30339	006 - PORTLAND CEMENT CONCRETE PAVING
PHONE : 404-495-8700	007 - MINOR STRUCTURES
FAX : 404-495-8701	

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



Archer Western Contractors

A MEMBER OF The Walsh Group

August 9, 2011

Mr. Don Silies
Contract Officer
Virginia Department of Transportation
1401 E. Broad Street
Richmond, VA 23219

Re: Restructuring of Archer Western

Dear Mr. Silies,

Per our conversations over the last few days, this letter will confirm that we are restructuring the company to go from Archer Western Contractors, Ltd., to become Archer Western Construction, LLC. Pursuant to that, we formally request that all of the experience and prior records from the old company be transferred to the new company. We agree that we will move the prequalification from the old company to the new company and would commit to the fact that we will bid no more VDOT projects under the auspices of the old company.

I am enclosing a prequalification package for Archer Western Construction, LLC.

We also request that the Department allow us to assign our current VDOT job from the old company to Archer Western Construction, LLC. If this request is approved, we will file the appropriate paperwork and replace the Performance and Payment Bonds in as short a period of time as is reasonable.

Please feel free to contact me directly if there are any questions.

Very truly yours,
Archer Western Construction, LLC

Donald A. Gillis
Vice President



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

Archer Western Contractors, Ltd.

Vendor Number: **A210**

In accordance with the Regulations of the Virginia Department of Transportation, you are hereby notified that the following Rating and Classifications has been assigned to you by the Commissioner:

PREQUALIFIED

Work Classes: Grading, Major Structures, Portland Cement Concrete, Minor Structures.

Issue Date: March 22, 2011

This Rating and Classification will Expire: January 31, 2012

Handwritten signature of Suzanne FR Lucas in blue ink.

Suzanne FR Lucas Prequalification Officer

Handwritten signature of Don E. Silies in blue ink.

Don E. Silies, Contract Engineer



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

January 23, 2012

**RE: Virginia Department of Transportation
I-64/Route 15 (Zion Crossroads) Interchange Improvement
From: 0.30 MI. W. Int. Rte. 15 (I-64 EB & WB)
To: 0.35 MI. E. Rte. 15 (I-64 EB & WB)**

To Whom It May Concern:

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 as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

Travelers Casualty and Surety Company of America's commitment to provide bonds is subject to our review and approval of acceptable contract terms, conditions and bond forms.

Yours truly,
Travelers Casualty and Surety Company of America

Kerry Pecora, Attorney-in-fact



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. 224347

Certificate No. 004633153

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, Jodi Wallace, and Kerry Pecora

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 9th day of December, 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 9th day of December, 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

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

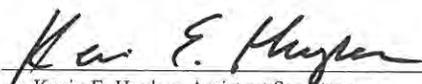
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing 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 23 day of January, 20 12


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.



SCC eFile
SCC eFile Home Page
Business Entity Search
Certificate Verification
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TranSystems Corporation

SCC ID: F1150400
 Business Entity Type: Foreign Corporation
 Jurisdiction of Formation: MO
 Date of Formation/Registration: 8/23/1993
 Status: Active
 Shares Authorized: 13500000

Principal Office
 2400 PERSHING RD STE 400
 KANSAS CITY MO 64108

Registered Agent/Registered Office
 CT CORPORATION SYSTEM
 4701 COX RD STE 301

GLEN ALLEN VA 23060-6802
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 1/5/2004

Screen ID: e1000

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EXPIRES ON
02-29-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
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NUMBER
0411000649

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

PROFESSIONS: ENG

TRANSYSTEMS CORPORATION
101 N. MAIN ST.
STE. 1506
GREENVILLE, SC 29601



Jay W. DeBoer
Jay W. DeBoer, Director

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BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

TRANSYSTEMS CORPORATION
2400 PERSHING ROAD
STE 400
KANSAS CITY, MO 64108



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AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

TRANSYSTEMS CORPORATION
6800 PARAGON PLACE
SUITE 106
RICHMOND, VA 23230



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Gordon N. Dixon, Director

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NUMBER: 0411000801 EXPIRES: 02-29-2012
PROFESSIONS: ENG
TRANSYSTEMS CORPORATION
6800 PARAGON PLACE
SUITE 106
RICHMOND, VA 23230



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

NUMBER
0402032685

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

DANIEL GLENN DAVIS
14287 COUNTRY SKY WAY
BEAVERDAM, VA 23015



Gordon N. Dixon
Gordon N. Dixon, Director

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BOARD FOR APPEALS
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402032685 EXPIRES: 12-31-2012

DANIEL GLENN DAVIS
14287 COUNTRY SKY WAY
BEAVERDAM, VA 23015



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Schnabel Engineering Consultants, Inc.

SCC ID: 07126741
 Business Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 8/12/2009
 Status: Active
 Shares Authorized: 10000

Principal Office

1054 TECHNOLOGY PARK DR

GLEN ALLEN VA 23059

Registered Agent/Registered Office

CT CORPORATION SYSTEM
4701 COX RD STE 301

GLEN ALLEN VA 23060-6802

HENRICO COUNTY 143

Status: Active

Effective Date: 6/16/2011

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NUMBER

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

PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
2020 AVON CT.
SUITE 15
CHARLOTTESVILLE, VA 22902



July W. DeBoer
July W. DeBoer, Director

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BOARD FOR AP/LS/CID/LA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000698 EXPIRES: 02-29-2012
PROFESSIONS: ENG

SCHNABEL ENGINEERING CONSULTANTS, INC
2020 AVON CT.
SUITE 15
CHARLOTTESVILLE, VA 22902



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

PROFESSIONS: ENG

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



Jimmy W. DeBoer
Jimmy W. DeBoer, Director

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BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000700 EXPIRES: 02-29-2012
PROFESSIONS: ENG
SCHNABEL ENGINEERING CONSULTANTS, INC
ONE CARY STREET
RICHMOND, VA 23220



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T3 Design Corporation

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

Principal Office

3927 OLD LEE HIGHWAY STE 101C

FAIRFAX VA 22030-2422

Registered Agent/Registered Office

REES BROOME PC
8133 LEESBURG PIKE 9TH FL

VIENNA VA 22182-2706
 FAIRFAX COUNTY 129
 Status: Active
 Effective Date: 5/1/2007

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PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: ENG

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



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Gordon N. Dixon, Director

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PROFESSIONAL CORPORATION REGISTRATION
NUMBER: 0405001624 EXPIRES: 12-31-2013
PROFESSIONS: ENG
T3 DESIGN CORPORATION
3927 OLD LEE HWY STE 101-C
FAIRFAX, VA 22030-2422



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Telephone: (804) 367-8500

NUMBER
0402041485

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

AMY JO MORRIS
6319 WENDY ANN CT
FAIRFAX STATION, VA 22039



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Gordon N. Dixon, Director

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NXL Construction Co., Inc.

SCC ID: 03497427
 Business Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 11/17/1989
 Status: Active
 Shares Authorized: 5000

Principal Office

114 E CARY STREET SUITE 200

RICHMOND VA 23219

Registered Agent/Registered Office

NICOMEDES L DE LEON
9606 GEORGE'S BLUFF RD

RICHMOND VA 23229

HENRICO COUNTY 143

Status: Active

Effective Date: 10/8/1998

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NUMBER
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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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Gordon N. Dixon, Director

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NUMBER: 0407003031 EXPIRES: 12-31-2013
PROFESSIONS: ENG, LS
NXL CONSTRUCTION CO INC NXL CONSTRUCTION
SERVICES INC
114 E CARY ST STE 200
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PROFESSIONAL ENGINEER LICENSE

MICHAEL WILLIAM SAUNDERS
4500 LITCHFIELD DRIVE
CHESTERFIELD, VA 23832



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KDR Real Estate Services, Inc.

SCC ID: 05712104
 Business Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 1/30/2002
 Status: Active
 Shares Authorized: 100

Principal Office

2500 GRENOBLE RD

RICHMOND VA 23294

Registered Agent/Registered Office

ALLEN G DORIN JR
2500 GRENOBLE RD

RICHMOND VA 23294
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 7/9/2003

Screen ID: e1000

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Team Structure

Successful design-build projects require a fully integrated approach to the work. The design team, construction team, and owner must collaborate to accomplish the goal of getting the project built on time and on budget. For this VDOT project, our team has design and construction personnel experienced in the design build delivery method, so they understand the importance of working together to ensure integration of the best ideas from each group into the design to meet VDOT's goals and requirements.

Our team focus on the design build process starts during the Proposal Phase, then seamlessly transitions into the Design and Construction Phases. We work together from the offset to plan the job from the perspective of building it, with the goal of optimizing the overall project approach in terms of function, cost, and schedule. When we enter the Design Phase, we co-locate construction personnel in the Designer office to facilitate communication, thereby improving the efficiency and effectiveness of the design process. As part of this effort, construction leads perform over-the-shoulder reviews to assure concurrence on what we are building and how we are building it. We will also have an open door policy for the Owner, in this case VDOT, to bring them into the team, including providing office space for a design champion if so desired. Once we move to the Construction Phase, design representatives actively participate in project meetings and inspections to assure design compliance and to expedite resolution of construction challenges. Throughout, our **Design-Build Project Manager (Brian Quinlan, PE)** works closely with key design and construction personnel to incorporate construction means and methods into the design process and to reflect designer intent in the construction process.

This SOQ will demonstrate that we have assembled an experienced team of professionals to implement this approach; so that we can effectively manage design and construction to deliver a successful project.

Design Team

This team was assembled with a tremendous amount of thought and consideration to bring each firm's best qualified and experienced individuals together and organize them in an efficient structure for this project. Key staff and design subconsultants selected for our team have worked together on previous successful projects, have established working relationships and are positioned 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.

TranSystems brings national expertise in interchange reconstruction projects. During the firm's 40+ year history, they have served 38 DOT clients across the US. Their reputation in complex transportation projects has led to recognition as a Top 15 Transportation Design Firm.

This high standard of achievement begins with successful Design Managers. For this project we have assigned **Danny Davis, PE**. Mr. Davis currently serves as Vice President with TranSystems. His areas of expertise include project management, project development, and the preparation of preliminary and final highway and bridge construction plans for major highway improvement programs. Mr. Davis has over 20 years of structural and civil engineering project management and design experience for both the design and

construction of several major interchanges and bridge structures. Mr. Davis brings unique technical and managerial skills to highly complex interchange projects.

Supporting the Design Manager we have selected experienced individuals to fill the key role identified in the RFQ and those roles we see as necessary for the daily management of the project and associated risks. This includes **Amy Morris, PE, PTOE** who will serve as the **Public Relations Manager**. Ms. Morris is a 20 year veteran of the construction industry and has the unique perspective of having managed the design on several VDOT projects. The insight into understanding the public's concerns on a new project will prove invaluable on the I-64/Route 15 Interchange Project.

T3 Design will be tasked with Public Relations and Traffic Engineering. T3 officially began operations in July 2006, with Ms. Patricia Timbrook, PE, PTOE, as its President. Located in Northern Virginia, the firm is a VDOT-certified Woman Business Enterprise (WBE), and specializes in traffic and Intelligent Transportation Systems (ITS) planning, engineering and design. The firm currently maintains a staff of 16 transportation professionals, the majority of whom are registered Professional Engineers (PEs), Professional Traffic Operations Engineers (PTOE's), and Engineers in Training (EITs). T3 Design staff provides traffic engineering, transportation planning and ITS services to agencies throughout Virginia and Maryland.

In addition to the individuals discussed above we have supplemented the team with the following subconsultants: **NXL Construction Services, Schnabel Engineering, and KDR Real Estate Services.**

The role of **Quality Assurance Manager** has been assigned to **Michael Saunders, PE, CCM** of NXL Construction Services. Mr. Saunders brings significant construction experience through his 10 years with VDOT including overseeing quality control programs for the Richmond District.

NXL Construction Services is a professional Construction Management and Surveying firm specializing in transportation projects. Based in Richmond, Virginia, the firm provides services in the United States and abroad. NXL has a dedicated staff of engineers, construction inspectors, land surveyors and technicians who are experienced, knowledgeable, and responsive. Additionally, NXL is a certified DBE in several states including Maryland and Virginia.

Schnabel Engineering will perform the geotechnical investigation and environmental engineering. Schnabel 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 locations throughout the United States. An ENR Top 10 geotechnical engineering firm, Schnabel plays an important role serving clients in both the private and public sectors, solving problems related to the earth and the environment.

Schnabel provides detailed design recommendations, complete plans and specifications, construction drawings, and resident engineering services, providing continuity from design through construction. They have a longstanding tradition of excellence in client service, high quality, and value-added solutions fueled by expertise and experience.

KDR Real Estate Services will lead our ROW Services responsibilities. KDR is a full service right of way and easement acquisition company. Their services include ownership verification that can range from a

current owner rundown to a 60-year title search, appraisal of property rights to be acquired, conveyance document preparation and compilation of related paperwork for the presentation of an offer to the affected landowners, negotiations with the landowners, clearance of title, closing and settlement procedures, and overall project administration to complete the transfer of title from the property owner to the acquiring authority. They have the expertise to work closely with VDOT and representative legal counsel to ensure that proper acquisition procedures are followed in accordance with the requirements of the Virginia Code relating to rights acquired through the eminent domain process.

Construction Team

Archer Western is a merit-shop general contractor based in Atlanta. Working primarily throughout the Southeast and Mid-Atlantic regions, Archer Western provides a full range of construction services with a focus on technically-challenging projects. As the largest subsidiary of the Walsh Group, Archer Western has been a major contributor to the growth and success of this 114-year old, family-owned business. This growth has resulted in Archer Western being recognized as an industry leader in both highway construction and design-build delivery.

Brian Quinlan, PE, our **Design-Build Project Manager** brings a unique blend of national experience and local roots. During his 32 years in the industry he has worked on highway programs all along the eastern seaboard, including projects in Boston, Philadelphia, Baltimore, Miami, and Richmond. Mr. Quinlan’s extensive experience cover multiple project types, typically with complex and demanding MOT requirements and coordination with multiple entities.. His career includes design-build highway projects in Washington DC, Richmond, and Miami.

Supporting Mr. Quinlan in the role of Construction Manager will be **Carter Washington, PE**. Mr. Washington is well versed in the construction of highway and road projects. Mr. Washington’s project portfolio includes interstate construction, urban widening, and bridge reconstruction projects. His career encompasses both the procurement and operations side of our industry and his ability to identify potential issues and develop solutions adds great value to this project.

Mr. Washington already holds the required certifications including the Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD), and the VDOT Erosion and Sediment Control Contractor Certification (ESCCC).

For the role of **Environmental Compliance Manager** we have selected **Matt Phillips**. Mr. Phillips has several years of industry experience with the last 3 focused on environmental compliance. Recently, he was the Environmental Compliance Manager on the I-95 Bridge Rehabilitation Project in Richmond. He is well versed in VDOT regulations and requirements and will be a valuable asset to this project.

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.	<p>MD SHA I-95/I-895 Interchange Reconstruction, Baltimore, MD – Contract Value: \$54,000,000 Role: Vice President of Operations</p> <p>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.</p> <p>2. Experience was with Cherry Hill (Prime Contractor).</p> <p>3. From 2006 to 2008.</p> <p>MDX Design-Build Dolphin Expressway and Florida Turnpike Interchange Reconstruction, Miami, FL – Contract Value: \$36,000,000 Role: Vice President of Operations</p> <p>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.</p> <p>2. Experience was with Condotte America (Prime Contractor).</p> <p>3. From 2003 to 2005.</p> <p>VDOT Design-Build I-95/Route 150/Route 895 Interchange Reconstruction, Richmond, VA, Contract Value: \$115,000,000 Role: Design-Build Project Manager</p> <p>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.</p> <p>2. Experience was with Condotte America (Subcontractor to joint venture of Fluor Daniel and Morris Knudsen).</p> <p>3. From 1999 to 2002.</p>

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Michael W. Saunders, PE, CCM, Project Manager/Quality Assurance Manager
b. Project Assignment:	Quality Assurance / Quality Control Manager
c. Name of Firm with which you are now associated:	NXL Construction Services, Inc. 
d. Years experience: With this Firm <u>≤1</u> Years With Other Firms <u>7</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years: Name of Firm: NXL Construction Services, Inc., Richmond, Virginia Start Date: 11/2011 End Date: Present Position: Project Manager/Quality Assurance Manager Responsibilities: Mr. Saunders serves as Independent Quality Assurance Manager for joint Design-Build projects ensuring all contract requirements and specifications are appropriately administered and applied, all required quality control testing and independent quality assurance is carried out in accordance with applicable requirements ensuring construction quality standards are met and payments appropriately processed. Name of Firm: Virginia Department of Transportation, Richmond District Start Date: 5/2011 End Date: 11/2011 Position: Project Control Engineer/Area Construction Engineer for Design-Build & Locally Administered Projects Responsibilities: Mr. Saunders was responsible for quality assurance and for coordinating constructability reviews to include developing pre-advertisement schedules and sequence of construction as well as for coordination of post-award schedule reviews and District Wide NOI and claims analysis. He was assigned as the Responsible Charge Project Manager for various Design Build projects throughout the Richmond District. The assignment included serving on the selection panel during the procurement phase and serving as Project Manager of the construction phase. Other responsibilities included attending weekly progress meetings and multiple design meetings and ultimately serving as the Responsible Charge Engineer, acting on behalf of the owner. His role was ensuring that the independent assurance and verification was performed for Design-Build projects, that all contract requirements and specifications are appropriately met, all required quality control testing and independent quality assurance is carried out in accordance with applicable requirements, and payments appropriately processed. Projects included the Route 36 BRAC Design-Build Project, I-295 Meadowville Interchange and the Fort Lee/Jefferson Park Road Roundabout Design-Build. Mr. Saunders was also responsible for Locally Administered Projects in the Richmond District. This assignment included handling post-award activities including monitoring project schedule and developments. He was also responsible for approving monthly pay vouchers on behalf of the Department prior to reimbursement to localities. Name of Firm: Virginia Department of Transportation Start Date: 1/2007 End Date: 5/2011 Position: Area Construction Engineer, Richmond District, Southern Area Construction Responsibilities: Mr. Saunders was responsible for executing a 6-year program to include managing all aspects of construction/maintenance contracts safely, with quality, on time and within budget. He provided Responsible Charge supervision and technical guidance to Construction Managers and Inspectors during project delivery for design-build and design-bid-build projects. He used Primavera for manpower planning and schedule reviews and approvals. He coordinated with project controls staff in preparation and review of Work Orders, Notices of Intent and Claims to validate the necessity of work and level of federal participation. Mr. Saunders performed Responsible Charge duties on no-plan projects, minimum-plan projects and full-plan projects of varying	

complexity. He also assisted the Fredericksburg District with the administration of a Regional Design-Build Bridge Replacement project. His duties included making Responsible Charge decisions and coordination activities for projects in the Richmond District.

Name of Firm: Virginia Department of Transportation

Start Date: 11/2005 End Date: 1/2007

Position: Construction Project Manager, Salem District, Southern Area Construction

Responsibilities: Mr. Saunders supervised all phases of multi-operational roadway and structural construction projects to ensure all work was performed in accordance with project plans, specifications and special provisions. He supervised the work and career development of several construction inspectors and he resolved contractual disputes with contractors. He prepared and presented the project showings and preconstruction conferences, prepared and submitted work orders and tracked project cost to assure projects remained within the designated budget, on multiple projects of varying complexity. He mitigated Notices of Intent with use of time impact and cost analysis, and prepared reports, correspondence and documents clearly and on time. Mr. Saunders conducted on-site field visits to ensure all elements of design and construction were within scope of contract and within established standards and specifications to provide feedback to the appropriate parties and perform follow-up reviews with project staff and management to support implementation of recommendations. He conducted periodic assessments to ensure compliance with the contract documents and established guidelines, procedures and policies. Projects involved but were not limited to new horizontal and vertical alignment projects, surface treatment, sidewalks, grading and drainage, bridge super structure/sub structure repair, concrete joint replacement and asphalt schedule work.

Name of Firm: Virginia Department of Transportation, Christiansburg Residency

Start Date: 4/2005 End Date: 10/2005

Position: Permits/Subdivision Supervisor

Responsibilities: Mr. Saunders was responsible for the supervision and administration of the subdivision, rural streets and land use permits programs. Duties included networking with government officials and staff, developers, engineers and VDOT staff to discuss the engineering impacts of land development projects; responsibility for land development within the Residency to include utilities, commercial and subdivision streets, private entrances, land use permits, commercial development projects, etc. impacting transportation networks maintained by the State; participation in the development, plan review, inspection and acceptance of addition to the secondary system and ensuring compliance with rules and regulations.

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

Start Date: 3/2004 End Date: 4/2005

Position: Architect/Engineer I

Responsibilities: Mr. Saunders assisted in the Land Development and Maintenance Program Operations for the Salem Residency. Duties included performing site plan reviews and providing comments to designers; involvement in the inspection and acceptance of additions to the secondary street system, and worked with the Maintenance Manager to set a budget for the Area Headquarters' upcoming fiscal year. Also, he was assigned to the Bedford Residency to perform Acting Assistant Resident Engineering duties and Construction Project Management. Mr. Saunders duties included presenting the Six-Year Plan at a public hearing with the Board of Supervisors and involvement with the development of projects with the Contract Administrator to prepare for the advertisement phase, to include SAAP projects. Mr. Saunders also performed Construction Project Manager duties to include both bridge and grading projects of varying complexity. Responsibilities included preparing and presenting project showings and preconstruction conferences for the projects; reviewed work in progress and project records prepared by field staff to assure compliance with the contract documents and environmental regulations set by all agencies; handling potential work orders and claims issues and aiding in decisions made at the Residency level; tracking project cost and productivity to determine if projects would be completed on time and on budget; and performing final review and acceptance of projects from the contractor on behalf of the Department.

Name of Firm: Virginia Department of Transportation, Salem District

Start Date: 6/2001 End Date: 2/2004

Position: Transportation Engineer Associate

Responsibilities: Mr. Saunders completed the Associate Engineers Program at the Christiansburg Residency in the

Salem District. While in this position, Mr. Saunders rotated through various sections within the Department to include Construction Management, Maintenance Operations, District Divisions, Contract Administration, and Residency Operations. Positions that were held during this period were Project Engineer, Assistant Resident Engineer, and Contract Administrator. Responsibilities with each of these various roles included meeting VDOT and FHWA standards and specifications.

e. Education: Degree(s)/Year/Specialization:
Bachelor of Science/2001/Civil Engineering, Virginia Tech

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2005/Professional Engineer/0402 041295

- g. Document the extent and depth of experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each assignment.*

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

Project: VDOT Rt. 36 Improvements Design-Build, Richmond District

Name of Firm: NXL Construction Services, Inc.

Start Date: 11/2011 **Finish Date:** 11/2012 (est.)

Project Role: Quality Assurance Manager (QAM)

Responsibilities: VDOT/ARRA Design-Build – Construction of improvements to Route 36 and Route 144 near Fort Lee’s Sisisky Gate located in Prince George County, Virginia. The project includes improvement to approximately 0.9 mile of Route 36 and approximately 0.5 miles of Route 144. There will be approximately 20 calendar months of construction-related activities requiring QA inspection and testing for the Abernathy team. Mr. Saunders serves as the project’s quality assurance manager where he is responsible for:

- Preparation of project’s quality assurance and quality control plan
- Oversight of project QA procedures and plan
- Performance of QA testing and inspection in accordance with VDOT’s August 2008 design-build guidelines
- Monitoring of contractor’s QC program
- Approving QC inspection staff assignment to project and the QC frequency testing plan before submission to VDOT
- The preparation, maintenance, and submission of associated project documentation including but not limited to diaries, EEO, ARRA, materials notebook/documentation, as-built sketches, and monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records

Client/Owner Contact: VDOT – Tom Gilman, PE, Project Manager/Point of Contact, (804)266-1465

Project: Region 4 Design-Build Structures Project, Various Counties

Name of Firm: Virginia Department of Transportation

Start Date: 4/2010 **Finish Date:** 11/2011

Project Role: Project Manager

Responsibilities: VDOT’s Project Manager during the construction of various bridge superstructure replacements throughout the Richmond District. Duties included making responsible charge decisions, attending regularly scheduled progress meetings, reviewing project documentation for compliance with contract documents, coordinated IA/IV testing and handled public/stakeholder concerns throughout the duration of the project.

Client/Owner Contact: Mr. Rob Shackelford PE, Fredericksburg District Construction Manager, (540) 654-1511

Project: Meadowville Interchange, Chesterfield Virginia

Name of Firm: Virginia Department of Transportation

Start Date: 04/11 **Finish Date:** 11/11

Project Role: Project Manager

Responsibilities: VDOT's Project Manager during final design and construction of phase one, the diamond, of an ultimate cloverleaf interchange. Duties included attending regularly scheduled progress meetings, reviewing project documentation for compliance with contract documents, reviewed and approved pay applications and coordinated IA/IV testing.

Client/Owner Contact: Mr. Harold Dyson PE, Richmond District Construction Manager, (804) 524-6211

Project: Route 10 Widening, Chesterfield Virginia

Name of Firm: Virginia Department of Transportation

Start Date: 04/11 **Finish Date:** 11/11

Project Role: Area Construction Engineer

Responsibilities: Responsible charge engineer overseeing the construction of this project which included coordination with Chesterfield County, the contractor, Dominion Virginia Power, CSX railroad and the FHWA. Duties included but were not limited to acting on behalf of the Department during negotiations and problem resolution meetings, reviewing and approving monthly payment applications and ensuring project testing and documentation was being kept in accordance with contract and VDOT requirements

Client/Owner Contact:: Mr. Harold Dyson PE, Richmond District Construction Manager, (804) 524-6211

ATTACHMENT 4.3.1.6

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Daniel (Danny) G. Davis, PE – Vice President / Senior Project Manager
b. Project Assignment:	Design Manager
c. Name of Firm with which you are now associated:	TranSystems Corporation 
d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>19</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:	TranSystems (December 2010 – present): Vice President – Bridge Design Halcrow (June 2008 – October 2010): Director, Bridge Sector – Bridge Design DMJM+Harris (December 1996 – June 2008): Regional Manager, Structures – Bridge Design
e. Education: Degree(s)/Year/Specialization:	Auburn University, Auburn, AL – Bachelor of Civil Engineering, 1990, Structures Auburn University, Auburn, AL – Masters of Science, 1995, Structural Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer: Florida/#0051342/1997, Virginia/#032685 , Louisiana/#33462, New York/#086928, West Virginia/#18486, Pennsylvania/#077920, North Carolina/#037121, South Carolina/#29265 NCEES – National/#15809
g. Document the extent and depth of experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	 <p>Florida Avenue Bridge over IHNC, New Orleans, Louisiana; Project Manager (2004, 2006-2008) {previous firm}</p> <p>The Louisiana DOTD project includes 2.8 miles of high level structures and 1.4 miles of roadway. The total estimated construction cost is \$220 million.</p> <p>Mr. Davis’ responsibilities included the overall management of 25 design team members located across 6 offices (states) along with 6 subconsultants to deliver over 1000 contract drawings and specifications. The design aspects include bridge design, roadway design, intersection design, roadway signs, roadway and navigation lighting, geotechnical design, surveying, and landscaping design.</p>  <p>Danny was responsible for the Lead Technical role on the High Level Approaches and Main Span Unit. The project utilizes AASHTO PPC girder, curved steel plate girders, and Bulb-T PPC girders for the approaches and CIP concrete segmental box girders or steel plate girders for the main span unit. Danny served as Primary Point of Contact for the client and the client’s Program Manager. He was also responsible for internal cost controls, budgeting, staffing, internal project reviews, and ISO Quality Management System.</p>
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Daniel (Danny) G. Davis, PE – Design Manager (cont')

Carolina Bays Parkway, Myrtle Beach, South Carolina; Senior Bridge Engineer (2001-2002) {previous firm}



The South Carolina Department of Transportation consisted of a 21.53-mile bypass, including 22 precast, prestressed Bulb-T concrete structures, four over the Atlantic Intercoastal Waterway. The total construction contract was \$240 Million for the **Design-Build** project. Mr. Davis was the lead designer responsible for the design of the substructure in the highly seismic area (SPC C). Site specific response spectra were required for the development and analysis of the three-dimensional finite element model of the bridges.

I-64/I-295 Interchange Ramps F & D, Richmond, Virginia; Project Manager (2002-2008) {previous firm}

The Virginia Department of Transportation project required the design of the two curved flyover steel plate girder bridges with a total construction cost estimated at \$14 million. Ramp F is a 538m curved flyover ramp consisting of three continuous unit spans. The span lengths vary from 35 to 59m. Ramp D is a 240m curved flyover ramp consisting of two continuous unit spans. The span lengths vary from 39 to 54m. Mr. Davis was responsible for the development and delivery of the final contract bridge plans. He also served as the Principal Bridge Engineer responsible for the conceptual and final design of the curved steel plate girders and substructure elements; including the steel integral straddle bents, concrete hammerhead piers, abutments and footings.



Madison Heights Bypass Project, Lynchburg, Virginia; Deputy Project Manager / Senior Bridge Engineer (1996-2000) {previous firm}



Route 29 over the James River - The bridges designed for the Virginia Department of Transportation were twin 2,300 foot long structures, with 100 foot tall piers, crossing the James River. Mr. Davis was responsible for the preliminary design of the superstructure elements; including steel plate girders, and segmental concrete box girders. He was also responsible for the preliminary and final design of the substructure elements; including the piers, the abutments, and the foundations (spread footings, Steel H-pile footings, and Drilled Shaft footings).

Route 460 EBL and WBL over Route 29 - The bridges designed for the Virginia Department of Transportation were twin 850 foot long structures, with 100 foot tall piers, crossing Route 29. Mr. Davis was responsible for the preliminary and final design of the superstructure elements; including steel plate girders, and AASHTO prestressed girders. He was also responsible for the checking of the final design of the substructure elements; including the piers, and the foundations (spread footings and Steel H-pile footings).



Existing Route 460 over Route 29 - The bridge designed for the Virginia Department of Transportation was a 250 foot long jointless bridge crossing Route 29. Mr. Davis was responsible for the final design of the semi-integral abutments and the checking of the superstructure design; including the slab and steel plate girders.

Route 210 over Route 29 - The bridge designed for the Virginia Department of Transportation was a 38m long and 30m wide jointless bridge crossing Route 29. Mr. Davis was responsible for the final design of the semi-integral abutments and the checking of the superstructure design; including the slab and steel plate girders.



Franklin Turnpike Bridge Over Norfolk Southern Railroad and Fall Creek, Danville, Virginia; Project Manager (2003-2005) {previous firm}

The Virginia Department of Transportation project required the design of the 6-lane 600'-long curved bridge with a total construction cost estimated at \$6.6 million. Mr. Davis was responsible for the development and delivery of the final contract bridge plans. He also served as the Principal Bridge Engineer responsible for the conceptual and final design of the prestressed Bulb-T girders and substructure elements; including the 60' tall concrete hammerhead piers, abutments and footings.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	John Carter Washington, P.E., Assistant 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 your employment history, position and general experience or fields of practice for the last fifteen(15) years:	<p>Archer Western, 2010 – Present, Asst. Project Manager, Heavy Civil Construction Curtis Contracting, 2007 – 2010, Project Manager, Heavy Civil & Site Construction Archer Western, 2002 – 2007, Asst. Project Manager, Heavy Civil Construction Condotte America, Inc., 1998 – 2002, Project Engineer, Heavy Civil Construction Causseaux & Ellington, Inc., 1996 – 1997, Design Engineer, Site Design & Permitting Lawson, Noble & Webb, Inc., 1995 – 1996, Design Engineer, Site Design & Permitting</p>
e. Education: Degree(s)/Year/Specialization:	Masters of Engineering – University of Florida – Construction Management – 1998 Bachelor of Science in Civil Engineering – University of Florida - 1995
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2001 –Professional Engineer – VA Registration #035328
g. Document the extent and depth of experience and qualifications relevant to the Project.	<p>VDOT I-95 Richmond Bridge Replacements, Richmond, VA – Contract Value: \$68,000,000 Role: Environmental Compliance 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.</p> <p>Fort Eustis Tactical Equipment Maintenance Facility Project, Fort Eustis, VA - Contract Value: \$14,000,000 Role: Environmental Compliance Manager 1. Specific responsibilities and authorities include: VA DCR, Army Corps of Engineers and Fort Eustis Department of Public Works environmental compliance during project construction. 2. Experience is with Curtis Contracting, Inc. 3. From 2009 to 2010.</p> <p>VDOT I-77 New River Bridge, Austinville, VA – Contract Value: \$40,000,000 Role: Environmental Compliance Manager 1. Specific responsibilities and authorities include: VA DCR, Army Corps of Engineers and VDOT environmental compliance during project construction. 2. Experience is with current firm, Archer Western. 3. From 2006 to 2006.</p>

ATTACHMENT 4.3.1.6
KEY PERSONNEL RESUME FORM

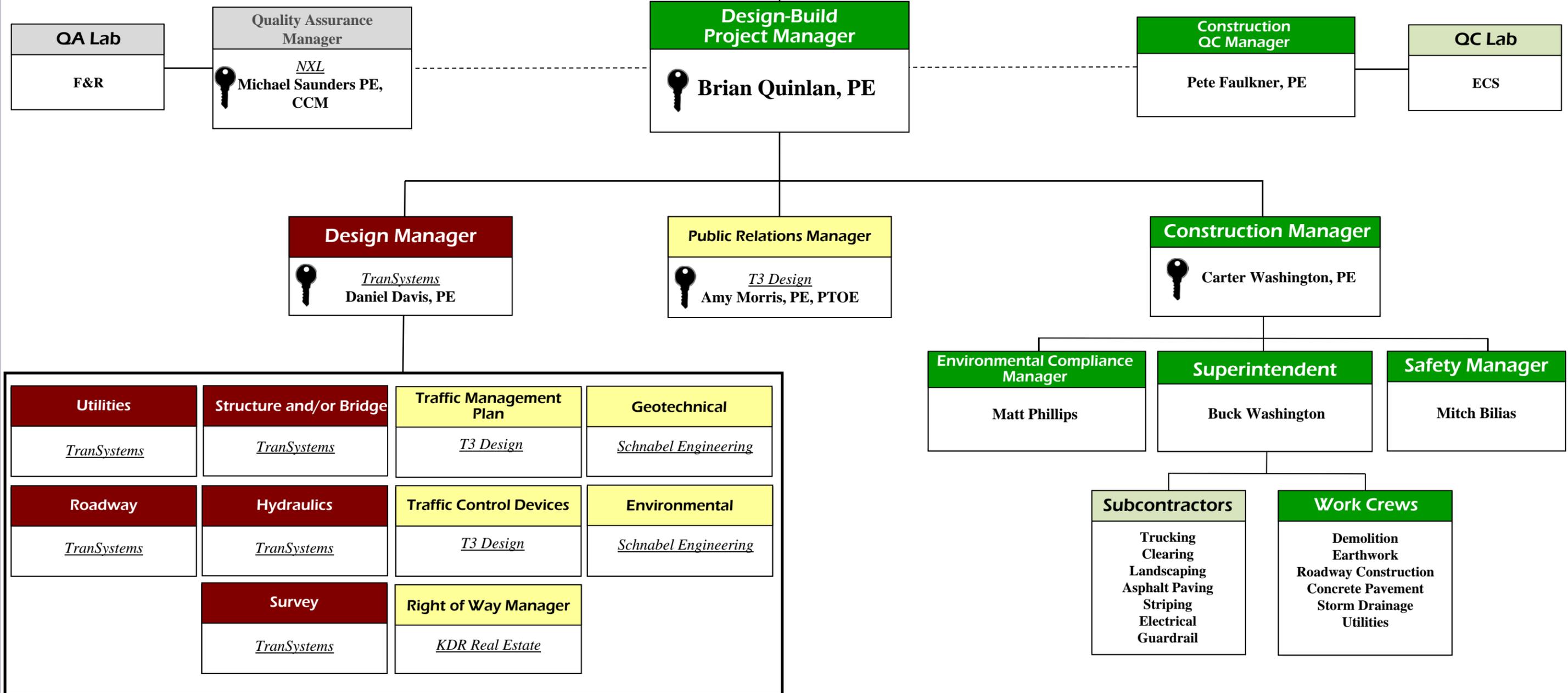
Brief Resume of Key Personnel anticipated for the Project.
<p>a. Name & Title: Amy Morris, PE, PTOE – Senior Traffic Engineer</p>
<p>b. Project Assignment: Public Relations Manager</p>
<p>c. Name of Firm with which you are now associated: T3 Design Corporation</p> <div style="text-align: center;">  </div>
<p>d. Years experience: With this Firm <u>5.5</u> Years With Other Firms <u>15.5</u> Years Please list chronologically your employment history, position and general experience or fields of practice for the last fifteen(15) years:</p> <p>T3 Design Corporation (2006 – Present): President – Responsible for all traffic and transportation engineering planning, engineering, and design operations.</p> <p>Street Smarts (2001 – 2006): Traffic Engineer – Provided traffic and transportation planning, engineering and design services in support of public agencies located throughout the Washington Metropolitan region.</p> <p>Federal Express/Transportation and HazMat Courier (1996 – 2001): Completed delivery routes and inspected hazardous materials packages in Ohio and in the Washington Metropolitan region.</p>
<p>e. Education: Degree(s)/Year/Specialization: B.S., 2002, Civil Engineering</p>
<p>f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer: Virginia/2005/Civil Engineering Professional Traffic Operations Engineer/2006 Certifications: VDOT Advanced Work Zone Traffic Control</p>
<p>g. Document the extent and depth of experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>VDOT Stringfellow Road Improvement Project, Fairfax County, Virginia; Project Manager (2007 – 2011) {current firm} Project Manager for T3 Design for the widening of Route 645, Stringfellow Road, from Route 50 to Route 7735, Fair Lakes Boulevard. Morris provides traffic engineering design services, including traffic data collection and analysis, sign, signal, pavement marking, and ITS design. Responsibilities include the design of traffic signal modification plans for seven existing signalized intersections along Stringfellow Road to be incorporated into the roadway widening construction plan set. Signal design plans include improvements to pedestrian accessibility to link the trail system through the corridor. Morris has also represented the design team during several citizens’ information meetings to address all traffic engineering impacts associated with the project.</p> <p>VDOT Rt. 50 Widening, Northern Virginia; Project Engineer (2008 – 2011) {current firm} Project Engineer for T3 Design on a project to widen Route 50 from four lanes to six lanes. Morris’ responsibilities include providing traffic data, traffic analysis, signing and pavement marking plans, signal design and plans, local government planning coordination, and public involvement support. Specifically, Morris has represented the project team at Fairfax County citizens’ information meetings to present and address any traffic related issues.</p> <p>Rt. 123 (Chain Bridge Road) over Accotink Bridge Replacement, Fairfax, Virginia; Task Manager {current firm} T3 Design Task Manager responsible for all traffic analyses and public involvement activities related to this bridge replacement project. Determined build-out year and design year traffic volumes for the bridge; and prepared traffic analysis report for the bridge project, including traffic analysis and recommendations for the traffic detour during the bridge construction period. Additionally, managed the public involvement activities associated with this project including attending citizens’ information meetings, presenting traffic engineering concepts, and addressing citizens’ questions and concerns.</p>

Archer Western
TranSystems
Design Subconsultants
Key Personnel
 (Resume Included)



*I-64/Route 15 (Zion Crossroads)
 Interchange Improvements*

State Project No. : 0064-054-703
 P101, R201, C501



Organization Structure

On the I-64/Route 15 (Zion Crossroads) Interchange Project, as with all of our projects, we will initiate a detailed planning approach to the 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 and instill a team mindset of design-building this project together, eliminating the unknown, and acting proactively 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. We realize this and therefore are taking proactive measures, such as co-locating our Design-Build Project Manager with the TranSystems Design team, to ensure that as potential issues 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.

Organizational Chart Narrative

Archer Western will provide overall project management overseeing both the design and construction aspects through our Design-Build Project Manager **Brian Quinlan, PE**. Reporting directly to Mr. Quinlan are the Design Manager, Public Relations Manager, and Construction Manager. This structure provides VDOT with an organization with a single point of contact for any issue and a structure that requires coordination among team members. Mr. Quinlan will foster the integration of our design solutions with our construction sequence and activities.

NXL Construction Services will provide Quality Assurance for the construction activities. Michael Saunders, PE, CCM of NXL will serve as the Quality Assurance Manager for the project. NXL will enter into a contract with Archer Western. Mr. Saunders will report directly to the Design-Build Project Manager providing a clear separation from the Quality Control operations on the project.

We have assembled a design team with direct relevant design experience for this project and long standing working relationships with VDOT. TranSystems Corporation will serve as the Lead Designer and will enter into a contract directly with Archer Western. The design activities will be supported by Schnabel Engineering Consultants, Inc., T3 Design Corporation (DBE), and KDR Real Estate Services, Inc. (SWaM). These firms will enter into a subconsultant agreement with TranSystems.

TranSystems will perform roadway, survey, hydraulics, utility relocations, adjustments and coordination, Structure and/or Bridge, and overall Design Project Management. TranSystems will also develop and manage the quality assurance and quality control plan for the design activities. Danny Davis, PE of TranSystems will serve as the Design Manager for the project.

Schnabel Engineering will provide environmental and geotechnical services for the project. T3 Design will provide transportation management plans, traffic control devices plans, and public involvement / relations services.

The right-of-way services will be provided by KDR Real Estate Services. KDR Real Estate Services is a VDOT prequalified right-of-way contracting consultant. Allen Dorin, Jr., MAI, SRA, R/W-NAC of KDR Real Estate Services is a VDOT prequalified Fee Appraiser and a VDOT prequalified Review Appraiser.

Integrated Team Approach

The Team has held planning meetings since 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 so there is no confusion about which tasks have been assigned to which people. Our 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 AW and TranSystems. 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 to each Task Team involves the implementation of our “zipper” strategy. This strategy involves pairing designers with their construction personnel counterparts. For example, a roadway engineer designing the MOT will be paired with the MOT Superintendent on the Roadway Task Team. This pairing, similar to interlocking teeth on a zipper, 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 regarding assistance. This is a technique we deploy on all AW design-build projects and have successfully used in the past with TranSystems.

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 also 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.

Project Coordination

We are committed to a proactive and effective coordination program, both within the design-build team and with VDOT. This relationship will extend to the Public, Utility Companies, Permitting Agencies, and other Local Entities (third parties). These are some of the *key* issues in our approach to this coordination:

 *Design-Build Team* – The team has held planning meetings since the RFQ was advertised, and will continue to do so throughout the project. These meetings have a structured agenda and all team members are assigned action items that they are then held accountable for completing.

This team coordination has been developed over our team’s cooperative work history, which includes design-build projects and pursuits. Our companies have pursued design-build projects in Texas, South Carolina, and Florida. TranSystems completed several of the bridge designs on AWC’s I-10/I-95 Interchange Project in Jacksonville, Florida. Most recently, we are working together on the \$168

million design-build Central Florida Commuter Rail project in Central Florida. Design is underway with ground breaking imminent.

- 🔑 *VDOT* – We are committed to tailoring our coordination and communication program with VDOT to meet the project needs and provide you with whatever level of access you desire to the design-build team's activities. We recognize that the VDOT project manager and staff are busy people, managing multiple projects, and we are sensitive to this. Our team has extensive experience on similar interchange projects and extensive knowledge of VDOT standards and procedures. There will be **no handholding** necessary with our team whatsoever.

Additionally, we are committed to adapting our communication program with the design reviewers to meet the project needs. Advanced notification of submittals, submittal packages that are complete, and open lines of communication will be our team commitment. We understand the reviewers have multiple projects and we are dedicated to helping them approve our design. We anticipate periodic meetings with the design reviewers regarding technical issue resolution, and permit agency coordination.

- 🔑 *Public* – We understand that this is a highly visible project. We have assigned Amy Morris, PE, PTOE with T3 Design to coordinating the public involvement effort. Ms. Morris will be responsible for communicating information regarding the development of the project to all interested groups, persons, and government organizations and will work closely with both the design and construction personnel on the project.
- 🔑 *Utility Companies* – Through a combination of relocations and avoidance we will incorporate the utility conflicts into our design and construction plans. We will meet with each utility as our plans develop and include their provisions in our final plan set. As we begin construction we will again meet with each entity to keep them apprised of our progress. They will have an open invitation to attend any of our team meetings and on this project we will assign a Utility Coordination Manager to act as their single point of contact.
- 🔑 *Permitting Agencies* – Schnabel Engineering has maintained a longstanding professional relationship with the Virginia Department of Environmental Quality, particularly its Water, Solid Waste and Voluntary Remediation Divisions. Similarly, through development of Environmental Impact Reports for State projects, Schnabel has experience coordinating agency reviews with the Department of Game and Inland Fisheries, Department of Conservation and Recreation, Department of Forestry and Department of Historic Resources. Through Schnabel's many dam design and construction projects, they have worked through, and for, the U.S. Army Corps of Engineers, U.S. Fish and Wildlife and the NRCS.
- 🔑 *Local Entities* – We will coordinate with other entities that will have interest in the project construction and need information, including Louisa County and various local law enforcement agencies and emergency response groups. Our team will make effective use of both e-mailed and faxed bulletins to representatives of all of these agencies as appropriate, to make sure that all agencies with any interest in the project are kept up to speed on the project activities. We are dedicated to doing what is needed to keep all of the agencies on board, informed, and part of the commitment to make this project a success.

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) City of Carmel Keystone Parkway & 136 th St. Carmel, IN	<p>Archer Western (Walsh Group) was the Prime Contractor for this project which included the construction of a teardrop-shaped roundabout interchange, storm drainage, pavement and 2 two-span bridges.</p> <p>The interchange is part of the final phase to lower the grade of Keystone Parkway under six major intersections creating new interchanges and free-flow traffic at these locations making Carmel's five-mile stretch of Keystone a much safer and more efficient roadway. The north-south traffic on Keystone Parkway is free-flowing with no traffic lights between 98th Street and 146th Street with teardrop-shaped roundabout interchanges managing the east-west traffic flow.</p>	The City of Carmel One Civic Square Carmel, IN 46032 Mike McBride, P.E. (317) 571-2439	November 2009	November 2009	\$14,929	\$14,929	\$14,929

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM



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(2) INDOT – I-65 at US30 Design-Build Merrillville, Indiana	<p>Archer Western (Walsh Group) was the Prime Contractor for this Design-Build Project which consisted of rehabilitating over 1 mile of US Route 30 and nearly 2.5 miles of Interstate 65 in Lake County, Indiana. The scope included a complete interchange modification whereby the traditional cloverleaf configuration is improved by eliminating two exit loops and constructing extra wide off ramps to accommodate the ever increasing volume of interstate traffic onto the US 30 corridor. The existing bridge structure over Route 30 was also removed and replaced.</p> <p>The close proximity of commercial and residential neighborhoods required careful planning and scheduling of work activities to avoid disturbances due to noise, dust, and construction traffic. Archer Western project management was able to maintain high traffic volumes safely during construction through extensive planning and implementation of MOT. Phasing and staging of traffic movements kept both the Archer Western workers and motorists safe during construction.</p> <p>Lead Designer: Janssen & Spaans</p>	<p>Indiana Department of Transportation 315 E. Boyd Blvd. LaPorte, IN 46350 Walter Land (317) 233-3699</p>	June 2003	June 2003	\$31,000	\$31,000	\$31,000

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

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(3) FDOT Palm Beach SR 80/I-95 West Palm Beach, FL	Archer Western was the Prime Contractor on this project which consisted of major interchange improvements at the intersection of SR 80 (Southern Boulevard) and I-95. The work included new construction of the bridges over I-95 and the railroad, structural work, resurfacing, signing, lighting, signalization and landscaping. Archer Western also managed all traffic disruption issues and resolved them around the commuters convenience.	CEI Florida Nexus Park – Suite 50 2705 Peters Road Fort Pierce, FL 34945 Mel Pollock, PE (772) 489-8410	July 2006	July 2006	\$34,000	\$34,000	\$34,000



ATTACHMENT 3.4.1(b)

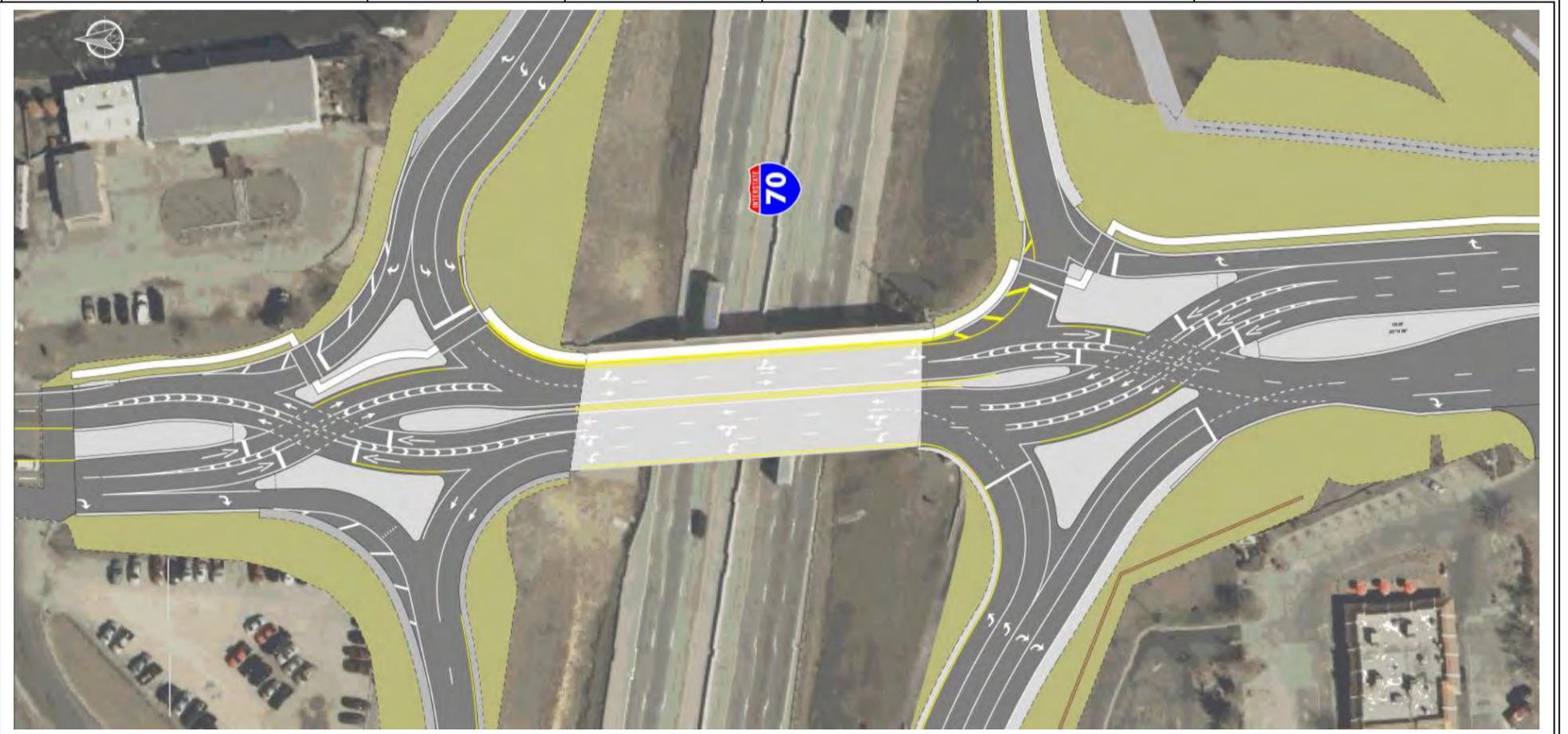
LEAD DESIGNER - WORK HISTORY FORM



(LIMIT 1 PAGE PER PROJECT)

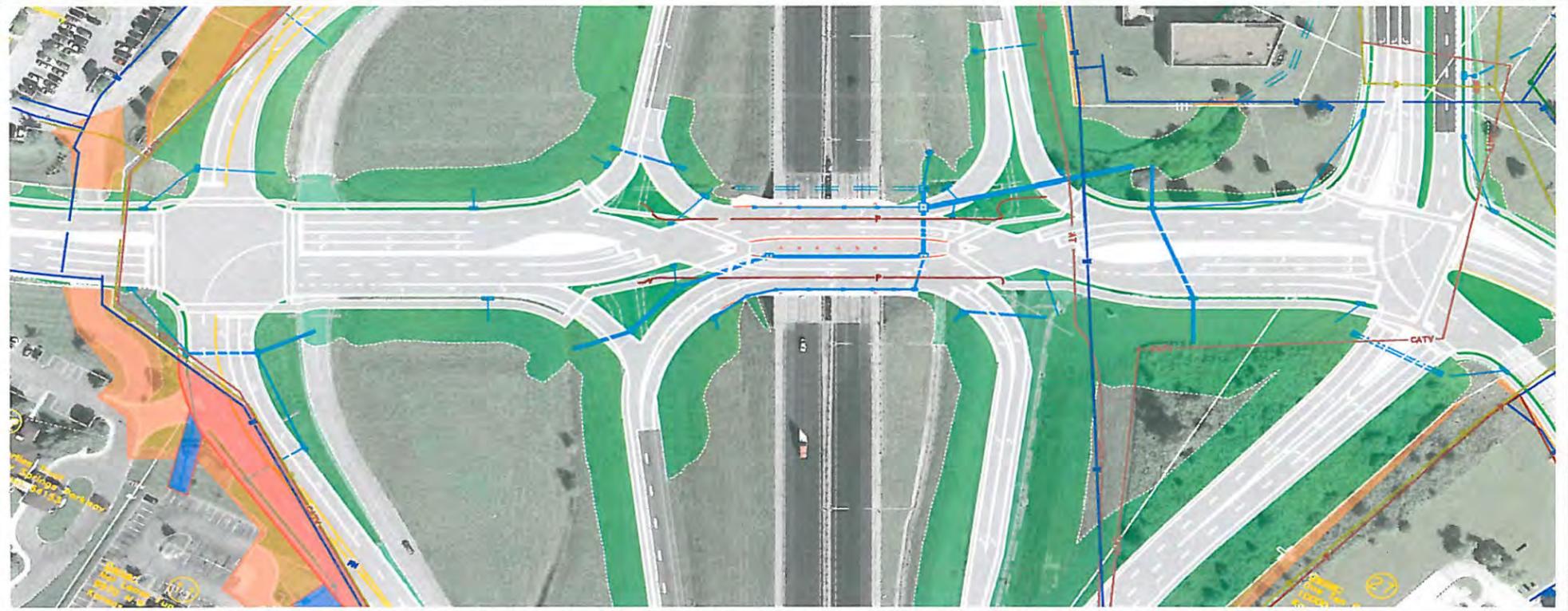
Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.

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)		
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(1) Woods Chapel Road Reconstruction City of Blue Springs, MO	For this project, TranSystems serving as lead designer provided management and topographical/ROW surveys in addition to engineering design. The improvements to .8 miles of Woods Chapel Road in Blue Springs, MO incorporate pedestrian friendly, multi-modal amenities and landscaping as well as better traffic flow. The four-lane roadway with auxiliary turn lanes will become a three-lane roadway with central, two-way left-turn lane. Design elements include a roundabout and a "Diverging Diamond" interchange over I-70, one of the first in Missouri. A mixture of stilling basins and silt fences, particularly at Lake Tapawingo, will limit runoff pollution. TranSystems is also responsible for the DDI design on this project. TranSystems recommended this design for the area because it could resolve area's issues at a lower cost. Since the design is ideal for the reuse of narrow structures, it would not be necessary to replace the bridge or modify I-70. The DDI will be one of the first of its kind to be constructed in the Kansas City area – two more are under design. "We are excited about the potential improvements made possible by this partnership with the City of Blue Springs," said Beth Wright, District Engineer, MoDOT District 4. "We have seen the DDI as a practical solution which greatly reduces congestion and improves safety in other locations throughout the state. We are confident it is the right solution for improvements at the Woods Chapel interchange." Design is complete on the project. Right of way is currently being acquired and a February 2012 letting date is anticipated.	Owner: City of Blue Springs, MO 903 W Main Street Blue Springs, MO 64015 Oliver DeGrate, III (816) 228-0121	February 2012 (Design)	February 2012 (Design)	\$1,064 (Design) \$12,551 (Construction) (Estimated)	\$1,064 (Design) \$12,551 (Construction) (Estimated)	\$1,064 (Design) \$12,551 (Construction) (Estimated)



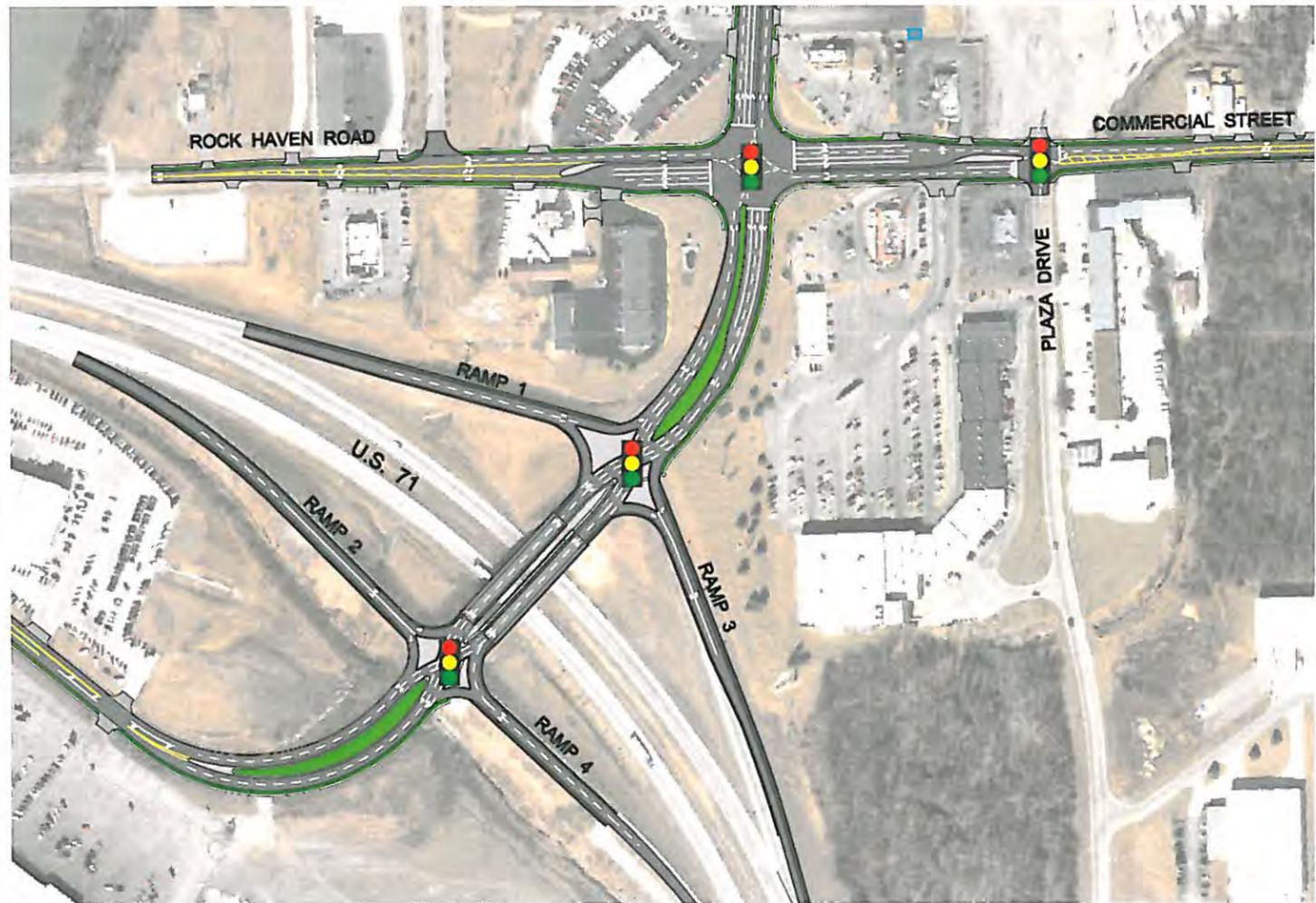
LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

Work by Lead Designer - three (3) projects which best illustrates current qualifications relevant to this Project.							
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					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
(2) I-29 / Tiffany Springs Parkway Interchange Improvements Kansas City, MO	<p>The area surrounding the I-29 and Tiffany Springs Parkway interchange is rapidly developing. Numerous residential, retail and office developments have opened in the last few years in and around this high-growth area. The current development patterns combined with future development potential, has led to recognition of the need to develop long-term improvements for the area. In addition to the investment in other local roadways, improvements have been identified to enhance the current interchange at I-29 and Tiffany Springs Parkway. These improvements will enhance the local street operations, while minimizing the impact to the freeway system itself.</p> <p>As Lead Designer, TranSystems was retained by MD Management, a developer active in the surrounding area, to prepare design plans, specifications and estimates for these improvements, and to assist with the bidding of the DDI project. The project construction cost is estimated at \$12 million.</p>	<p>Client: MD Management 5201 Johnson Drive Mission, KS 66205</p> <p>Caprice James (913) 831-2996 x226</p> <p>Owner: Missouri DOT - Kansas City District 600 NE Colbern Road Lee's Summit, MO 64086</p> <p>Randy Johnson, PE (816) 607-2265</p>	<p>October 2012 (Design) August 2014 (Construction)</p>	<p>October 2012 (Design) August 2014 (Construction) (Estimated)</p>	<p>\$1,378 (Design) \$12,000 (Construction) (Estimated)</p>	<p>\$1,378 (Design) \$12,000 (Construction) (Estimated)</p>	<p>\$1,378 (Design) \$12,000 (Construction) (Estimated)</p>
							

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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(3) US 71 and 291 in Harrisonville, MO	<p>The Highway 71/291 Partners in Progress Transportation Development District was formed by several area business owners in the City of Harrisonville, Missouri to fund improvements to the Route 71/291 interchange and several adjacent streets.</p> <p>As lead designer, TranSystems prepared a concept study that evaluated a variety of alternatives for the US 71 interchange and for the Route 291 corridor including an upgraded standard diamond interchange, a parclo type interchange, a diverging diamond interchange and a roundabout interchange. Ultimately the diverging diamond concept was selected by the stakeholders. An Access Justification Report was prepared and approved by the FHWA. TranSystems currently preparing final design plans for the interchange.</p> <p>US 71 currently carries 33,000 vehicles per day and is in the process of being upgraded for converted to an interstate highway (I-49). Route 291 carries 18,000 vehicles per day. The interchange is located on the outskirts of the Kansas City metropolitan area and is expected to experience significant growth over the next 20 years.</p>	<p>Client: Highway 71/291 Partners in Progress Transportation Development District City of Harrisonville 300 E. Pearl Street Harrisonville, MO 64701</p> <p>David Blankenship (816) 380-8900</p> <p>Owner: Missouri DOT - Kansas City District 600 NE Colbern Road Lee's Summit, MO 64086</p> <p>Scott Humphrey, PE (816) 607-2232</p>	May 2013 (Estimated)	May 2013 (Estimated)	\$1,586 (Design) \$18,000 (Const.) (Estimated)	\$1,586 (Design) \$18,000 (Const.) (Estimated)	\$1,586 (Design) \$18,000 (Const.) (Estimated)
							

Project Risk

Risk #1 – DDI Design Features

Why risk is critical: While the Diverging Diamond Interchange projects that have opened to traffic so far in America have proven to operate safely and effectively, there are still a number of lessons that can be applied to ensure successful operation.

Impact of Risk on Project: The DDI design process has similarities to the development of roundabout design processes in its early stages. Nevertheless, while the overall concept is fairly straightforward, there are a number of subtle, yet critical details that are important to provide safe and efficient operation.

Mitigation Strategies: TranSystems has visited and the observed operation of more than half of the DDIs currently in operation in the country; and discussed their operation with the managing agencies. TranSystems also has three domestic DDI projects nearing completion of design. Based on this expertise, we have identified a number of critical design elements. Below is a discussion of a few of these elements:

- 1) **Crossover and Turn Design** – The design of the crossovers needs to be at an angle and an offset that slows traffic and provides positive direction toward the downstream receiving lanes in order to avoid wrong-way movements. Initial guidance was that the crossovers should have an approach angle of at least 45 degrees to the general alignment. However, evaluation of operating DDIs has shown that smaller angles can be utilized, but that driver perception of the travel path must be addressed. For both the crossovers and the left-turn movements to and from ramps, off-tracking by large vehicles must be considered as these are typically tight radii. Placing buffer areas or utilizing wider lanes is important, particularly in areas with higher proportions of large vehicles.
- 2) **Traffic Signal Design** – Depending on traffic volumes, DDIs theoretically can operate with signal control limited to the crossover intersection only, with the right and left-turn movements operating under yield control. However, the right-turn maneuver from the off-ramp requires special consideration. Traffic making this movement tends to look to the near-side cross street lanes for gaps in traffic, when the approaching traffic is actually using the far lanes upstream of the crossover. At the I-44 and Route 13 DDI in Springfield, Missouri, many vehicles were observed making the right-turn without yielding to cross street traffic creating a safety concern. MoDOT has since installed signals for this movement even though capacity-wise it is not needed. Our recommendation is to signalize this movement or to construct the movement so that traffic makes the turn and then merges into traffic using an auxiliary lane.
- 3) **Pedestrian Accommodations** – There have been two approaches to accommodating pedestrians at DDIs, either placing sidewalks on the outside of the bridge, as with traditional diamond interchanges, or down the median. There are design considerations with either option. If the crosswalks are placed on the outside, it is important to review visibility of “free-flow” crossings for vehicles and of oncoming traffic for pedestrians. This is a similar issue to the right-turn design above, as the traffic patterns are not the same as pedestrians are typically used to looking for. When placing the crosswalk in the median, all of the crossings are protected, however, it is important to consider the placement of the crosswalk lines relative to the mast arm signal placement. In some configurations the crosswalk lines

can be mistaken for stop lines. At some locations vehicles have been observed stopping at these locations when the signal changes despite being downstream of the intersection.

VDOT's Role: Partner with our team to determine the most appropriate design solution for this interchange. 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. Review and approve our design plans.

Risk #2: Maintenance of Traffic (MOT)

Why Risk is Critical: Minimizing impacts to traffic along Rt. 15 and I-64, as well as limiting impacts on local residents and businesses throughout construction is critical to a successful project.

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, because this is the first time that local motorists will be encountering a diverging diamond interchange special emphasis will be placed on the sequence of construction and the development of traffic patterns during construction to alleviate motorist confusion.

Mitigation Strategies: 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 and residences while minimizing impacts on through traffic. Archer Western's construction management team and TranSystems design team will work in concert to develop the most logical and comprehensive MOT Plan for this project.
- 2) Utilize off peak hours for construction activities that will have the greatest impacts on traffic such as the widening of the existing ramps that lead to and from I-64.
- 3) Continuous communication between the Design Build team, local residents, and business owners providing information on key construction activities.

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 #3 – Public Involvement/Education

Why Risk is Critical: As with anything new, public perception is of the utmost importance and this project is no exception. New traffic designs such as DDI's have the potential to create an uneasy feeling among the travelling public and local residents which can develop into negative public outlook on the project, contractor, and owner if not handled properly. Because the goal of Archer Western and VDOT is to create the safest most efficient travelling experience possible for those utilizing the Commonwealth of Virginia's roadway system, involving the public and educating them on the benefits of DDI's early and often is critical to the success of this project.

Impact of Risk on Project: Failure to educate and utilize public involvement throughout the project potentially exposes all parties to negative public outlook which then can make even the simplest tasks more difficult than necessary. By fostering an interactive and educational atmosphere we hope to create a sense of ownership on all sides which greatly reduces the possibility of confusion and negative public sentiment towards the project.

Mitigation Strategies: Below are examples of our mitigation strategies for the public involvement and educational aspects of the project.

- 1) Beginning in the design phase and lasting throughout the project, the Archer Western team will hold project informational meetings where we will explain the aspects of our design and construction, and will answer any questions that the public may have regarding the project. These meetings will allow the public to voice their concerns while also allowing our team to address those concerns before construction activities take place.
- 2) The Archer Western Public Relations Manager will be the singular point of contact between the public and our team throughout the project. By defining the contact person we put a face to the name of our team that will allow the public to voice any and all concerns they have. We believe that this step is crucial as it creates a real relationship between the public and the project.
- 3) In addition to question and answer type informational sessions the Archer Western team will hold educational meetings in which we will explain not only how DDIs function, but also their benefits.

VDOT's Role: Assist in promoting public involvement and the flow of information between the public and the project team. Provide and make available VDOT representatives for all informational and educational meetings to assist in creating a partnership environment with the public.