



Archer Western

November 15, 2012

Commonwealth of Virginia
Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Brenda L. Williams

***SUBJECT: Statement of Qualifications – Contract ID Number C00070542DB55
I-64 Widening and Route 623 Interchange Improvements
State Project Number 0064-964-110, P101, C501, B610-B614, B617, B616, D601-D606
Federal Project Number NH-064-2(150)***

Dear Ms. Williams:

The design-build team of **Archer Western Construction, LLC (Archer Western)** and **URS Corporation (URS)**, is pleased to submit this statement of qualifications for the I-64 Widening and Route 623 Interchange Improvements Project in Goochland County and Henrico County. Archer Western and URS bring an established working relationship to this I-64 project; including currently working together on the \$68 million I-95 Bridges on the I-95/I-64 corridor in Richmond, on the nearby I-64 Bridges over ACCA Yard, and on the I-95 James River Bridge. Clearly, we have the local experience and collaborative local work history to successfully deliver this design-build project to the Virginia Department of Transportation (VDOT).

Headquartered in Atlanta and working primarily in open-shop regions across the South and Southeast, **Archer Western** is a general contracting, construction management, and design-build firm. It is the leading subsidiary of the Walsh Group, a 115-year-old, family-owned firm ranked by *Engineering News-Record (ENR)* in 2011 as the **2nd** largest heavy contractor, **3rd** largest bridge contractor, **4th** largest highway contractor, and **19th** largest design-builder in the United States. Consistent with that proud heritage, Archer Western has a tradition of successfully delivering high profile projects throughout Virginia. For instance, in addition to the three Richmond-area projects totaling to \$146 million, other recent VDOT projects include the I-77 New River Bridge completed in 2003 and the I-95 Springfield Interchange completed in 2007.

Archer Western is excited about this project, seeing it as an opportunity to add to our 15 year legacy of successful collaborations with URS in this Richmond “corridor”. We have experienced management resources available to smoothly transition to this project from the I-95 Bridges project, led by **Design-Build Project Manager, Brian Quinlan PE**. Brian has 33 years of construction experience and is one of our most experienced Senior Project Managers. He will bring proven design-build expertise to the project, having participated in design-build projects with a combined value in excess of \$190 million; including a \$115 million contract on the 2002 Route 895 James River Bridge in Richmond on the same “corridor”. A licensed professional engineer in Virginia, Brian also oversaw the successful completion

of the I-895/Moravia Road and I-495/Branch Avenue interchange projects in Maryland, both of which were completed ahead of schedule and under budget.

For more than 25 years, **URS** has been preparing engineering studies and design plans for transportation projects throughout the Commonwealth. During that time, URS has had the opportunity to provide professional engineering services to the Central Office and several VDOT districts, most notably the Richmond and Hampton Roads Districts, where URS has successfully served the Department in transportation planning, engineering, environmental, construction phase services and O&M. URS has also provided or is currently providing similar design services for other transportation clients, including the Federal Highway Administration-Eastern Federal Lands Highway Division, localities such as Hanover County, City of Norfolk, City of Suffolk, City of Lynchburg, and contractors under design-build agreements. URS has enjoyed successful, repeat relationships with many of these clients, in large part because URS understands and has provided innovative solutions to the variety of challenges that face VDOT and other owners on transportation projects in central Virginia.

At a national level, URS' quality management system is ISO 9001:2008 compliant and is consistently ranked by *ENR* as one of the top 10 transportation design firms in the country. URS has a proven history of providing complete transportation engineering design services throughout the United States, including acting as the lead designer or joint venture partner on more than 50 design-build transportation projects in the last 10 years, and has brought this expertise to bear on transportation projects throughout Virginia. URS' extensive resources include more than 200 personnel in the Richmond, Newport News and Virginia Beach Offices, approximately 5,000 personnel in the mid-Atlantic region, and 56,000 staff world-wide. The Virginia staff has demonstrated its commitment and capabilities to VDOT through design services provided for every interstate highway in central Virginia, including I-95, I-295, I-64, and I-195. Notable Virginia accomplishments include URS' current lead designer role on the I-95 Bridges Reconstruction project and previous lead designer roles on the I-95/James River Bridge and I-64/ACCA Yard Bridge projects, all of which were constructed by Archer Western.

Proposed **Design Manager Jeff McKay, PE** recently completed serving as the Design Manager for the Wallace Creek Road design-build project at MCB Camp Lejeune, NC. On that marquee project, Jeff's role included design oversight of 1.6 miles of roadway widening and new alignment, a 550' long bridge over Bear Head Creek and associated wetlands, utility design and relocation, extensive stormwater management requirements and environmental permitting. Prior to that role, Jeff served as the Design Manager for the I-95 Roadway Improvements associated with the I-95 Bridges Reconstruction project. We are pleased that Jeff and many of the key staff and subconsultants from his team will bring their personal experience, local knowledge and lessons learned to this project.

3.2.1 OFFEROR'S NAME AND ADDRESS: As prime contractor and design-builder, the Offeror for the I-64 Widening and Route 623 Interchange Improvements Project will be as follows:

Offeror's Name: **Archer Western Construction, LLC**

Address: 4445 Willard Avenue, Suite 1040, Chevy Chase, MD 20815

3.2.2 OFFEROR'S POINT OF CONTACT: Our proposed Design-Build Project Manager will serve as the Point of Contact:

Offeror's Primary Contact: **Brian Quinlan, PE, Senior Project Manager**

Address: 4445 Willard Avenue, Suite 1040, Chevy Chase, MD 20815

Phone: 301-347-4614 *Mobile:* 443-744-2066 *Fax:* 404-495-8701

Email: bquinlan@walshgroup.com

- 3.2.3 PRINCIPAL OFFICER OF THE OFFEROR:** The Principal Officer of Archer Western is as follows:
Offeror's Principal Officer: David B. Casey, Vice President
Address: 2410 Paces Ferry Road, Suite 600, Atlanta, GA 30339
Phone: 404-495-8700
- 3.2.4 STRUCTURE OF OFFEROR:** Archer Western, as a limited liability company, will be the signatory to the design-build contract with all financial responsibility. Additionally, Archer Western will provide all performance and payment bonds for the project. URS, serving as the Lead Designer, will be a subcontractor to Archer Western. Team members that will be subconsultants to URS include **Accompong Engineering Group LLC (DBE); Schnabel Engineering; So-Deep, Inc.;** and **NXL Construction Services, Inc. (DBE)**. NXL will also be a subcontractor to Archer Western.
- 3.2.5 LEGAL NAMES OF LEAD CONTRACTOR AND LEAD DESIGNER:** The design-build team consists of **Archer Western Construction, LLC**, as the Lead Contractor/Offeror and **URS Corporation** as the Lead Designer.
- 3.2.6 AFFILIATES & SUBSIDIARIES:** Please refer to Appendix E for the completed Attachment 3.2.6.
- 3.2.7 DEBARMENT FORMS:** Please refer to Appendix F for executed debarment forms 3.2.7(a) and 3.2.7(b) from all team members.
- 3.2.8 VDOT PREQUALIFICATION CERTIFICATE:** Archer Western's prequalification ID is 27-0887868, and our status is active. Please refer to Appendix G for supporting documentation.
- 3.2.9 EVIDENCE OF BONDING:** The letter for evidence of bonding capability from Archer Western's surety is provided in Appendix H.
- 3.2.10 PROFESSIONAL SERVICES VERIFICATION:** Please refer to Appendix I for a completed Attachment 3.2.10. In Appendix J, we have attached copies of all Department of Professional and Occupational Regulation (DPOR) and State Corporation Commission (SCC) registrations for all team members that will be providing professional services.
- 3.2.11 DISADVANTAGED BUSINESS ENTERPRISE (DBE):** Archer Western is committed to achieving the **10 %** DBE participation goal. In fact, Archer Western and URS have a successful history of meeting and exceeding DBE goals. For this project, the Archer Western Team will reach or surpass the established DBE goal by using services from DBE team members such as Accompong and NXL. Archer Western and URS have extensive prior experience working with these firms and their staff, which provides us with confidence in, and knowledge of, their capabilities, allowing us to successfully integrate them into the team and maximize their utilization on this project.

Our team consists of partners that offer demonstrated exemplary national design-build experience, extensive local knowledge and resources, and deep organizational expertise from a longstanding working relationship with VDOT. We will draw on this skill set to ensure the success of this I-64 Widening Project through the following:

- **Efficient maintenance of traffic (MOT) and construction staging to minimize inconvenience to the public and maximize safety to workers and the traveling public.** Our team's design staff includes professionals certified as traffic control design specialists by VDOT and the American Traffic Safety Services Association (ATSSA), including the proposed **Lead Highway Engineer**,

Burt Matteson PE. Similarly, our construction staff will feature experienced certified traffic control supervisors. Safety, a key element of MOT and Traffic Management Plans (TMPs), is one of our team's core values. We will aggressively apply this philosophy to implement a functional TMP/MOT plan that will maximize capacity and maintain regional mobility by minimizing travel delays and impacts to the public. As an example, Archer Western implemented an innovative TMP on the \$159 million I-10/I-95 "Big I" Interchange project, in Florida, which transformed Jacksonville's downtown transportation system by providing congestion relief and additional road capacity for approximately 172,000 vehicles daily. This responsive TMP was cited as a major reason for the project winning the 2011 America's Transportation Award in the on-time, medium project category from the American Association of State Highway and Transportation Officials. Similarly, for the I-95 Bridges Reconstruction project, URS developed an innovative construction phasing approach and oversaw development of the TMP which resulted in drastically reducing the impact to I-95 and regional traffic during construction. This detailed approach to maintaining traffic in a safe and effective manner during construction serves as a catalyst to completing this extremely important and highly visible project on budget and within schedule.

- **Effective stewardship of the environment.** Archer Western is committed to responsible construction to protect and preserve environmental resources. For this project we will produce a comprehensive SWPPP in general, and for culvert and bridge construction in particular. This plan will focus on preventing construction site impacts and discharges. The implementation effort will be diligently executed by multiple VDOT certified environmental construction personnel including the Construction Manager and Superintendent. For example, on the nearby I-95 Bridges Reconstruction project, Archer Western recently received recognition for its excellent Erosion and Sedimentation Control program in a recent FHWA site environmental audit.
- **Impact of interstate widening on existing structures.** The inside widening of I-64 will require the protection or relocation of existing sign structures and may create structural concerns for existing facilities such as bridge piers. The Archer Western Team will investigate the clear zone dimensions, need for crash protection, and if necessary, mitigate such concerns in an economical and attractive manner. For example, on the ongoing \$21 million I-85/GA 400 Design-Build Project for the Georgia Department of Transportation, Archer Western constructed crash rated barrier wall to protect two existing sign structures and ITS poles.

We appreciate the opportunity to submit our qualifications for the design and construction of the I-64 Widening and Route 623 Interchange Improvement Project. In light of our unique and extensive experience in this Richmond expressway corridor stretching from Route 895 to the I-64 bridges over the ACCA Yard, we are confident that the Archer Western Team has the professional and financial resources to make this I-64 project a resounding success.

Very truly yours,
Archer Western Construction, LLC



David B. Casey
Vice President

Team Structure

The Archer Western Team

Archer Western is a merit-shop general contractor with a notable aptitude for high-profile, technically challenging, heavy-highway projects, a current example is the \$68 million I-95 Bridges Reconstruction in Richmond. **Brian Quinlan PE**, our **Design-Build Project Manager (DBPM)**, has worked on heavy-highway projects up and down the Eastern Seaboard, including VDOT's I-95 Bridges Reconstruction and Route 895 in Richmond, the I-95 Express Toll Lanes in Baltimore, the SR 836 Dolphin Expressway in Miami, the I-93 Central Artery in Boston, and the I-676 Vine Street Expressway in Philadelphia. He has the proven ability to satisfy complex MOT requirements, coordinate with abutters, and cooperate with adjacent contractors.

As specified in the RFQ, Key Personnel Resume forms are included in Appendix A.

Mike Saunders PE CCM, from NXL, will be the **Quality Assurance Manager**. Archer Western previously teamed with NXL on VDOT's I-95 Bridges Reconstruction in Richmond and on several contracts at Reagan National Airport. Our selection of NXL and Mike was based upon the success of those efforts. As an experienced Quality Assurance Manager, Mike is accustomed to ensuring all contract requirements and specifications are appropriately administered and applied, that all required QC tests and independent QA verification testing is carried out according to applicable requirements, and that construction quality standards are met and payments are appropriately processed. Because of his firsthand knowledge of VDOT standards and procedures, he will be an ideal point of contact for VDOT on quality matters. Mike's staff will include experienced inspectors from NXL and an independent testing laboratory.

For the role of **Design Manager**, we have selected **Jeff McKay, PE** from URS Corporation. Currently, Jeff is completing his service as the D-B Design Manager of transportation improvements for Wallace Creek Regimental Complex Phase II (WCRC II) at MCB Camp Lejeune, NC. Jeff has an impressive range of relevant VDOT experience, having provided roadway widening and design services for improvements to I-95 in Richmond, Route 288 in Chesterfield County, Route 28 in Loudoun County, I-66 in Prince William County, Route 123 in Fairfax County and other major arteries in the Richmond and NoVA Districts. He routinely manages projects in the Richmond District and is very familiar with District staff, policies and procedures. Jeff's experience as a transportation Design Manager, his relevant technical expertise and his proximity to the project make him perfectly suited for the role of Design Manager for this project.

Supporting Jeff in key roles identified in the RFQ, plus other noteworthy roles, are the professionals highlighted in our organizational chart. These individuals will report to Jeff, lead their discipline task-force meetings, and handle the interdisciplinary reviews of each of the design packages. Most of these professionals have experience working together, most recently on the I-95 Bridges Reconstruction project and WCRC II.

Mike Barbachem, PE, who has 27 years of design and quality management experience, will serve as the **Design Quality Manager**. He will ensure that URS QC procedures are followed, reviewing the QC documents for each submittal and tracking their progress. Mike serves as the Quality Control Officer for URS' Virginia operations and is responsible for administering URS' Quality Management System (QMS) which consists of structured project planning, internal technical reviews by senior staff, detailed calculation checks, project audits and documentation control.

Joe Hardee PE will serve as the **Lead Structural Engineer**. A veteran of working with Archer Western on the ongoing I-95 Bridges Reconstruction, the I-95 James River Bridge, and the I-64 ACCA Yard bridges, Joe will supervise the design of bridges, retaining walls, and other structures. Of particular note, he will draw on his unique I-95 experiences to evaluate whether this project lends itself to accelerated bridge construction techniques. Joe will also be involved in the design reviews of other disciplines such as utility relocations, in order to avoid conflicts between designs.

The design team also features subconsultants with extensive design-build and VDOT experience such as Accompong, NXL, Schnabel, and So-Deep.

Andy Palahnuk, our **Construction Manager**, has a career distinguished by the successful delivery of high-profile infrastructure projects. From his early days on the Fort McHenry Tunnel in Baltimore, to his current assignment on the I-95 Bridges Reconstruction in Richmond, his transportation experience is replete with projects with challenging MOT requirements, aggressive schedules, and the multilevel coordination of multiple entities. Throughout his career, Andy has repeatedly demonstrated an impressive knack for analyzing and resolving complex technical issues, examples of which include the erection of structural steel for expansion of the Raleigh-Durham International Airport (RDU) terminal building in North Carolina and the demolition/erection for the replacement of I-95 bridge superstructures in Richmond. Andy's VDOT experience and team-building skills, and quite possibly his accelerated bridge construction expertise, will prove invaluable to the project.

In keeping with the importance of cultivating good public relations and maintaining stakeholder interaction, we have assigned **Beverly Noffsinger** of URS to these sensitive issues. Beverly will be our **Public Relations Manager** and report directly to DBPM Brian Quinlan. In addition to dealing directly with VDOT on matters that impact the public, should the need arise Beverly will be our point of contact for stakeholders such as abutters, the traveling public, and at the request of VDOT, the media.

Organizational Chart Narrative

The key structural components of the organizational chart, shown immediately following this section on page 10, are discussed below.

Design-Build Project Manager Brian Quinlan PE has full authority for design and construction. He will be VDOT's primary point of contact, and he will be responsible for project management. He will supervise the design, construction, quality assurance, safety, and public relations managers; provide constructability reviews; promote safety; oversee the quality management program, preconstruction efforts, design, and construction; and play an essential role in public outreach and third-party communication.

Quality Assurance Manager Mike Saunders PE CCM, from NXL, will report to Brian Quinlan and have direct access to VDOT. A licensed engineer in Virginia, he will ensure that work is per the contract and the Approved-for-Construction plans/specifications. He will be responsible for the development of and adherence to the quality program and the QA inspection and testing of all materials used and work performed. He has the authority to stop construction, enforce specification compliance, and issue/require the resolution of all nonconformance reports. To fulfill these responsibilities, he will manage an independent QA program that includes QA inspectors, QA testing technicians, and a designated QA testing laboratory that will routinely conduct separate and concurrent tests and analysis of the work.

Design Manager Jeff McKay PE will report directly to Brian Quinlan and will be responsible for managing the design team and ensuring that its work is in accordance with current VDOT standards, policies, procedures, and guidelines. He will oversee design subconsultants; coordinate design disciplines and design reviews; develop and implement corrective measures if needed; integrate environmental compliance measures into the design; and assign project resources. He will manage the environmental permit process and ensure that all design commitments from the approved National Environmental Policy Act (NEPA) Categorical Exclusion (CE) document are met. It is noteworthy that, in a recent design management role on a locally-administered CMAQ-funded roadway widening project for Hanover County, Jeff was responsible for preparing and securing the approval of the NEPA CE document which included both Phase I and Phase II Environmental Site Assessments (ESAs), due diligence studies for water quality, threatened & endangered species and cultural resources, and the right of way and easement acquisition evaluation of 35 parcels. Based in URS' Richmond Office, Jeff will also stay involved once construction begins, allowing him to oversee design modifications and to review construction documents as work progresses. As another part of that commitment to the construction process, he will attend progress meetings and make monthly site inspections to ensure design team responsiveness to potential construction issues.

Construction Manager Andy Palahnuk will report to DBPM Brian Quinlan and will manage the construction process in accordance with the approved schedule, including the quality effort that ensures that the materials used and work performed meet contract requirements and approved-for-construction plans and specifications. He will be on-site full time throughout construction and he will play a vital role in design development and constructability reviews. His construction staff will include Utilities

Coordinator Jason Mroz, Construction Quality Manager Stefan Pustam, project engineers, and the superintendent, supplemented by Safety Manager Mitch Biliias to see that the work is done safely. He will also coordinate plan revisions and construction document reviews with Design Manager Jeff McKay. Utility Coordinator Jason Mroz, a veteran of the \$68 million I-95 Bridges Reconstruction, will work closely with the URS design team to reinforce the connection between design and construction. During design, he will interact with Utilities Lead Scott Funk PE, and with utility representatives. During construction, he will be the point of contact for utility relocations and for contract utility work.

Public Relations Manager Beverly Noffsinger will report directly to Brian Quinlan and will work with Jeff McKay and Andy Palahnuk. In particular, Beverly will act as a liaison between the Archer Western Team, VDOT, stakeholders, 3rd parties, and the general public to facilitate communication regarding construction activities and traffic movements.

Construction Quality Manager Stefan Pustam, reporting directly to Andy Palahnuk, will manage/coordinate QC activities, as he recently performed on the Metropolitan Washington Airports Authority (MWAA) extension of DCA Runway 1-19 at Reagan National Airport. This effort will include the supervision of certified technicians and laboratories that are separate and independent from Quality Assurance resources. Stefan and his QC staff of inspectors and laboratory are completely independent of Michael Saunders and his QA staff and laboratory.

Safety Manager Mitch Biliias CSM will report to Brian Quinlan and will oversee plans and field activities to provide a safe jobsite environment for VDOT, construction workers, and the traveling public. Working with Andy Palahnuk, Mitch will provide safety training and assist in the development of a job-specific safety plan. Consistent with the Archer Western philosophy that safety is everyone's responsibility, Mitch will also monitor management compliance with our Corporate Safety Program, with the goal of achieving a project safety culture that enthusiastically embraces a "no one gets hurt" philosophy. Finally, while the Archer Western culture emphasizes positive feedback in an effort to promote desirable behavior and extensive training to eliminate undesirable behavior, if necessary, Mitch does have the authority to stop work.

Integrated Team Approach

On the I-64 Widening project, as with all of our projects, we will initiate a detailed planning approach to our work. This ensures that every detail is thoroughly planned, materials are procured in a timely manner, and all parties, including VDOT, are fully involved with the process. We facilitate a true partnering atmosphere that instills a team mindset of design-building this project together; eliminating the unknown; and acting proactively together in designing and building a quality project, on time and within budget.

The importance of contractor-engineer-owner interfacing cannot be overemphasized in the design-build setting; and is one of the major keys to success on the all of our design-build projects. We realize this and therefore will take proactive measures, such as co-locating key construction team personnel with the URS design team, to ensure that as potential challenges arise they are dealt with in a timely manner. To speed communications, our team has set up a collaborative website for document management and project coordination using Microsoft's SharePoint software platform. Our team has made use of this

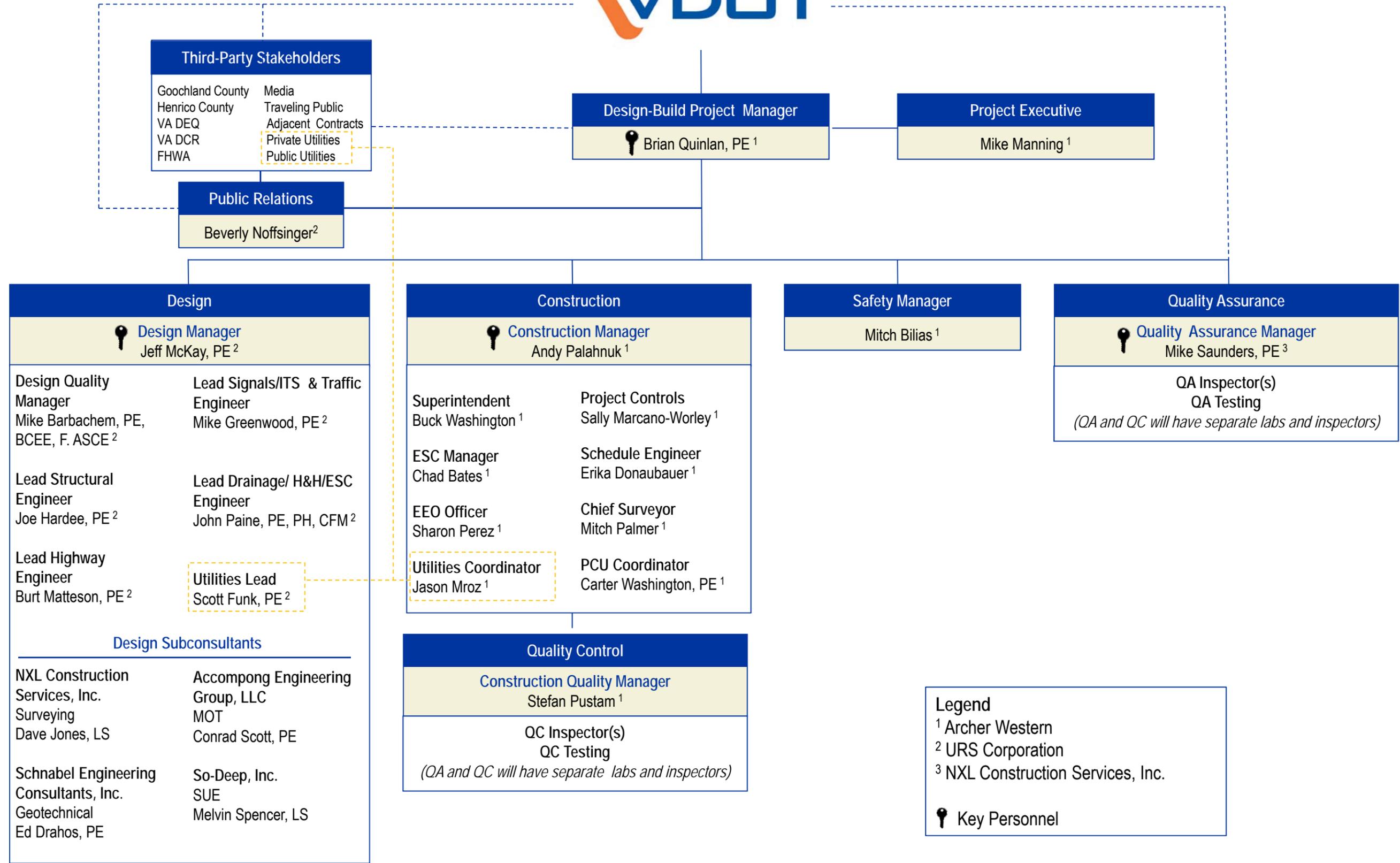
website throughout the qualifications stage and will continue to utilize this tool throughout the life of the project.

A successful design-build project requires that the design team work seamlessly with the construction team. It is Brian's responsibility, working with and through the Design Manager and the Construction Manager, to establish and support this team approach. The following items are elements of our team approach:

- Integrate Utility Coordinator Jason Mroz into the design team.
- Conduct over-the-shoulder reviews by multidisciplinary, environmental, and construction personnel to ensure constructability and environmental compliance and to eliminate conflicts.
- Establish a collaborative website for document management and project coordination.
- Implement our zipper strategy, which pairs designers with their construction counterparts.
- Establish task force teams composed of representatives from Archer Western, URS, VDOT, and third parties to expedite the resolution of issues, enhance plan development, and improve coordination.
- Conduct construction pre-task planning and activity work plan development involving the design team and the construction staff.

An important element in determining staff assignments for the task teams involves the implementation of our "zipper strategy", pairing designers with their construction counterparts. For example, a structural engineer working on the bridge design will be paired with the bridge superintendent on the Bridges Task Team. This pairing creates personal relationships that benefit both parties and ultimately VDOT. The designers gain valuable insight into preferred construction techniques, and the construction personnel help shape the design. This is a technique successfully deployed on all Archer Western design-build projects.

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 forces during the design/constructability review process. Once construction begins, the task team leads are assigned the responsibility to assist with the QC inspections to ensure the work is being constructed in accordance with the design.



EXPERIENCE OF THE OFFEROR'S TEAM

This I-64 Widening and Route 623 Interchange Project, located just west of Richmond, addresses increases in traffic volume for motorists. The planned upgrade is twofold. First, I-64 will be widened from a mile west of Route 623 to half a mile west of Pouncey Tract Road. Second, the bridge decks and beams for the bridges over the Little Tuckahoe Creek will be completely replaced and the bridges widened to accommodate the new lanes. The project also includes storm water management considerations, mill and overlay of existing mainline pavement, retaining wall analysis, signs, and intelligent transportation system (ITS)/active traffic management components.

The Archer Western team is ideally suited to execute this project. It is not just that Archer Western and URS can cite recent relevant project experience including design-build successes such as the SR 9b Design-Build Project and the Design-Build Western Wake Freeway to support this statement. Also, we can also point to the unparalleled shared first-hand knowledge gained working on the I-64 Corridor through such projects as the I-95 Richmond Bridge Rehabilitation Project. We can also point to recent experience working on the I-64 Bridge Replacement over the ACCA Yards.

Archer Western's team experience and past successes demonstrate our proven abilities to meet project goals through teamwork, innovation, schedule management, and cost control. The following table highlights our team's recent experience on similar projects. Please refer to the Work History Forms in Appendix B for more information.



In 2007 Archer Western (with URS as the Designer) replaced two 515' bridges along I-64 over the ACCA Yard. Archer used side pipe lifters to set the beams to overcome constructability issues due to limited workspace and a severely degraded superstructure

Project Name & Location	Constr. Cost	Team Member	Design-Build	Interstate Widening	Bridge Construction	Corridor Coordination	Complex MOT & Staging	High Profile Public Relations	Stakeholder Collaboration
I-95 Bridges Reconstruction, VA	\$68M	AU		✓	✓	✓	✓	✓	✓
I-95/I-10 Interchange, FL	\$159M	AU		✓	✓	✓	✓	✓	✓
SR 9b Phase 1 Design-build, FL	\$68M	A	✓		✓	✓	✓	✓	✓
SR 400 Widening, GA	\$47M	A		✓	✓	✓	✓	✓	✓
I-75 Widening, Cordele, GA	\$145M	A		✓	✓	✓	✓	✓	✓
I-85 Widening, Coweta, GA	\$218M	A		✓	✓		✓	✓	✓
I-85 Rehabilitation, Vance Co, NC	\$29M	A			✓		✓		✓
I-75 Widening Tifton, GA	\$129M	A		✓	✓	✓	✓	✓	✓
I-80/I-94 PH 3 B, IN	\$55M	A	✓	✓	✓	✓	✓	✓	✓
I-470/I-65 Interchange, IN	\$69M	A	✓	✓	✓	✓	✓	✓	✓
I-64 Bridge over ACCA Rail Yard, VA	\$25M	AU		✓	✓	✓	✓	✓	✓
I-70 Improvements, MD	\$60M	U		✓	✓	✓	✓	✓	✓
DEL-71-11.50 Widening, OH	\$50M	U	✓	✓	✓	✓	✓	✓	✓
RIC-71-13.66 Widening, OH	\$45M	U		✓	✓	✓	✓	✓	✓
I-695 Widening, MD	\$50M	U		✓	✓	✓	✓	✓	✓
OTC - Third Lane Program, OH	\$900M	U		✓	✓	✓	✓	✓	✓
Woodrow Wilson Bridge, VA & MD	\$2.4B	U		✓	✓	✓	✓	✓	✓
Wallace Creek Reg. Complex PH II, NC	\$145M	U	✓		✓	✓			✓
Big-I Reconstruction, NM	\$293M	U		✓	✓	✓	✓	✓	✓
I-10/I-19 Interchange, AZ	\$54M	U		✓	✓	✓	✓	✓	✓
I-17 Reconstruction, AZ	\$86M	U	✓	✓	✓	✓	✓	✓	✓

AU = Archer Western & URS, A= Archer Western, U = URS
 Projects in **BOLD** are provided in Appendix B, Work History Forms

Project Risk

Critical Risk #1 - Maintenance and Protection of Traffic

WHY THIS RISK IS CRITICAL – There is a major interchange (Route 288) within the I-64 Widening project limits as well as the I-295 Interchange just to the east of it. In addition, the Route 623 Interchange is the primary access point to the interstate system for Goochland County commuters. Impediments to the free flow of traffic in this area are likely to cause periods of gridlock that degrade the quality of life for those that live nearby, disrupt the local economy, and impair through traffic.

HOW THIS RISK COULD IMPACT THE PROJECT – Non-functional or inefficient traffic patterns would quickly become unacceptable to residents, commercial entities, and the traveling public; creating political pressure to cease or curtail construction operations.

MITIGATION STRATEGY FOR THIS RISK – Planning the work and working the plan are interlocking approaches to mitigating traffic impacts. In developing its TMP during design, Archer Western will rely on the expertise and local experience of designers certified by VDOT and the American Traffic Safety Services Association (ATSSA). Our Highway Lead, Burt Matteson, PE, has more than 18 years of experience and has prepared TMPs for major VDOT projects. Supporting him will be Conrad Scott of Accompong, who has extensive experience in construction staging and preparing MOT plans. These traffic professionals will hold meetings for stakeholders and with adjacent projects if applicable, to ensure the construction phasing and MOT plans are understood and anticipated. Then, during construction Archer Western will assign a Construction Manager, Safety Manager, Traffic Manager, and multiple other frontline supervisors who are currently certified by either VDOT in Intermediate Work Zone Traffic Control or by ATSSA as traffic control supervisors. Most of these important traffic control personnel will have firsthand local experience that was acquired on the nearby I-95 Bridges Reconstruction project. This level of commitment is consistent with the overall Archer Western approach to safety, which includes a comprehensive safety plan for the entire project, written job hazard analyses for significant work activities, and written task hazard analyses for daily activities.

Historical safety performance provides an objective indicator of Archer Western’s commitment to safety. Specific examples include a 0.73 EMR and impressive OSHA statistics.

	Archer Western	Industry Average
Incident Rate	1.8	4.8
Frequency Rate	0.48	2.6

An important goal for the Archer Western team will be to design safe, efficient, and effective construction phasing and staging that addresses the broader safety and mobility impacts of work zones and minimizes circulation, access, and mobility impacts to local communities and businesses. A basic principle of the effort will be to maximize the amount of work in long-term work zones and minimize the amount of work in short-term lane closures. Significant features of this effort will be proactive attention to public outreach and innovative designs that simplify the actual work required. The outreach effort will include detailed construction schedules for public dissemination by VDOT, ample signage, relevant information on portable VMS devices, and properly maintained traffic control devices. The most promising innovative idea for expediting construction is to apply the Precast Composite Unit (PCU) technology that Archer Western and URS are currently implementing on the I-95 Bridges project. Assuming that technical issues such as beam continuity and deck skew can be overcome, utilization of PCUs would

virtually eliminate the choke points inherent to using traditional methods to incrementally rebuild the Tuckahoe Creek bridges. In fact, the existing superstructures could each be replaced in less than a month without any impact on commuter traffic, depending on acceptable detour strategies.

VDOT's ROLE – Archer Western will be responsible to design and implement effective traffic patterns and work zones, as well as creative construction techniques such as the high quality PCU approach. Our extensive experience in developing, coordinating, and implementing construction phasing and traffic maintenance schemes and in accelerated bridge construction techniques will get the work done quickly while ensuring the safety of motorists, pedestrians, workers, and inspectors. This will limit the VDOT role to typical responsibilities such as reviewing, commenting, and approving design product.

Critical Risk #2 - Environmental Concerns Related to Tuckahoe Creek

WHY THIS RISK IS CRITICAL – Between I-64 and the James River, extensive wetlands comprise the Tuckahoe Creek floodplain. These sensitive wetlands would be compromised by contaminated runoff and construction debris from a poorly maintained construction site.

HOW THIS RISK COULD IMPACT THE PROJECT – Failure to implement Best Management Practices through diligent implementation of a proper Storm Water Pollution Prevention Plan (SWPPP) would result in negative press, unhappy citizens, and probable DEQ repercussions; potentially causing project work stoppages for remediation.

MITIGATION STRATEGY FOR THIS RISK – Archer Western is committed to sound stewardship of the environment. This starts with a comprehensive SWPPP, which will be developed by URS as part of the design process. John Paine, PE will take the task lead in the design effort, drawing on previous experiences developing Erosion and Sedimentation Control plans for VDOT and municipalities throughout the Commonwealth. During construction, Archer Western will provide experienced and committed site management. For example, job staff such as the Construction Manager, Superintendent, Project Engineer, and the ESC Foreman will all have VDOT Erosion and Sedimentation Control Contractor Certification (ESCCC). In addition, the Construction Manager, Quality Control Manager, and Superintendent will all have DCR certification as a Responsible Land Disturber (RLD). This level of training sets the jobsite tone for ensuring the ongoing proper utilization of Best Management Practices. Taking this philosophy to the next level, Archer Western will also focus on two areas of opportunity for reducing the actual time required for construction in the immediate vicinity of the streambed. The first is the foundation design for the Tuckahoe Creek Bridges, where the focus will be on minimal streambed disturbance. The second will be on superstructure replacement, both during demolition and replacement. During demolition, Archer Western will remove the existing superstructure in large segments to reduce fugitive dust and debris, not to mention reducing demolition time. During construction, Archer Western hopes to implement accelerated bridge construction techniques such as the I-95 Bridges PCU approach to minimize in-place concrete operations over the stream.

VDOT'S Role - Archer Western would be responsible to design and implement effective erosion and sedimentation control measures, as well as to develop construction techniques that minimize streambed disturbance. This will limit VDOT's role to typical Owner oversight responsibilities such as reviewing, commenting, and approving design product.

Critical Risk #3 – Impact of Interstate widening on existing structures

WHY THIS RISK IS CRITICAL – There are several existing overhead sign structures, bridge piers and major box culverts in the median of I-64 within the project limits. Widening I-64 to the inside will require that special consideration be given to these structures such as possible sign structure relocations, permanent and temporary protection of existing structures, geotechnical and stream diversions to facilitate box culvert extensions.

HOW THIS RISK COULD IMPACT THE PROJECT – Failure to adequately address the impacts of widening on the existing structures could result in project delays, cost overruns, drainage and erosion issues and/or damage to existing structures.

MITIGATION STRATEGY FOR THIS RISK – There are three existing overhead sign structures within the project limits that span the I-64 eastbound roadway. Structure #1 is located just west of the I-64/Route 288 interchange and Structures #2 and #3 are located between the Pouncey Tract Road overpass and the Gayton Road overpass. Structure #1 will require replacement due to the median support being in direct conflict with the proposed inside lane widening. The median supports for Structures #2 and #3 appear to be just outside the limits of the inside lane/shoulder widening however they may still require relocation due to the close proximity to the proposed guardrail shown on the Public Hearing plans. During the RFP procurement stage these structures will be evaluated further to determine whether relocation is required or if they can remain in place and be protected by guardrail or concrete barrier.

There are five existing bridge piers in the median of I-64 within the project limits that may be impacted by the proposed inside widening. The five median piers are for the following bridges; Pouncey Tract Road overpass, Gayton Road overpass, I-64 westbound to Route 288 southbound flyover ramp, Route 288 northbound to I-64 westbound flyover ramp, and the Route 623 overpass at I-64 westbound. The mitigation strategies for the protection of these piers are to; 1) Determine whether standard guardrail can be utilized at the required offsets or if concrete barrier is required due to a substandard distance between the inside shoulder and the bridge pier. It is understood by the AW Team that Design Exceptions for substandard lateral clearance have been requested for the Route 288 piers and the Route 623 overpass on the inside of I-64 westbound. 2) Evaluate proposed embankment loadings on the existing piers to determine whether special measures such as retaining walls need to be considered. Lead Structural Engineer Joe Hardee, PE will lead this analysis during the RFP stage and, working closely with Archer Western, will determine if the proposed embankment loads have the potential to cause loading issues on the piers or pier footings. 3) Establish a clear plan for protecting existing piers and pier footings during construction activities, including identifying specific ingress/egress locations for access to the median by construction vehicle traffic. These specific locations will be identified on the MOT plan. This project will require significant earthwork moving activities to be performed in close proximity to existing bridge piers. Archer Western will work closely with URS to establish a clear plan prior to construction that ensures the protection of bridge piers from heavy construction equipment.

VDOT'S Role – The Archer Western Team would be responsible for adequately addressing potential impacts during the design process and implementing the required sign structure relocations and permanent/temporary protective measures during construction. VDOT's role in this risk would be limited to typical Owner functions such as reviewing, commenting and approving plans.



Key Personnel
Resume Forms



**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Brian Quinlan, PE, 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 of experience: With this Firm 4 Years With Other Firms 29 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen years.	Senior Project Manager, Heavy Civil Construction, Archer Western, 2008 to Present Vice President of Operations, Heavy Civil Construction, Cherry Hill, 2005 to 2008 Vice President of Operations/Project Manager, Heavy Civil Construction, Condotte America, 1998 to 2005 Project Manager, Heavy Civil Construction, Perini, 1994 to 1998
e. Education: Name & Location of Institution/Degree(s)/Year/Specialization:	BS, Civil Engineering, Georgia Tech, 1979 MBA, University of Maryland, 2006
f. Active Registration: Year First Registered/Discipline/VA Registration #:	Professional Engineer VA: 1999/ Civil/ 0402033291
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<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>VDOT I-95 BRIDGES RECONSTRUCTION, RICHMOND, VA – Contract Value: \$68M Project Role/Responsibilities: Senior Project Manager</p> <ol style="list-style-type: none"> 1. Brian’s specific responsibilities and authorities included oversight of the project and supervision of the construction manager and safety manager. His specific tasks included the coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of salaried staff; selection of the means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the VDOT Richmond District Construction and Engineering Administrator. The project purpose is to reconstruct ten pairs of existing bridges in the I-95/I-64 corridor in Richmond, including localized widening to improve corridor safety and a stream crossing. Specific features of work included urban expressway and local street maintenance of traffic (MOT), expressway bridge demolition and reconstruction, roadway construction, retaining wall construction, and a two-table casting yard. The bridgework is notable for the composite precast units for the new superstructure that require rigorous expressway traffic control for overnight installation. In addition, while not design-build per se, this project required extensive collaboration with URS, as the VDOT Designer, for preparation and approval of shop drawings, falsework designs, and demolition and erection schemes. 2. Experience was with Archer Western (Prime Contractor) 3. From 2010 to present <p>MdTA I-95/I-895 INTERCHANGE RECONSTRUCTION, BALTIMORE, MD – Contract Value: \$54M Project Role/Responsibilities: Vice President of Operations</p> <ol style="list-style-type: none"> 1. Brian’s specific responsibilities and authorities included oversight of the project and supervision of the construction manager and safety manager. His specific tasks included the coordination and management of subcontract and supplier solicitation, negotiation, and award; selection of salaried staff; selection of the means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the Maryland Transportation Authority Project Manager and the General Engineering Consultant Partners’ Construction Manager. The project purpose was to reconstruct the I-95/I-895 interchange just north of the harbor tunnels, including the addition of express toll lanes to increase capacity. Specific features of work included urban expressway and local street maintenance of traffic (MOT), utility relocation, overpass demolition and reconstruction, new expressway bridge construction, roadway construction, retaining wall construction, sound wall construction, temporary and permanent storm water management facilities construction and maintenance, and landscaping. 2. Experience was with Cherry Hill (Prime Contractor) 3. From 2006 to 2008

MDX DESIGN-BUILD DOLPHIN EXPRESSWAY (SR-836) AND FLORIDA TURNPIKE INTERCHANGE RECONSTRUCTION, MIAMI, FL – Contract Value: \$36M

Project Role/Responsibilities: Design Build Project Manager

1. Brian's specific responsibilities and authorities included oversight of the project and supervision of the Design Manager, Construction Manager and Safety Manager. His specific tasks included the 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 the means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the MDX Program Manager and the PBS&J Construction Manager. One of three Condotte projects that Brian supervised on this corridor-upgrade program, the project purpose was to reconstruct the SR-386/Florida Turnpike interchange west of Miami International Airport to increase capacity by adding lanes (widening) and improving geometry. The specific features of the work included urban expressway and local street MOT, utility relocation, expressway bridge demolition and construction, roadway construction, retaining wall construction, integral pier cap post-tensioning, and landscaping.
2. Experience was with Condotte America (Prime Contractor)
3. From 2003 to 2005

VDOT DESIGN-BUILD I-95/RTE-150/RTE-895 INTERCHANGE RECONSTRUCTION, RICHMOND, VA – Subcontract Value: \$115M

Project Role/Responsibilities: Construction Manager

1. As Construction Manager, Brian's specific responsibilities and authorities included the day-to-day direction of on-site construction activities through the supervision of the General Superintendent, Site Safety Officer, and engineering staff. His specific tasks included the coordination and constructability reviews 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 the means and methods for self-performed work; cost control for self-performed and subcontracted work; development and maintenance of the critical path method construction schedule; equipment procurement; material procurement; and daily interaction with the Fluor Daniel/Morrison Knudsen Project Manager and the VDOT onsite representative. The Project Purpose was to construct a new high level crossing of the James River (with high speed tolling), which included expansion of the existing I-95/Rte-150 Interchange. The specific features of work included urban expressway and local street MOT, mainline and ramp bridge construction, deep foundations featuring six and eight foot diameter drilled shafts, and a five-bed casting yard. The bridgework was notable for its cast-in-place segmental river crossing, balanced cantilever precast segmental approaches, and span-by-span precast segmental ramps; all requiring extensive post-tensioning.
2. Experience was with Condotte America (Subcontractor to a joint venture of Fluor Daniel and Morrison Knudsen)
3. From 1999 to 2002

WMATA BRANCH AVENUE STATION AND LINE – SUITLAND, MD – Contract Value: \$50M

Role/Responsibilities: Construction Manager and General Superintendent

1. As Construction Manager and General Superintendent, Brian's specific responsibilities and authorities included the day-to-day direction of on-site construction activities through the supervision of the superintendents, Site Safety Officer, QC Manager, and engineering staff. His specific tasks included coordination and management of subcontractors and suppliers; selection of the means and methods for self-performed work; cost control for self-performed and subcontracted work; maintenance of the critical path method construction schedule; equipment procurement; material procurement; and daily interaction with WMATA, various governmental agencies, various utility company representatives, and various abutting property owners. The project purpose was to build a new at grade Metro station, extensive parking facilities, and several miles of guideway. Specific features of work included a multi-span segmental guideway bridge over sensitive wetlands, a multi-span segmental guideway over the Suitland Parkway, and two simple span overpasses over new WMATA tracks; as well as street reconstruction, extensive utilities, and local street and parkway MOT.
2. Experience was with Recchi America (now Condotte America)
3. From 1998 to 1999

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

a. Name & Title: Michael W. Saunders, PE, CCM, Project Manager/Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: NXL Construction Services, Inc.
d. Years of experience: With this Firm <u>1</u> Year With Other Firms <u>10</u> Years
<p>Please list your employment history, position and general experience or fields of practice for the last 15 years:</p> <p>Name of Firm: NXL, Richmond, Virginia Start Date: 11/2011 End Date: Present Position: Project Manager/Quality Assurance Manager Responsibilities: Mr. Saunders serves as Independent Quality Assurance Manager and Quality Control Manager for Design-Build projects. In addition to his Design-Build duties, Mr. Saunders currently performs Responsible Engineer duties on VDOT's Huguenot Bridge Replacement project (\$50M, estimated completion in 2013).</p> <p>Name of Firm: VDOT, Richmond District Start Date: 5/2011 End Date: 11/2011 Position: Project Control Engineer/Area Construction Engineer Responsibilities: Mr. Saunders was responsible for quality assurance and for coordinating constructability reviews to include developing pre-advertisement schedules and construction sequences; and District Wide NOI and claims analysis. Project assignments included Design Build and Locally Administered Projects.</p> <p>Name of Firm: VDOT, Richmond District Start Date: 1/2007 End Date: 5/2011 Position: Area Construction Engineer, Richmond District, Southern Area Construction Responsibilities: He provided Responsible Charge supervision and technical guidance during project delivery for design-build and design-bid-build projects. He also assisted the Fredericksburg District with a Regional Design-Build Bridge Replacement project.</p> <p>Name of Firm: VDOT, Salem District 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.</p> <p>Name of Firm: VDOT, Christiansburg Residency Start Date: 4/2005 End Date: 10/2005 Position: Permits/Subdivision Supervisor Responsibilities: Mr. Saunders was responsible subdivision, rural streets and land use permit programs.</p> <p>Name of Firm: VDOT, Salem District Start Date: 3/2004 End Date: 4/2005 Position: Architect/Engineer I Responsibilities: Mr. Saunders assisted in the Land Development and Maintenance Program Operations.</p> <p>Name of Firm: VDOT, 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.</p>
e. Education: Degree(s)/Year/Specialization: Bachelor of Science / 2001 / Civil Engineering, Virginia Tech
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2005 / Virginia Professional Engineer / 0402 041295
g. Document the extent and depth of experience and qualifications relevant to the Project. <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 3, but no more than 5 relevant projects for which you have performed a similar function.)</p>

Project: VDOT Route 36 Design Build Improvements, Richmond District

Name of Firm: NXL Construction Services, Inc. **Start Date:** 12/2011 **Finish Date:** 11/2012 (est.)

Project Role: Quality Assurance Manager (QAM)

Responsibilities: Construction of improvements to Routes 36 and 144 near Fort Lee in Prince George County. The project includes improvement to approximately 0.9 mile of Route 36 and approximately 0.5 miles of Route 144. Mr. Saunders serves as the project's Quality Assurance Manager where he is responsible for:

- Preparation of project's Quality Assurance and Quality Control Plans.
- Oversight of QA program, including performance and coordination of QA testing and inspection.
- Monitoring QC program and liaising with VDOT with respect to project compliance.
- Approving QC Plan for staffing and testing before submission to VDOT
- Project documentation including diaries, materials reports, as-builts, requisitions, and final records.
- Managing the project QA staff to ensure compliance with contract, plans, and specifications.

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

Project: VDOT I-295/Meadowville Interchange, Richmond District

Name of Firm: NXL Construction Services, Inc. **Start Date:** 11/2011 **Finish Date:** 12/2011

Project Role: Quality Control Manager (QCM)

Responsibilities: Mr. Saunders served as the Quality Control Manager (QCM) reporting to the Construction Manager, while in parallel reporting all sampling, testing, visual inspections, certifications, and daily diaries to the QAM. He led the QC team and directed the activities of the QC staff. Other duties included:

- Leading all preparatory inspection meetings.
- Coordinating with QAM to monitor the installation and maintenance of erosion and sediment controls.
- Coordinating with the CM to monitor work zone safety and traffic management plans.
- Coordinating with the QC testing firm to ensure conformance with VDOT 2008 design-build guidelines.
- Managing the QC staff to ensure compliance with contract, plans, and specifications.

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

Project: VDOT I-295/Meadowville Interchange, Chesterfield Virginia

Name of Firm: Virginia Department of Transportation **Start Date:** 4/2011 **Finish Date:** 11/2011

Project Role: Area Construction Engineer/Project Manager

Responsibilities: VDOT's Project Manager during final design and phase 1 construction a cloverleaf interchange. Duties included attending regularly scheduled progress meetings, reviewing project documentation, reviewed and approved pay applications and coordinated IA/IV testing. After leaving VDOT, Mr. Saunders continued duties as Quality Control Manager for this project with NXL, seeing the project through to close out.

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

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: Rob Shackelford PE, VDOT Fredericksburg District Constr. Mgr., (540) 654-1511

Project: Route 10 Widening & Bridge Replacement, Chesterfield Virginia

Name of Firm: VDOT/NXL Construction Services, Inc. **Start Date:** 4/2011 **Finish Date:** 6/2013 (est.)

Project Role: Area Construction Engineer/Responsible Engineer

Responsibilities: Responsible engineer overseeing the construction of this project which includes coordination with Chesterfield County, the contractor, Dominion Virginia Power, CSX railroad and the FHWA. **Mr. Saunders remained in the same role on this project when he transitioned from VDOT to consultant firm.*

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Jeff S. McKay, PE, Assoc. DBIA; Senior Transportation Project Manager
b.	Project Assignment: Design Manager
c.	Name of Firm with which you are now associated: URS Corporation
d.	Years experience: With this Firm <u>4</u> Years With Other Firms <u>15</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Senior Transportation Project Manager, Highway Design, URS Corporation, 2008 to Present Senior Land Development Project Manager, Land Development, Centex Homes, 2005 to 2008 Senior Transportation Project Manager and Engineer, Highway Design, Dewberry, 1994 to 2005
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / BS /1993 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / 2002 / Civil Engineering / Virginia License #034639
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <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> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) Wallace Creek Regimental Complex Phase II Design-Build, MCB Camp Lejeune, NC Project Role/Responsibilities: Design Manager - Roadway <ol style="list-style-type: none">1. As the Design Manager for transportation improvements, Mr. McKay was responsible for the design of Wallace Creek Road (WCR) from the Wallace Creek Regimental Complex (WCRC) to the ANGLICO/INTEL Complex, a distance of approximately 1.1 miles. The project included the widening of existing WCR from 2 to 4 lanes south of the intersection with Parachute Tower Road (PTR), the extension of a new 4-lane roadway section north of PTR, a 550ft. long bridge over Bear Head Creek and the re-alignment of PTR. Mr. McKay's daily project responsibilities included the design oversight of roadway, bridge and utility design activities, a comprehensive traffic study, utility and environmental permit coordination, extensive project coordination between Whiting-Turner (prime contractor), NAVFAC, MCB CL, NCDENR, and multiple adjacent projects, budget and schedule control and design quality control. Additional design tasks for which Mr. McKay was directly responsible for included roadway lighting, traffic signals, overhead power line relocation, a 12" water main extension and a telecommunications ductback. The project is currently under construction with an estimated completion date of Fall 2013.2. Project experience was with URS Corporation3. From 2009 to present

VDOT I-95 Bridges Reconstruction, Richmond, VA

Project Role/Responsibilities: Design Manager - Roadway

1. As the Design Manager for roadway improvements, Mr. McKay was responsible for the I-95 Roadway Improvement plans associated with the I-95 Bridges Reconstruction project. Design tasks for which Mr. McKay was directly responsible for included the addition of a 1,700 lf acceleration lane along southbound I-95 at the Robin Hood Road interchange, reconstruction and widening of the approach shoulders at the Lombardy/CSX bridge overpass, MSE wall and gravity retaining walls, replacement of guardrail within project limits, storm drainage design, maintenance of traffic plans, utility coordination and extensive coordination with VDOT design and construction staff. Due to the nature of the project, Mr. McKay was required to prepare several Design Exceptions and Waivers which were ultimately approved by VDOT and FHWA. Mr. McKay's current project responsibilities include providing general engineering support to VDOT, reviewing shop drawings, evaluating/responding to RFIs and attending progress meetings as requested.
2. Project experience was with URS Corporation
3. From 2008 to present

VDOT Route 28/625 Interchange, Loudoun County, VA

Project Role/Responsibilities: Design Manager

1. As the Design Manager, Mr. McKay was responsible for the preliminary through final design of this major new interchange project in the Route 28 corridor north of Dulles Airport. The project scope included replacing a congested intersection with a partial clover-leaf interchange which included an 8-lane bridge to carry Route 625 and auxiliary lanes over Route 28, a directional fly-over to accommodate the heavy northbound Route 28 to westbound Route 625 movement, the widening of Route 625 from 4-lanes to 6-lanes west of the interchange, the widening of Route 625 bridges over Broad Run and the realignment and widening of Route 625 east of the interchange. Mr. McKay's daily responsibilities included complex interchange, roadway and drainage design, extensive MOT design and coordination, design staff supervision, and coordination with VDOT. Duties during construction included engineering support and coordination with the D-B contractor, VDOT, and utility providers. The design of this interchange was procured by VDOT as a stand-alone project prior to becoming a part of the Route 28 PPTA project in 2002.
2. Project experience was with Dewberry
3. From 2000 to 2005

VDOT Route 288 Improvements, Chesterfield County, VA

Project Role/Responsibilities: Design Manager

1. As one of two Design Managers on the project, Mr. McKay was largely responsible for the design of the Route 288 Improvements project from 0.9 miles south of the Route 76 interchange to the Chesterfield / Powhatan county line. The 7.3-mile project was divided into two VDOT contracts (C-504 and C-508) with an estimated construction contract value totaling approximately \$75M. Mr. McKay's responsibilities during the design stage included roadway on new alignment and interchange design, significant roadway widening of existing Route 288 and Route 76, storm drainage and stormwater management design, erosion and sediment control, bridge design coordination, subconsultant coordination and management, staff supervision and coordination of multiple design disciplines, design QA/QC and extensive coordination with VDOT L&D staff and other major stakeholders. During the construction phases of the project, Mr. McKay was Dewberry's POC for VDOT and Greenhorne & O'Mara (G&O provided CM services). During the construction stages, Mr. McKay's daily responsibilities included providing general engineering support to VDOT and G&O, attending progress meetings, evaluating/responding to RFIs, reviewing VE proposals, revising construction plans to accommodate field conditions and closely coordinating with VDOT/G&O and the APAC design-build team.
2. Project experience was with Dewberry
3. From 1995 to 2004

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Andy Palahnuk, Project Manager
b. Project Assignment:	Construction Manager
c. Name of Firm with which you are now associated:	Archer Western Construction, LLC
d. Years of experience: With this Firm 6 Years With Other Firms 24 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen years. Project Manager, Heavy Civil Construction, Archer Western, 2005 to Present. General Manager, Heavy Civil Construction, Rifenburg Construction, 2001 to 2005. Construction Consultant, Self Employed, 1999 to 2001. Project Manager, Job Superintendent, Project Engineer, and Engineer, Heavy Civil Construction, Kiewit Companies, 1982 to 1999.	
e. Education: Name & Location of Institution/Degree(s)/Year/Specialization:	BS, Construction Management, Southern Polytechnic State University, Marietta, GA, 1989 AAS, Construction Engineering, Hudson Valley Community College, Troy, NY, 1982
f. Active Registration: Year First Registered/Discipline/VA Registration #:	n/a
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<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>VDOT I-95 BRIDGES RECONSTRUCTION, RICHMOND, VA – Contract Value: \$68M Project Role/Responsibilities: Construction Manager</p> <ol style="list-style-type: none"> 1. Andy’s specific responsibilities and authorities to this project are to provide onsite day-by-day management of the project staff, supervision, safety manager, subcontractors, as well as planning and coordinating with VDOT and URS (the designer). His specific tasks included the coordination and management of subcontractors, supervising salaried staff; planning and coordinating means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the VDOT Area Construction Engineer. The project purpose is to reconstruct ten dual bridges in the I-95/I-64 corridor in Richmond, including localized widening to improve corridor safety. Specific features of work included urban expressway and local street maintenance of traffic (MOT), expressway bridge demolition and reconstruction, roadway construction, and retaining wall construction. The bridgework is notable for the precast composite superstructure units PCU that are cast at the project casting yard, which require rigorous expressway traffic control for overnight installation. In addition, while technically not a design-build project, this project requires similar management skills for its design coordination of falsework means and methods, PCU shop-drawings, and demolition and erection schemes. It also included a significant collaborative VECP effort where Andy worked with VDOT and URS to reconcile bridge foundation conflicts with both an existing transmission line foundation and a large drainage tunnel. 2. Experience was with Archer Western (Prime Contractor) 3. From 2010 to present <p>RDU AIRPORT AUTHORITY TERMINAL 2 BUILDING, RDU AIRPORT, NC – Contract Value: \$410M Project Role/Responsibilities: Construction Manager</p> <ol style="list-style-type: none"> 1. Andy’s specific responsibilities and authorities to the project were to provide onsite day by day management of the staff, supervision, safety manager, subcontractors, as well as planning and coordinating with RDU Airport Authority and their architect/engineering teams. His specific tasks consisted of managing the heavy civil work outside of the building, the building’s concrete and steel structure, external curtain wall, and roof systems. This included the coordination and management of subcontractors; coordinating salaried staff; planning and coordinating means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the Airport Authority, architect, and design engineers. The project purpose was to

construct a new terminal building and adjacent ramp. Specific features of work included; fuel system, water & sewer lines, storm drains, asphalt & concrete paving, retaining walls, foundation concrete, lightweight concrete floors, structural steel frame, heavy timber trusses, curtain wall, and a stainless steel roof system. Noted for its complexity, the project still received recognition from the Owner as the “safest job in North Carolina”.

2. Experience was with Archer Western (Prime Contractor)
3. From 2005 to 2010

RDU AIRPORT AUTHORITY GENERAL AVIATION RAMP & TAXIWAY CONSTRUCTION, RDU AIRPORT, NC –

Contract Value: \$20M

Project Role/Responsibilities: Construction Manager

1. Andy’s specific responsibilities and authorities to the project were to provide onsite day-by-day management of the project staff, supervision, subcontractors, as well as planning and coordinating with RDU Airport Authority and design/construction engineer. His specific tasks included the coordination and management of subcontractors; coordinating salaried staff; planning and coordinating means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the airport authority and design engineer. The project purpose was to construct new ramp and taxiway for the new general aviation building. Specific features of work included; demolition of existing hangers, demolition of existing pavements, storm drain system, water & sewer lines, retaining walls, site grading, 80 acres of base asphalt, and 80 acres of 12” & 17” Portland Cement concrete pavement.

2. Experience was with Rifenburg Construction (Prime Contractor)
3. From 2003 to 2004

NCDOT I-85 NBL PAVEMENT OVERLAY, GRANVILLE COUNTY, NC –

Contract Value: \$13M

Project Role/Responsibilities: Construction Manager

1. Andy’s specific responsibilities and authorities to the project were to provide onsite day-by-day management of the project staff, supervision, safety manager, subcontractors, as well as planning and coordinating with NCDOT’s Resident Engineer and team. His specific tasks included the coordination and management of subcontractors; coordinating salaried staff; planning and coordinating means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the NCDOT Resident Engineer. The project purpose was to overlay 10 miles of I-85 existing northbound lanes with an asphalt drainage course and new concrete pavement. Specific features of work included; traffic control (MOT) for both expressway and local streets, mainline pavement overlay consisted 2” of asphalt drainage course and 8” of concrete pavement, shoulder under-drain system, storm drain adjustments, shoulder grading, asphalt shoulder pavement, and jacking of an existing bridge.

2. Experience was with Kiewit Companies (Prime Contractor)
3. From 1997 to 1998

GADOT PRINCE AVENUE INTERCHANGE RECONSTRUCTION, ATHENS, GA –

Subcontract Value: \$7M

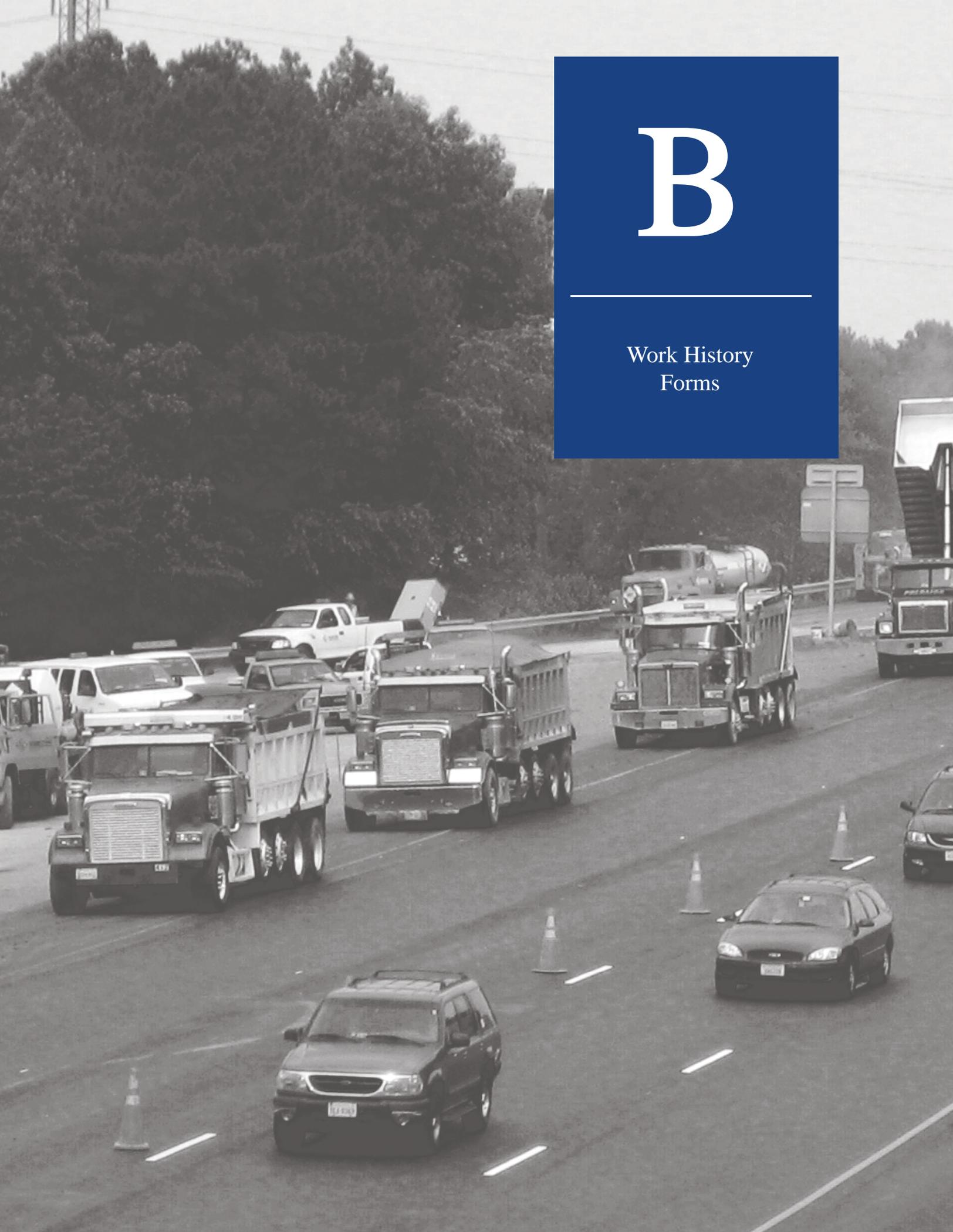
Project Role/Responsibilities: Construction Manager

1. Andy’s specific responsibilities and authorities to the project were to provide onsite day-by-day management of the project staff, supervision, subcontractors, as well as planning and coordinating with GADOT’s Resident Engineer and team. His specific tasks included the coordination and management of subcontractors; coordinating salaried staff; planning and coordinating means and methods for self-performed work; cost control for self-performed work; development of the project schedule; and problem-resolution with the GADOT Resident Engineer. The project purpose was to reconstruct the Prince Avenue interchange with GA State Route 10. Specific features of work included; urban expressway and local street maintenance of traffic (MOT), widening five bridges, localized bridge demolition, grading and paving new on and off ramps, widening existing urban streets, retaining wall construction, and installing new storm drain system.

2. Experience was with Kiewit Companies (Prime Contractor)
3. From 1995 to 1997

B

Work History
Forms



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)



a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
I-10/I-95 Interchange Project Jacksonville, FL	Name: URS Corporation	Florida Department of Transportation 3552 SW Corporate Parkway Palm City, FL 34990 Project Manager: Kenneth Hill Phone: (904) 360-5563	10/2010	03/2011	\$148,011	\$159,033	\$159,033

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Firm's Role:

Archer Western was the prime contractor for safety and capacity improvements to the highly complex I-10/I-95 Interchange in downtown Jacksonville, FL.



Project Narrative:

The project included 17 bridges (both new and widened), 848,000 cubic yards of embankment, 264,000 square feet of MSE wall, 165,000 square yards of concrete paving, 27,000 lineal feet of drainage pipe, 60,000 lineal feet of concrete piles, and 40,000 cubic yards of structural concrete. The work was accomplished in multiple phases under stringent MOT criteria.

The project was completed six months ahead of the final approved contract duration because of an AWC-proposed alternate MOT plan that reduced the project from ten phases to eight. The increase in contract value was primarily due to FDOT-initiated Change Order work.

Relevance to I-64 Widening Project:

- Same firms working together
- Complex phased construction with stringent MOT criteria
- Interstate construction project with multiphase maintenance-of-traffic plan that included work restrictions and service level requirements
- Urban interstate highway with large traffic volumes (148,000 vehicles per day)
- Required coordination of schedule and work hours
- Reconstruction/Widening of 25 lane miles of interstate highway
- Bridge & retaining wall construction

Awards:

- 2011 Grand Prize Award from AASHTO, the Florida Transportation Builder's Associations Award for "Best Interchange"
- 2011 Southeastern Association of State Highway and Transportation Officials Southeast Region Award for the "On Time" category.

Lessons Learned:

- Simplification of project phasing through innovative MOT planning will result in significant time savings to the benefit of the project.
- Attention to temporary signing is essential to maintaining smooth traffic flow through construction zones, particularly during Phase transitions.
- Public media is an important tool for creating public awareness of project activities.
- Project outcomes are directly related to the working atmosphere on the project so a positive relationship with the client is of paramount importance. (That was especially true on this highway project that included improvements to the FDOT Urban Office first floor offices and parking lot.)



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

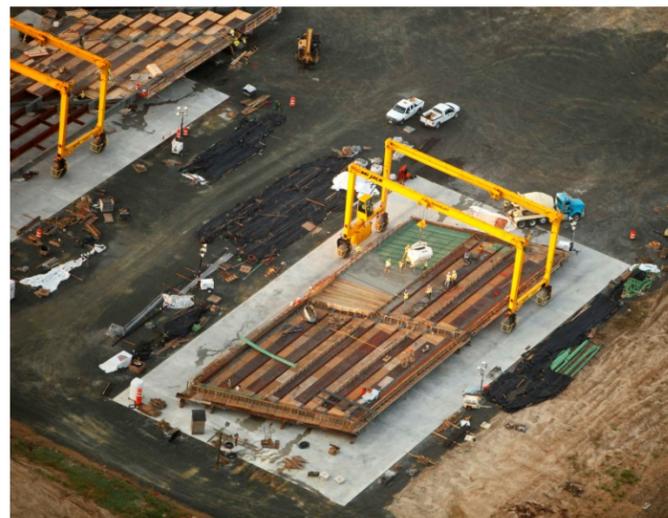


a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
VDOT I-95 Bridges Reconstruction Richmond, Virginia	Name: URS Corporation	Mr. Scott Fisher, PE 2018 W. Laburnum Avenue Suite 200 Richmond, VA 23227 Phone: (804) 213-9740	October 2014	June 2014	\$67,957	\$67,957	\$67,957

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Firm's Role:

Archer Western was the prime contractor for this bridge reconstruction and Interstate 95 widening project in Richmond, VA.



Project Narrative:

This project consists of rehabilitation of 11 interstate bridges on I-95 in Richmond, VA; including 2 miles of shoulder **widening** and **extension of acceleration lanes**. Bridgework is primarily superstructure work that includes nightly bridge deck/beam removal and immediate replacement with precast composite deck sections. Substructure work is focused on rehabilitation of existing substructure elements, although it includes construction of new substructure and retaining walls as required for **widening** of four bridges. MOT requirements are extensive because I-95/I-64 in Richmond must be reduced to one-lane in each direction for approximately 200 nights of superstructure replacement in a 2-year period. The project also includes an extensive construction engineering effort for superstructure shop drawings, temporary falsework, pier reconstruction, superstructure demolition/erection plans, and three approved VECPs.

Relevance to I-64 Widening Project:

- Same firms and management teams working together
- Complex phased construction with stringent MOT criteria in the same corridor
- Interstate reconstruction project with multiphase maintenance-of-traffic plan that included significant work restrictions and service level requirements
- Urban expressway with large traffic volumes
- Requirement for coordination of schedule and work hours with multiple agencies and schools
- Bridge Superstructure replacement
- Worked with URS in design-build atmosphere to develop VECPs
- PCU superstructure approach may be an attractive option for deck replacement

Lessons Learned:

- Detailed work planning, and extensive coordination on the lane closures has reduced the time required for each closure.
- Attention to temporary signing is essential to maintaining smooth traffic flow through construction zones, particularly during Phase transitions.
- Public media is an important tool for creating public awareness of project activities.
- Project outcomes are directly related to the working atmosphere on the project so a positive relationship with the client (VDOT) is of paramount importance
- Meeting with multiple third parties to keep them informed of construction operations benefits construction and the owner's public image.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)



a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
SR 9b Phase 1 Design-Build Jacksonville, FL	Name: GAI	Mr. Jeff Williams Florida Department of Transportation Phone: (386) 312-4831	August 2012	August 2012	\$68,473	\$68,473	\$68,473

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.

Firm's Role:

Archer Western was the design-builder and prime contractor for this new interstate connector in Jacksonville, FL.



Project Narrative:

This design-build project consists of the design, permitting, and construction of the new 4-mile SR 9B from US Highway 1 to SR 9A. The project is the first of two phases that will ultimately provide a vital by-pass from I-295 to I-95 south of Jacksonville. SR 9B consists of a concrete paved four lane divided limited access facility with three-lane bridges and auxiliary lanes at several locations. The project also includes the interchange at I-295 and a partial intersection at US 1. Roadwork includes the clearing of 208 acres of ROW and a 200 acre Borrow Site located adjacent to the corridor. Earthwork includes approximately 75,000 CY of unsuitable excavation, 300,000 CY of pond excavation from ten on-site ponds, and 1,300,000 CY of embankment is required.

The project includes 13 bridges at 7 locations, many of which cross designated wetland areas. All bridges are designed using the Florida I Beams (FIB) and 24-inch prestressed concrete piles. The I-295 intersection bridge utilizes 78-inch FIBs with a span of 178'-0, and was designed to minimize the widening and reconstruction of the existing SR 9A northbound lanes.

Relevance to I-64 Widening Project:

- Design-Build delivery method utilized
- Phased construction with stringent MOT criteria
- Interstate construction project with multiphase maintenance-of-traffic plan
- Required coordination of schedule and work hours with multiple agencies
- Construction QC Program
- Construction in environmentally sensitive areas
- Bridge construction over waterway
- Innovative design solutions
- Retaining walls

Lessons Learned:

- Simplification of project phasing through innovative MOT planning will result in significant time savings to the benefit of the project.
- Attention to temporary signing is essential to maintaining smooth traffic flow through construction zones, particularly during Phase transitions.
- Public media is an important tool for creating public awareness of project activities.
- Early coordination with Environmental permitting agencies essential to receiving timely permits
- Inclusion of owner as a part of design-build team enables decisions to be made more rapidly



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: DEL-71-11.50 Location: Delaware County OH	Name: Kenmore Construction	Name of Owner: Ohio Dept of Trans Name of Client.: Kenmore Construction Phone: 330.762.9373 Project Manager: Jim Dreiling Phone: 330.762.9373 Email: jdreiling@kenmorecompanies.com	October, 2014	On-going	\$50,000	\$50,000 (est.)	\$1,270

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

This project is design-build and URS Corporation (Akron, Ohio) as the Lead Designer is providing turn-key engineering and surveying services necessary to prepare the detailed construction plans for the improvement of 8.9 miles of I-71 by the addition of a third inside lane and widened shoulders. Work includes the complete substructure and superstructure replacement of the twin mainline bridges over Crall Road, reconstruction of the interchange ramps at Ohio 61, replacement of all asphalt pavement within the project limits, soil/subgrade stabilization, replacement of all storm drainage culverts and median storm drainage systems, and installation of guardrail and median cable barrier. Two lanes of traffic in each direction will be maintained throughout construction. This project also includes structured partnering with ODOT. Design was completed in 2012 and the project is currently under construction.



Relevance To Project

- Interstate widening
- Bridge replacement
- Design-build delivery
- Stakeholder involvement
- MOT for interstate work
- Utility coordination
- Partnering

Lessons Learned

- Geotechnical investigations performed early in the design process identified the need for soil stabilization measures. This eliminated a substantial risk that could have occurred during construction activities.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-64 Bridge over ACCA Rail Yard Location: Henrico County, VA	Name: Archer Western Construction, LLC	Name of Client.: VDOT Phone: 804-524-6000 Project Manager: Gary Martin, PE Phone: 804-524-6138 Email: Gary.Martin@VDOT.Virginia.gov	February 2007	October 2007	\$23,095	\$24,600 Includes Owner initiated changes and additional scopes of work.	\$1,055

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

As Prime Consultant, URS Corporation (Richmond, VA) provided engineering design services for the development of bridge and approach roadway plans for the superstructure replacement and widening of I-64 eastbound and westbound over the ACCA Rail Yard. The superstructure included a horizontally curved three-span continuous plate girder bridge with variable spacing and skewed supports of 47 degrees to 58 degrees. Responsibilities included extensive coordination with VDOT and VDRPT for bridge and roadway design elements, detailed maintenance of traffic (MOT) plans, construction staging, and specialized earth retention system to eliminate additional right-of-way acquisition. This project consisted of the bridge replacement of two 515-foot mainline structures on I-64 just west of the split with I-95 in Richmond and just east of the Staples Mill Road interchange, a highly-congested area within the corridor. Foundations to widen the structures consisted of drilled shafts for the piers and H-piles for the abutments. The bridges cross over all tracks within the CSX ACCA Yard and created challenges for foundation work to be performed while accommodating the busy rail schedule. New structures were founded on drilled shafts, with 10" steel piles at the abutments. Approach roadway improvements included the widening and extension of the Staples Mill Road to I-64 EB ramps and auxiliary lanes over the rail yard as well as shoulder widening on the I-64 westbound roadway to accommodate MOT operations during construction. Due to high traffic volumes on I-64, URS developed a sequence of construction that maintained three lanes of traffic eastbound and four lanes of traffic westbound. After performing a substructure inspection of the existing bridge, the team chose to utilize the existing substructure for the proposed bridge replacement. This helped to minimize construction time and impacts to the active railroad yard.



Relevance To Project

- Experience working in I-64 corridor
- Bridge superstructure replacement and widening
- Interstate widening for auxiliary lanes
- Interchange ramp improvements
- Utility coordination
- Detailed maintenance of traffic plans
- Worked closely with Richmond District staff
- Worked closely with Archer Western during construction

Lessons Learned

- Working over the rail yard requires extensive coordination
- Extending the dual-lane ramp eastbound across the bridge significantly improved traffic operations in the corridor



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-70 Improvements, From Patrick St. to MD 355 Location: Frederick, MD	Name: Dewey Jordan (Phase 2B/2C) Corman Construction (Phase 2D)	Name of Client.: MDOT SHA Phone: 410-865-1000 Project Manager: Kirk McClelland Phone: 410-545-8800 Email: kmcclelland@sha.state.md.us	2012	2012	\$60,000	\$60,000	\$2,100

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

As Prime Consultant, URS Corporation (Hunt Valley, MD) provided engineering design services for three I-70 interchanges from Patrick Street to MD 355. URS' work involved improvements to the I-70 / MD 144 (Patrick St) Interchange and reconstruction of the I-70 / South Street Interchange, frontage roads, signalized intersections, maintenance of traffic plans, storm drainage, stormwater management, stormwater pumping stations and force mains. The project also included: roundabout studies and design, sinkhole studies, and coordination with adjacent property owners, the City of Frederick, Frederick County, MDE Dam Safety Division, and the Maryland Transit Administration.

URS provided final design and construction phase services for Phases 2B & 2C, which were completed in 2010. URS prepared the final design and construction documents for Monocacy Blvd. and South Street and assembled and coordinated the contract documents from six other engineering consultants. Due to the presence of sinkholes and no positive drainage outfall for most of the project area, URS designed two large stormwater management ponds and stormwater pump stations and force mains to handle the 100-year storm. URS developed plans for landscaping and aesthetic treatments along the roadways and in and around the ponds, forming the new gateway to the City of Frederick. The project required extensive coordination with stakeholders, including the City of Frederick, Frederick County, adjacent property owners, Fire and Police Departments, utility providers, and permitting agencies. During construction, URS' services included partnering, dam construction inspection, review of shop drawings, and responding to RFI's.

URS also prepared the preliminary plans and performance specifications for the Design-Build RFP for Phase 2D, which includes the section of I-70 from east of Patrick Street to west of Reichs Ford Road. The I-70 profile over Reichs Ford Road will be raised approximately two feet to provide additional clearance over the MTA/CSX railroad tracks. This will require complete reconstruction of over 3,000 linear feet of I-70, including a longer bridge span over Reichs Ford Road and the railroad tracks and reconstruction of the four interchange ramps. URS' scope included roadway and drainage design, updating the SWM Report, identifying right-of-way and easement needs, stormwater basin grading, developing maintenance of traffic concepts, utility coordination, sinkhole mitigation, and preparing performance specifications for the Design-Build RFP.

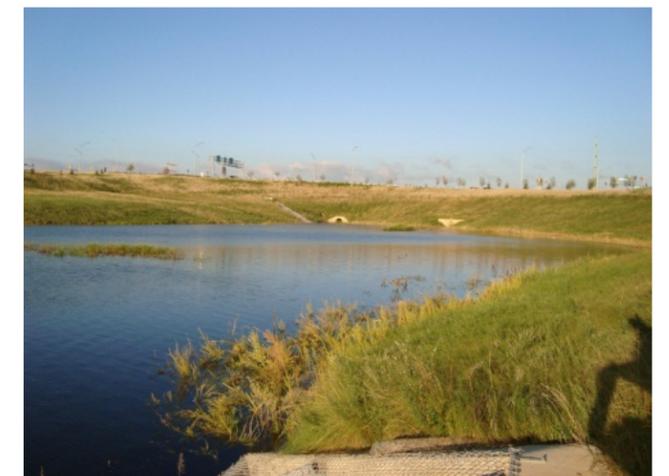


Relevance To Project

- Interstate & interchange improvements
- Extensive public involvement
- Design-build involvement
- Utility coordination
- Environmental permitting
- MOT for interstate work
- Traffic signalization

Lessons Learned

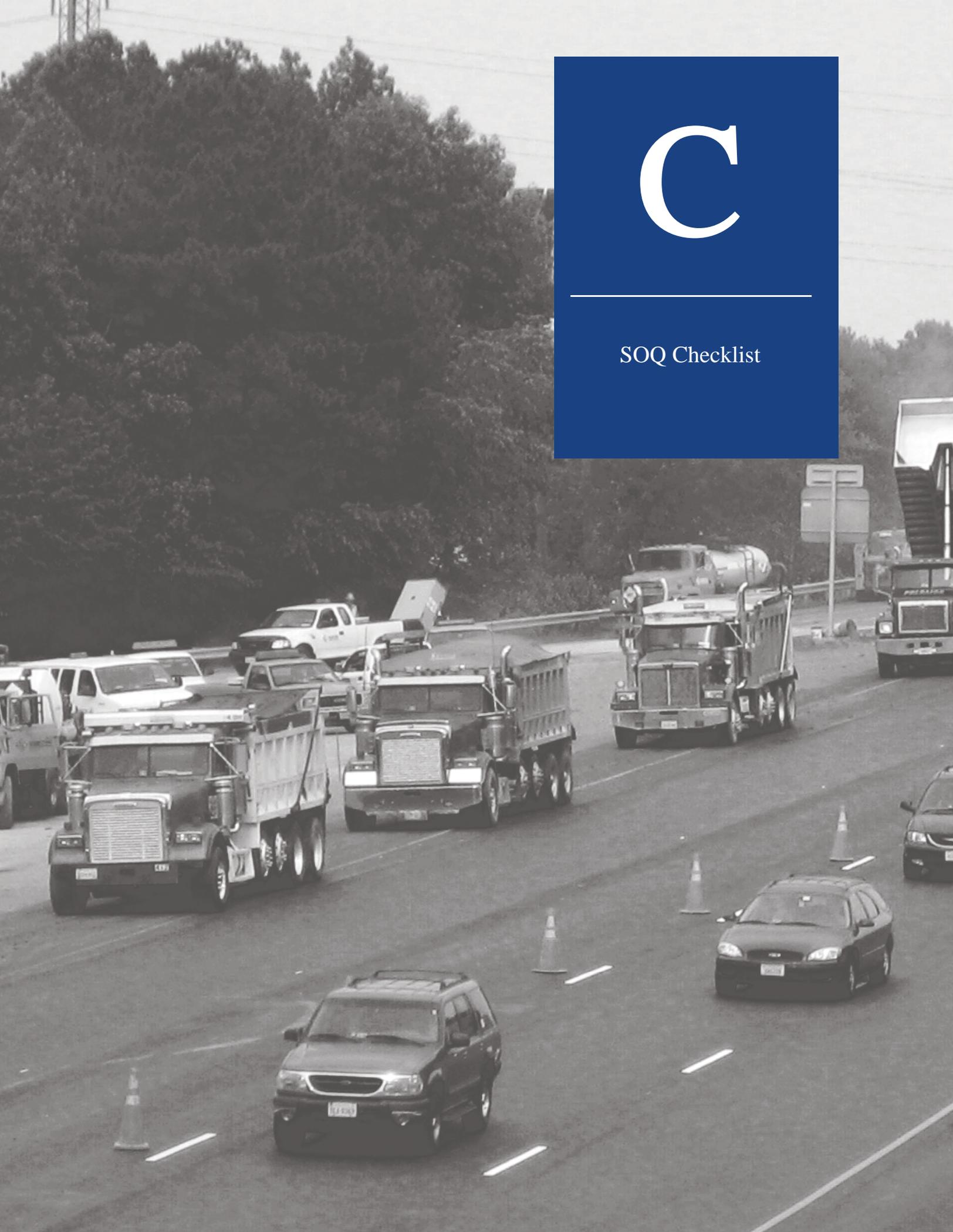
- A strong public and stakeholder involvement process is key to a successful project.
- Effective coordination between adjacent project sections leads to a satisfied client.





C

SOQ Checklist



ATTACHMENT 3.1.2

Addendum No. 1

Project: 0064-964-110, P101, C501, RW201

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix C Page 1-3
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix D Page 1
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	4
Offeror's point of contact information	NA	Section 3.2.2	yes	2
Principal officer information	NA	Section 3.2.3	yes	3
Offeror's Corporate Structure	NA	Section 3.2.4	yes	3
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	3
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix E Page 1
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix F Page 1-6
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix G Page 1
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix H Page 1-3

ATTACHMENT 3.1.2

Addendum No. 1

Project: 0064-964-110, P101, C501, RW201

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix J Page 1-31
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix I Page 1-3
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix I Page 1-3
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix I Page 1-3
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	3
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	5-6
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix A Page 1-2
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix A Page 3-4
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix A Page 5-6
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix A Page 7-8
Organizational chart	NA	Section 3.3.2	yes	10
Organizational chart narrative	NA	Section 3.3.2	yes	7-9

ATTACHMENT 3.1.2

Addendum No. 1

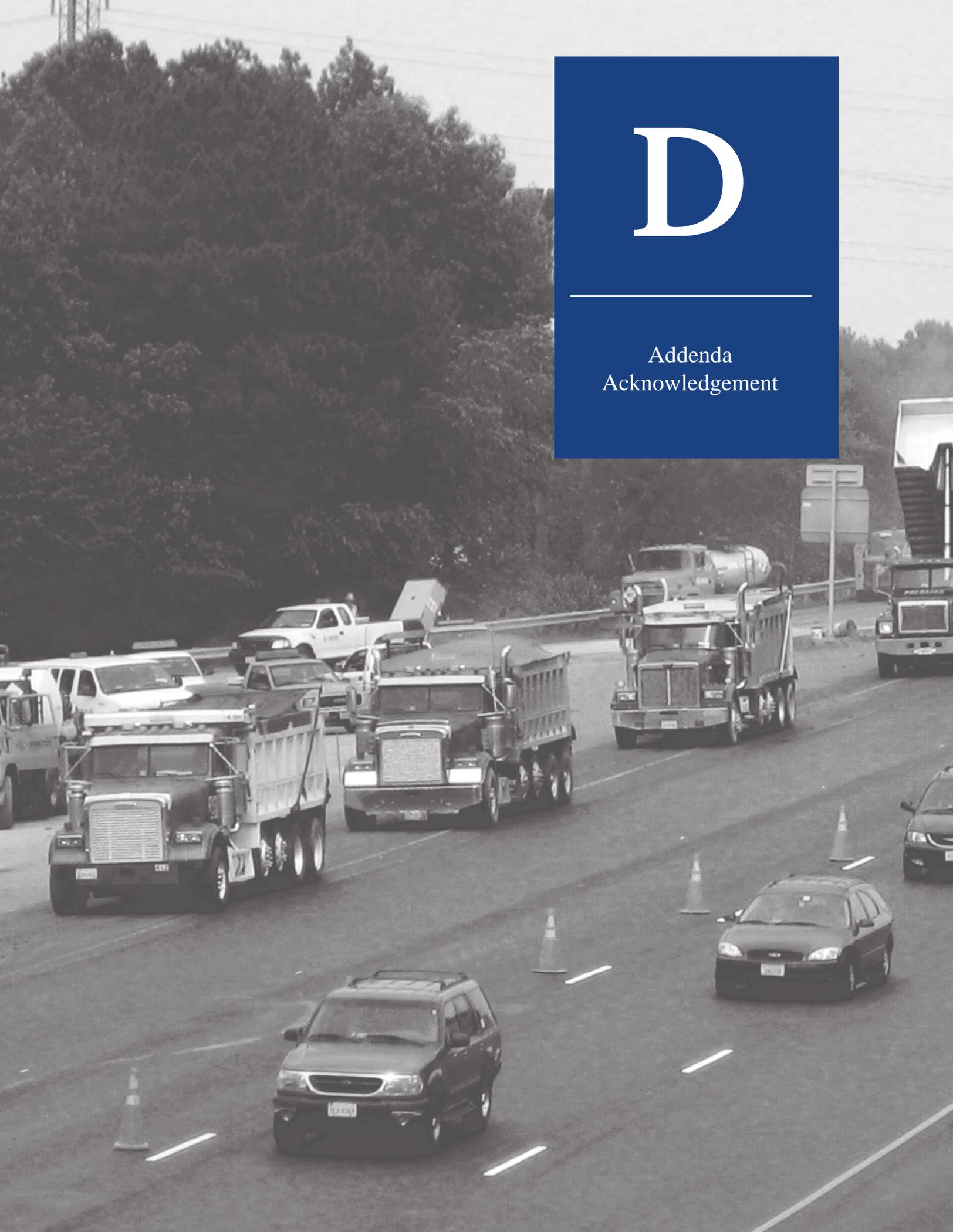
Project: 0064-964-110, P101, C501, RW201

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix B Page 1-3
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix B Page 4-6
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	13-15

D

Addenda Acknowledgement



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

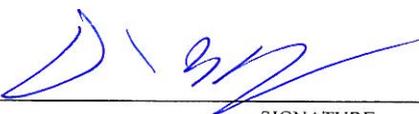
RFQ NO. C00070542DB55
 PROJECT NO.: 0064-964-110, P101, C501, RW201

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 09/25/2012
(Date)
2. Cover letter of Addendum #1 - 11/01/2012
(Date)
3. Cover letter of _____
(Date)

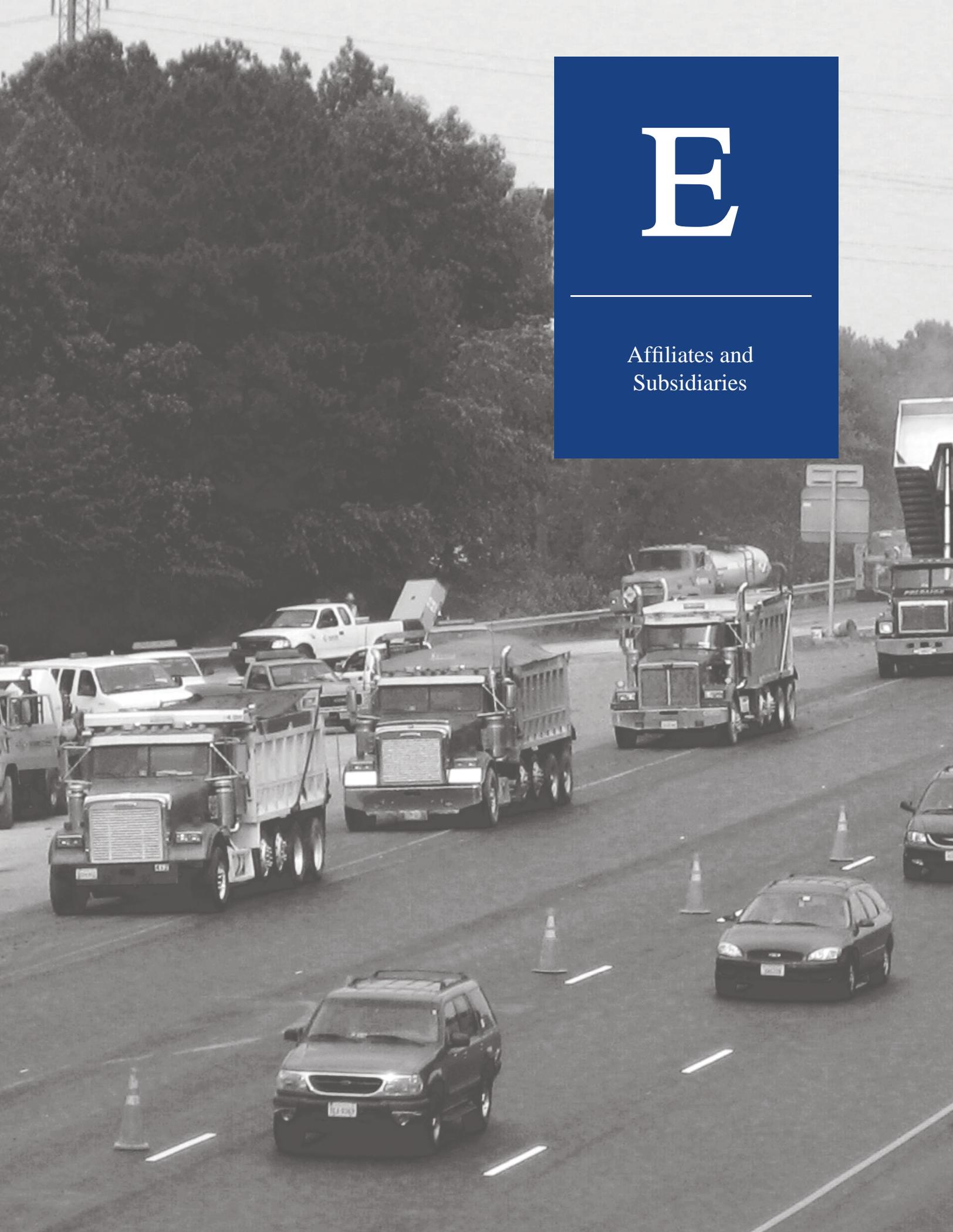


David B. Casey
Vice President

SIGNATURE

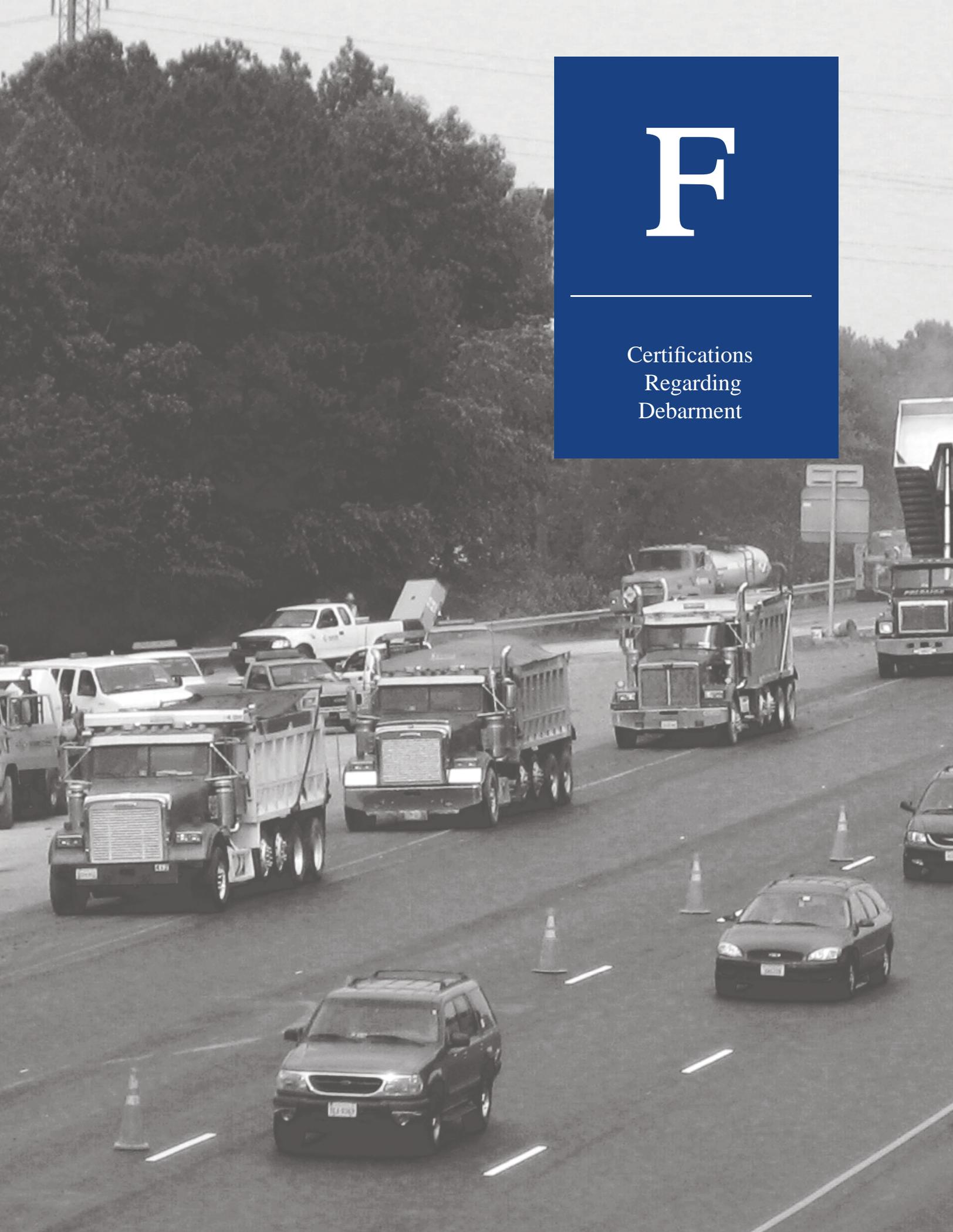
11-2-2012

DATE



E

Affiliates and
Subsidiaries



F

Certifications
Regarding
Debarment

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

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

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

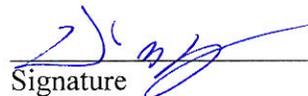
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

	11/15/2012	David B. Casey, Vice President
Signature	Date	Title

Archer Western Construction, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

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

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

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

	November 29, 2012	Vice President
Signature	Date	Title

URS Corporation
Name of Firm

ATTACHMENT NO. 3.2.7(b)

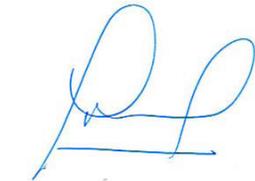
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

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

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

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



Signature

October 30, 2012

Date

President

Title

NXL Construction Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

- 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 participation 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.

	10/31/12	President
Signature	Date	Title

Accompong Engineering Group LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-964-110, P101, C501, RW201

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

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

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

<u>Edward G. Drexler</u>	<u>10-30-12</u>	<u>Principal</u>
Signature	Date	Title

Schnabel Engineering Consultants, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

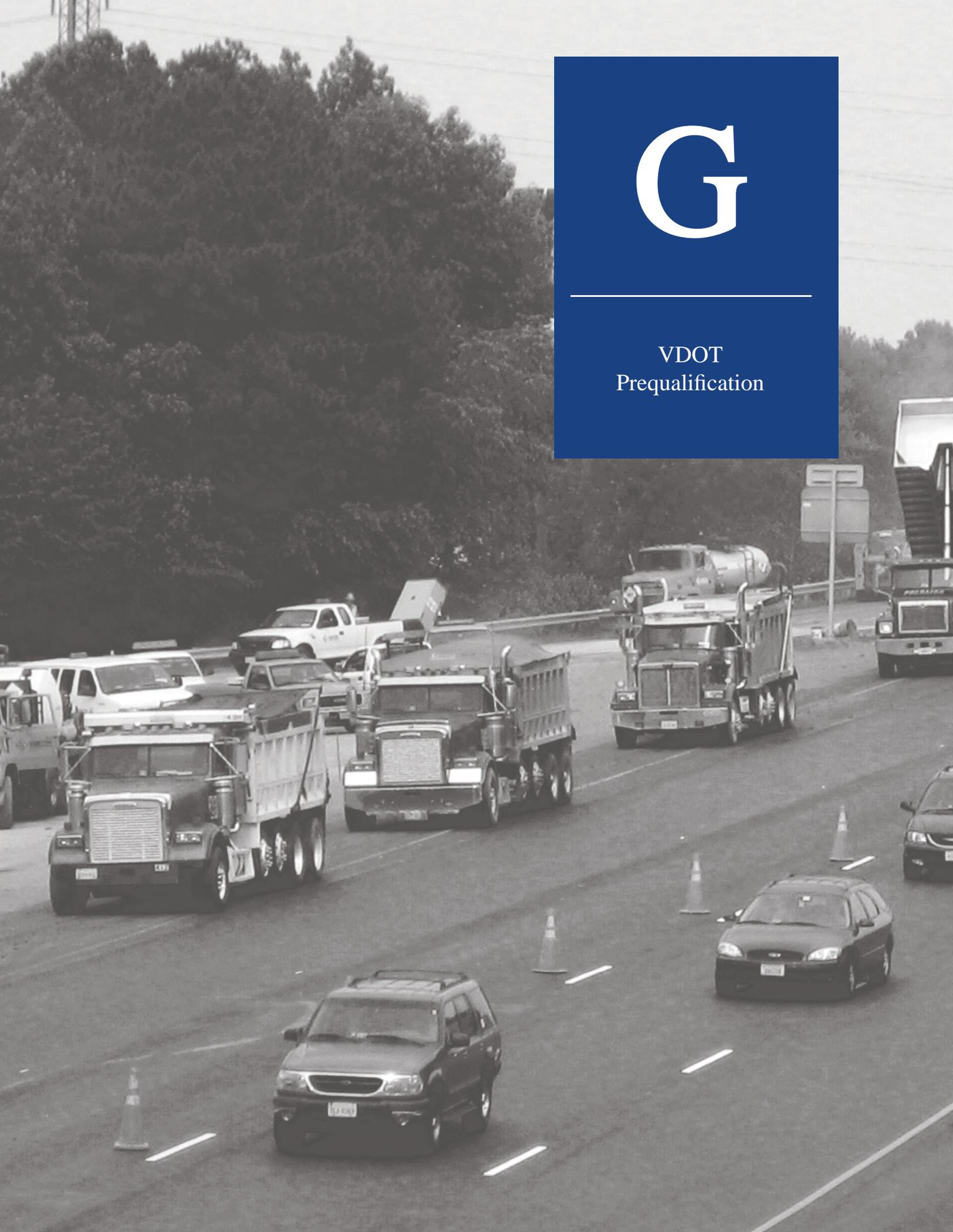
Project No.: 0064-964-110, P101, C501, RW201

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

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

Deep- Anh Pham 10/30/12 SA. VP / CFO
Signature Date Title

SO-Deep, Inc.
Name of Firm



G

VDOT
Prequalification

TRNSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 10/01/2012
- A -

10/01/2012
1:57 PM
PAGE 25

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A210
ARCHER WESTERN CONSTRUCTION, LLC
PREQ. EXP : 01/31/2013

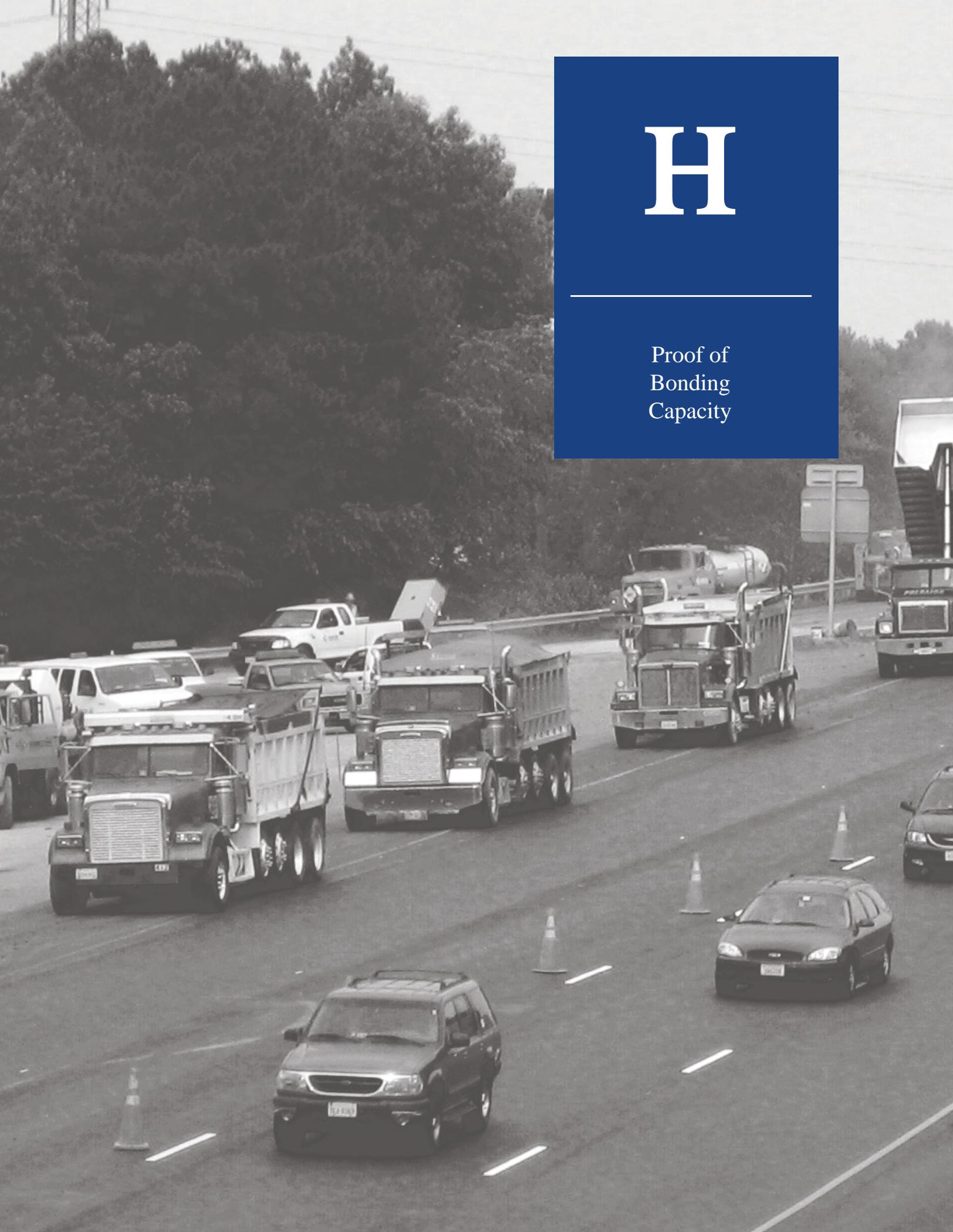
--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
2410 PACES FERRY ROAD	002 - GRADING
SUITE 600	003 - MAJOR STRUCTURES
ATLANTA, GA 30339	006 - PORTLAND CEMENT CONCRETE PAVING
PHONE : 404-495-8700	007 - MINOR STRUCTURES
FAX : 404-495-8701	

BUSINESS CONTACT: GILLIS, DONALD ALAN
EMAIL: DGILLIS@WALSHGROUP.COM@WALSHGROUP.COM

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

DBE TYPE : N/A
DBE CONTACT: N/A

=====



H

Proof of
Bonding
Capacity



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

October 29, 2012

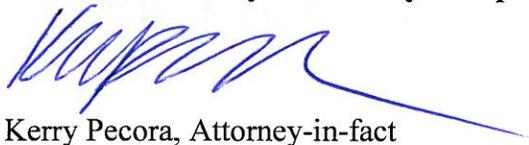
**RE: Virginia Department of Transportation
I-64 Widening and Route 623 Interchange Improvements
From: 0.99 Miles West of Route 623 (WB – Route 622, EB – Route 623)
To: 0.38 Miles West Route 271 (Pouncey Tract Road) in Short Pump
Goochland County and Henrico County, Virginia
Federal Project No.: NH-064-2(150)
Contract ID Number: C00070542DB55**

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 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. 225482

Certificate No. 005006414

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

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 21st day of August, 2012.

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 21st day of August, 2012, 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

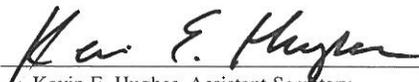
FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice 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 29 day of October, 2012

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

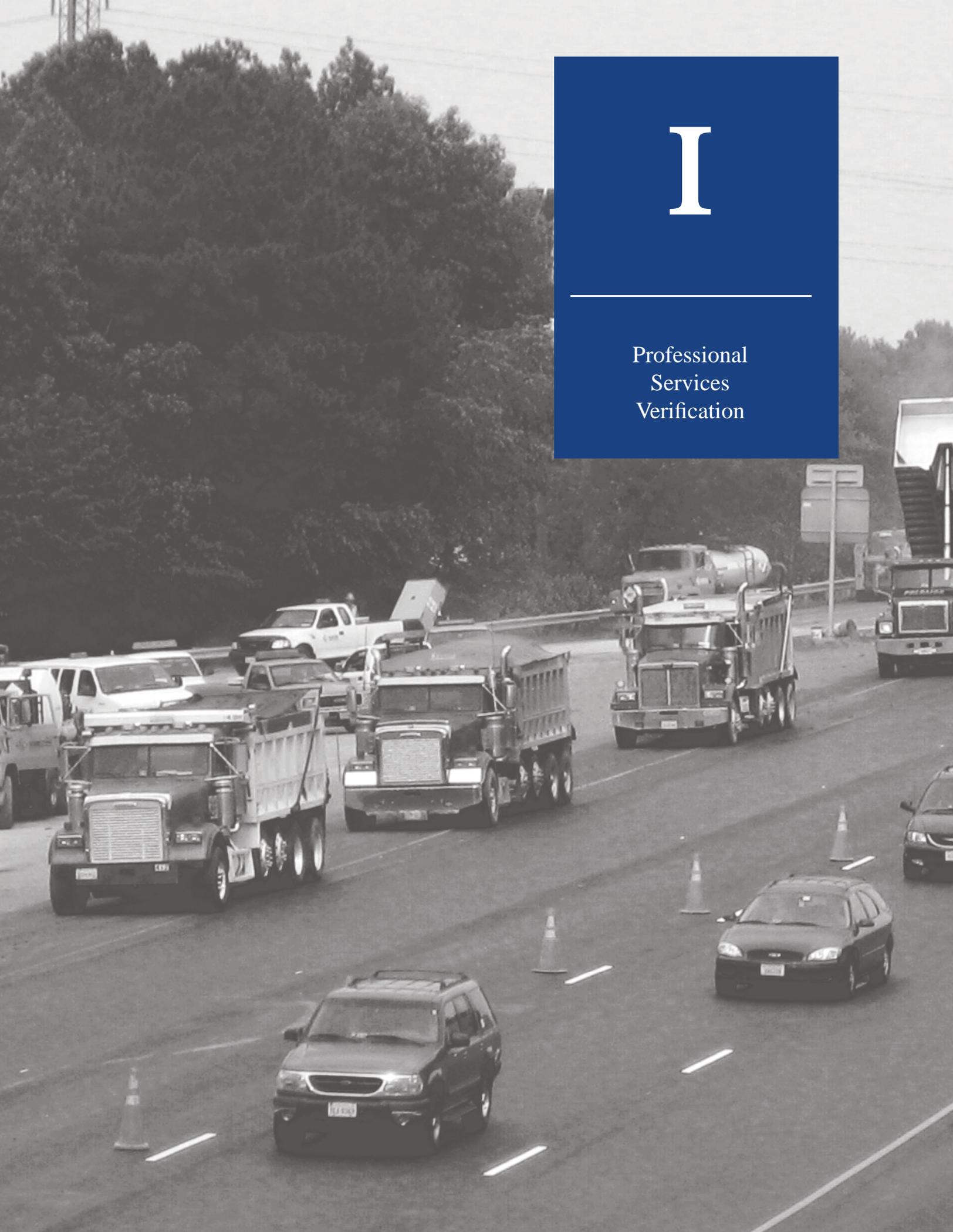

Kevin E. Hughes, Assistant Secretary



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.

I

Professional
Services
Verification



ATTACHMENT 3.2.10

State Project No. 0064-964-110, P101, C501, RW201

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
URS Corporation	F0387615	Foreign Corporation	Active – In Good Standing	4905 Dickens Rd., Ste. 106, Richmond, VA 23230	Eng	0411000275	02/28/2014
URS Corporation	F0387615	Foreign Corporation	Active – In Good Standing	277 Bendix Rd., Ste. 500 Virginia Beach, VA 23452	Eng, LS	0411000280	2/28/2014
URS Corporation	F0387615	Foreign Corporation	Active – In Good Standing	11832 Rock landing Dr., Ste. 306, Newport News, VA 23606	Eng, LS	0411000276	2/28/2014
Accompong Engineering Group LLC	S283521-5	LLC	Active	9510 Iron Bridge Road, Suite 200 Chesterfield, VA 23832	Eng	0407005442	12/31/12
NXL Construction Services, Inc.	03497427	Corporation	Active – In Good Standing	114 E. Cary Street / Suite 200 Richmond VA 23219	Eng, LS	0407003031	12/31/2013
Schnabel Engineering Consultants, Inc.	07126741	Corporation	Active – In Good Standing	One Cary Street, Richmond, VA 23220	Eng	0411000700	02-28-2014
So-Deep, Inc.	02162758	Corporation	Active- In Good Standing	8397 Euclid Ave. Manassas Park, VA 20110	Eng, LS	0407002900	12-31-2013

ATTACHMENT 3.2.10

State Project No. 0064-964-110, P101, C501, RW201

SCC and DPOR Information

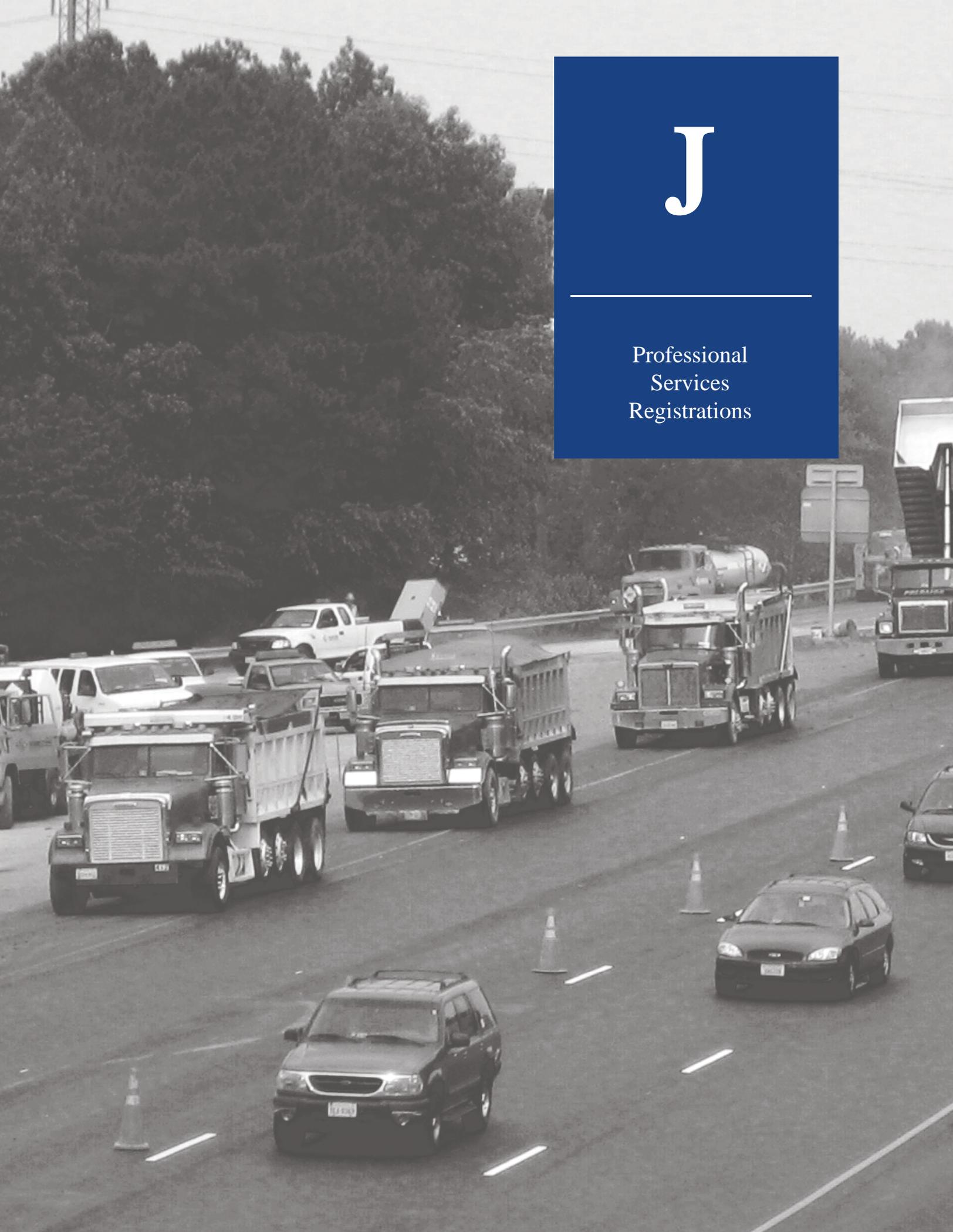
DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
URS Corporation	Jeff McKay, PE	Richmond, VA	11113 Sterling Cove Dr., Chesterfield, VA 23838	Professional Engineer	0402034639	6-30-2014
URS Corporation	Joe Hardee, PE	Richmond, VA	510 Old Compton Rd Richmond, VA 23233	Professional Engineer	0402019609	4/30/2013
URS Corporation	Burt Matteson, PE	Virginia Beach, VA	3932 Silina Dr Virginia Beach, VA 23452	Professional Engineer	0402035267	1/31/2013
URS Corporation	Scott Funk, PE	Virginia Beach, VA	3048 Clarke Dr. Virginia Beach, VA 234562	Professional Engineer	0402038714	6/30/2014
URS Corporation	Mike Greenwood, PE	Virginia Beach, VA	3529 Kings Lake Dr. Virginia Beach, VA 23452	Professional Engineer	0402019876	7/31/2013
URS Corporation	John Paine, PH, PE	Newport News, VA	3305 Ash View Williamsburg, VA 23185	Professional Engineer	0402020688	1/31/2014
URS Corporation	Mike Barbachem, PE, BCEE, F.ASCE	Virginia Beach, VA	3348 Glen Eden Quay Virginia Beach, VA 23452	Professional Engineer	0402020587	1/31/2014
Accompong Engineering Group LLC	Conrad Scott, PE	Richmond, VA	8425 Lylwood Court Chesterfield, VA 23838	Professional Engineer	0402041680	11/30/13
NXL Construction Services, Inc.	Mike Saunders	Richmond, VA	4500 Litchfield Drive Chesterfield, VA 23832	Professional Engineer	0402041295	12-31-2013
NXL Construction Services, Inc.	Dave Jones, LS	Richmond, VA	590 Doodlum Road Jarratt, VA 23867	Licensed Land Surveyor	0403001800	06-30-2013

ATTACHMENT 3.2.10

State Project No. 0064-964-110, P101, C501, RW201

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Schnabel Engineering Consultants, Inc.	Ed Drahos, PE	Richmond, VA	14410 Galloway Court, Midlothian, VA 23113	Professional Engineer	0402015605	07-31-2013
So-Deep, Inc.	Melvin Spencer, LS	Manassas Park, VA	126 Courtney Woods Lane	Licensed Land Surveyor	0403001937	1-31-2013



J

Professional
Services
Registrations

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Archer Western Construction, LLC

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Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: T0437006
 Entity Type: Foreign Limited Liability Company
 Jurisdiction of Formation: IL
 Date of Formation/Registration: 6/30/2010
 Status: Active

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
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- [Submit a PDF for processing \(What can I submit?\)](#)
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Principal Office

929 W ADAMS ST
 CHICAGO IL60607

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Registered Agent/Registered Office

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

Screen ID: e1000

Need additional information? Contact scinfo@sc.virginia.gov Website questions? Contact: webmaster@sc.virginia.gov
 We provide external links throughout our site.

PDF (.pdf) Reader Excel (.xls) Viewer PowerPoint (.ppt) Viewer Word (.doc) Viewer
 Build # - 1.0.0.16901

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That URS CORPORATION, a corporation incorporated under the law of Nevada, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on June 17, 1981; and

That the corporation is in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:
October 18, 2012

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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URS CORPORATION

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Check Name
Distinguishability
Business Entity Search
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FAQs
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Give Us Feedback
Business Entities
UCC or Tax Liens
Court Services
Additional Services

General

SCC ID: F0387615
 Entity Type: Foreign Corporation
 Jurisdiction of Formation: NV
 Date of Formation/Registration: 6/17/1981
 Status: Active
 Shares Authorized: 25000

Select an action

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

600 MONTGOMERY STREET
 25TH FLOOR
 SAN FRANCISCO CA94111

Registered Agent/Registered Office

CT CORPORATION SYSTEM
 4701 COX RD STE 301
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 1/5/2004

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

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[Word \(.doc\) Viewer](#)

Build #: 1.0.0.16901

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-28-2014

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

NUMBER

0411000275

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

PROFESSIONS: ENG

URS CORPORATION
4905 DICKENS RD
SUITE 201
RICHMOND, VA 23230



ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000275 EXPIRES: 02-28-2014
PROFESSIONS: ENG
URS CORPORATION
4905 DICKENS RD
SUITE 201
RICHMOND, VA 23230



PROF

(DETACH HERE)

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

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000280

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

PROFESSIONS: LS, ENG

URS CORPORATION
277 BENDIX RD STE 500
VIRGINIA BEACH, VA 23452



Gordon N. Dixon
Gordon N. Dixon, Director

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

(DETACH HERE)

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

BOARD FOR APESCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000280 EXPIRES: 02-28-2014
PROFESSIONS: LS, ENG
URS CORPORATION
277 BENDIX RD STE 500
VIRGINIA BEACH, VA 23452



(FOLD)

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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2014

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

NUMBER
0411000276

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

PROFESSIONS: ENG

URS CORPORATION
11832 ROCK LANDING DR
STE 306
NEWPORT NEWS, VA 23606



Gordon N. Dixon
Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000276 EXPIRES: 02-28-2014
PROFESSIONS: ENG
URS CORPORATION
11832 ROCK LANDING DR
STE 306
NEWPORT NEWS, VA 23606



(FOLD)

(DETACH HERE)

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

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, February 17, 2009

This is to certify that the certificate of organization of

Accompong Engineering Group, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: February 17, 2009



State Corporation Commission

Attest:

Joel H. Beck
Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That Accompong Engineering Group, LLC is duly organized as a limited liability company under the law of the Commonwealth of Virginia;

That the date of its organization is February 17, 2009; and

That the limited liability company is in existence in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

May 11, 2012

A handwritten signature in cursive script that reads "Joel H. Peck".

Joel H. Peck, Clerk of the Commission



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407005442

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

PROFESSIONS: ENG

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



Geordan N. Dixon
Geordan N. Dixon, Director

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Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

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

The date of incorporation is November 17, 1989.

Nothing more is hereby certified.

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



Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth OF Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

A duly attested copy of a certificate setting forth that NXL Construction Co., Inc. conducts business in Virginia under the assumed or fictitious name of NXL CONSTRUCTION SERVICES, INC. was filed in the Clerk's Office of the Commission on September 16, 1992.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
July 29, 2009*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

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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: 5,000

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
 Status: Active
 Effective Date: 10/8/1998

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9960 Mayland Dr., Suite 400, Richmond, VA 23233
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NUMBER
0407003031

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



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003031 EXPIRES: 12-31-2013
PROFESSIONS: ENG, LS
NXL CONSTRUCTION CO INC NXL CONSTRUCTION
SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219



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Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

Schnabel Engineering Consultants, Inc. is a corporation existing under and by virtue of the laws of Virginia, and is in good standing.

The date of incorporation is August 12, 2009.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
November 17, 2009*

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

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Schnabel Engineering Consultants, Inc.

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General

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

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Registered Agent/Registered Office

CT CORPORATION SYSTEM
 4701 COX RD STE 301
 GLEN ALLEN VA 23060
 HENRICO COUNTY 143
 Status: Active
 Effective Date: 6/16/2011

Screen ID: e1000

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0411000700

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

PROFESSIONS: ENG

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



Gordon N. Dixon
Gordon N. Dixon, Director

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ONE CARY STREET
RICHMOND, VA 23220



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General

SCC ID: 02162758
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 4/7/1981
 Status: Active
 Shares Authorized: 10000

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Principal Office

8397 EUCLID AVE
 MANASSAS VA 20111

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Registered Agent/Registered Office

THUY ANH PHAM
 8397 EUCLID AVENUE
 MANASSAS PARK VA 20111
 MANASSAS PARK (FILED IN PRINCE WILLIAM COUNTY) 315
 Status: Active
 Effective Date: 4/9/1997

Screen ID: e1000

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

PROFESSIONS: ENG, LS

SO-DEEP, INC.
8397 EUCLID AVENUE
MANASSAS PARK, VA 22111



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06-30-2014

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NUMBER

0402034639

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

JEFFREY SCOTT MCKAY
11113 STERLING COVE DRIVE
CHESTERFIELD, VA 23838



Gordon N. Dixon
Gordon N. Dixon, Director

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0402019609

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

JOSEPH E HARDEE JR
1510 OLD COMPTON RD
RICHMOND, VA 23233



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0402035267

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

**BURTON JAMES MATTESON IV
3932 SILINA DR
VA BEACH, VA 23452**



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Gordon N. Dixon, Director

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0402038714

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AND LANDSCAPE ARCHITECTS
PROFESSIONAL ENGINEER LICENSE

GERALD SCOTT FUNK
3048 CLARKE DRIVE
VIRGINIA BEACH, VA 23456



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AND LANDSCAPE ARCHITECTS
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ROBERT MICHAEL GREENWOOD
3529 KINGS LAKE DRIVE
VIRGINIA BEACH, VA 23452



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JOHN NATHAN PAINE
3305 ASH VIEW
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JOHN NATHAN PAINE
3305 ASH VIEW
WILLIAMSBURG, VA 23185



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South Carolina Board of Engineers & Surveyors
Certifies that

JOHN NATHAN PAINE

Is Authorized To Practice
ENGINEERING



REG # 17256

Expires 06/30/2014

Registrant's Signature: _____

[Handwritten Signature]

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MICHAEL JOSEPH BARBACHEM
3348 GLEN EDEN QUAY
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11-30-2013

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0402041680

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PROFESSIONAL ENGINEER LICENSE

CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838



Geordan N. Dixon
Geordan N. Dixon, Director

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PROFESSIONAL ENGINEER LICENSE
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CONRAD ANTHONY SCOTT
8425 LYLWOOD COURT
CHESTERFIELD, VA 23838



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

MICHAEL WILLIAM SAUNDERS
4500 LITCHFIELD DRIVE
CHESTERFIELD, VA 23832



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Gordon N. Dixon, Director

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NUMBER

0403001800

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

DAVID LYNN JONES
590 DOODLUM ROAD
JARRATT, VA 23867



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BOARD FOR APESCIDLA
LAND SURVEYOR LICENSE
NUMBER: 0403001800 EXPIRES: 06-30-2013

DAVID LYNN JONES
590 DOODLUM ROAD
JARRATT, VA 23867



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0402015605

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

EDWARD GEORGE DRAHOS
14410 GALLOWAY CT
MIDLOTHIAN, VA 23113



Gordon N. Dixon
Gordon N. Dixon, Director

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NUMBER

0403001937

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

MELVIN E SPENCER
126 COURTNEY WOODS LANE
STUARTS DRAFT, VA 24477



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPEALS
LAND SURVEYOR LICENSE
NUMBER: 0403001937 EXPIRES: 01-31-2013

MELVIN E SPENCER
126 COURTNEY WOODS LANE
STUARTS DRAFT, VA 24477



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