A DESIGN-BUILD PROJECT

I-64 Exit 91

Interchange Improvements

From: 0.429 Miles West of Route 285
To: 0.438 Miles East of Route 285
Augusta County, Virginia

January 6, 2012

Qualifications submitted to the
Virginia Department of Transportation

Prepared by

American Infrastructure™
in association with
ATTACHMENT 3.1.2
0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

<table>
<thead>
<tr>
<th>Statement of Qualifications Component</th>
<th>Form (if any)</th>
<th>RFQ Cross reference</th>
<th>Included within 20-page limit?</th>
<th>SOQ Page Reference</th>
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<tr>
<td>Statement of Qualifications Checklist and Contents</td>
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<td>Section 3.1.2</td>
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<td>Attachment 2.10 (Form C-78-RFQ)</td>
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## STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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<td>Key Personnel Resume – DB Project Manager</td>
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<td>Key Personnel Resume – Quality Assurance Manager</td>
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<td>Section 3.3.1.2</td>
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<td>Key Personnel Resume – Lead Structural Engineer</td>
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January 6th, 2012

Mr. John C. Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

Letter of Submittal/Statement of Qualifications for:
I-64 Exit 91 Interchange Improvements
Design-Build Project
Contract ID Number: C00075877DB47

Dear Mr. Daoulas:

American Infrastructure-VA, Inc. (AI-VA) is pleased to submit our qualifications for the Virginia Department of Transportation (VDOT) I-64 Exit 91 Interchange Improvements Design-Build project in Augusta County, Virginia. We are one of the largest and most respected contractors in the Mid-Atlantic Region and enjoy a reputation for innovative delivery of complex projects, on time and on budget. We are appropriately qualified to successfully deliver this project and believe our team presents the following strengths:

 Award Winning Design-Builder: We were recently recognized by The Design-Build Institute of America, Mid-Atlantic Region, with the Merit Award in the Transportation Category for the Airport Connector Road PPTA Project in Richmond.

 The Right Team: We have assembled a team that understands design-build delivery. As importantly, a team that understands the requirements of this specific project. Our partners include Rinker Design Associates, AECOM, NXL, Froehling & Robertson, Schnabel, and Pulsar, all of whom have extensive experience in Design-Build projects. AI-VA, along with our partners (AI Team) will safely deliver a quality project with balanced objectives between schedule, cost, and project controls. Leading this team, AI-VA has proven experience with three recent Design-Build projects: the recently completed Richmond Airport Connector Road Project for Transurban, the Middle Ground Boulevard Extension Project in Newport News, VA and the Route 29 Approaches and Bridge over the Tye River Design-Build Project in Amherst/Nelson Counties, both for VDOT.

<table>
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<tr>
<th>AI Experience – Past 5 Years</th>
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<tbody>
<tr>
<td>$128M Federal Projects</td>
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<tr>
<td>$650M Projects for DOTs</td>
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<tr>
<td>$826M Highway/Road Improvement Projects</td>
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<tr>
<td>$240M Design-Build Projects</td>
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American Infrastructure - VA, Inc. (AI-VA)
301 Concourse Boulevard, Suite 300
Glen Allen, VA 23059
Phone: 804-290-8500 Fax: 804-418-7935
www.americaninfrastructure.com
History of Innovation: AI-VA has returned significant cost savings to the Commonwealth on four large transportation projects through innovative solutions in design and construction. The Hampton Boulevard Grade Separation project in Norfolk ($39M), the Airport Connector Road Design-Build project in Richmond ($39M), the Route 29 Approaches and Bridge over the Tye River Design-Build project in Amherst/Nelson County ($6.7M), and the Middle Ground Boulevard Extension Design-Build project in Newport News VA ($32.5M). Regarding the I-64 Exit 91 Interchange Improvements Design-Build project, we understand the unique characteristics of this interchange and the corresponding Maintenance-of-Traffic (MOT) demands. We are prepared for these challenges and will address them with sound, innovative designs and with well-planned and well-managed construction.

An Understanding of the Project: We understand project goals and objectives to include:
- Alleviate congestion on Route 285
- Improve accessibility to the Augusta Medical Center (Augusta Health)
- Improve access management along corridor
- Provide additional deceleration and acceleration length along I-64

A Commitment to Exceed VDOT Expectations: We will strive to exceed VDOT’s performance expectations through:
- Using industry-excellent QA and QC procedures for both design and construction
- Providing high-level professionals with specific experience in Design-Build delivery
- Developing the project to mitigate schedule slippage and provide opportunities for the advancement of completion dates
- Acquiring right-of-way and easements in a professional, timely and sensitive manner
- Maintaining an injury free work environment for all stakeholders

Proven Safety Performance: We have a strong culture with regard to safety. Our commitment to safety is evidenced through our policies and our excellent safety performance.

Financial Strength: Our construction operations are supported by our financial strength, bonding capacity, and ability to draw from the deep expertise and resources of our affiliated companies; Allan A. Myers, LP and American Infrastructure-MD, Inc. These resources allow AI-VA to provide competitive pricing and apply quality and innovative solutions to benefit the project and the Commonwealth.

The AI Team: AI-VA will lead the Design-Build team of experienced and qualified partners. Our partners have significant experience with VDOT policies, standards, and specifications at both District and Central Office levels. Rinker Design Associates, P.C. (RDA) will lead the design for our team. They are a Virginia-Certified Small Business who has been providing professional services throughout the Commonwealth for over 28 years. Supporting RDA, AECOM Technical Services, Inc. (AECOM) will provide structural design; and Froehling & Robertson, Inc. (F&R), a certified SWaM, will provide design geotechnical services.

Leading the Quality Assurance Program will be NXL Construction Services, Inc. (NXL) who will operate independently from the design, design Quality Control, and construction Quality Control portions of the team. Working with NXL will be Schnabel Engineering Consultants, Inc. (Schnabel), serving as the independent QA Materials Testing laboratory. AI-VA will also be supported by F&R, for construction Quality Control; and Pulsar Advertising, Inc. (a certified SWaM and DBE) for Public Outreach. We have selected these firms to build the strongest and most qualified Team for this project.
Safety Program: AI-VA has a work performance culture in which safety is strongly intertwined and in which “Everyone Has a Voice”. We conduct two daily meetings with each crew - one before work starts and the other after work finishes. All team members are encouraged to openly address safety concerns during those meetings. Every team member and stakeholder within the project also has the right to stop work if there is a safety issue. A project is only considered successful when the goal of zero incidents is achieved. It is our policy to perform work in the safest manner possible, consistent with good construction practices.

We will provide a full-time Safety Coordinator dedicated to the I-64 Exit 91 Interchange Improvements Design-Build project. We require 100% compliance in wearing hardhats, eye protection, and foot protection. Everyone on the project site will be required to comply with the safety policies and procedures established by our team. As part of our Project Safety and Loss Control Policy, this project, like all of our projects, will have a crisis management plan in place prior to mobilizing.

AI-VA has extensive safe-work experience for bridge and roadway projects. We institute comprehensive fall protection programs for our projects and use a job-specific Crane Safety Program; mandatory on every project requiring cranes. All roadway crews and supervisors are appropriately certified through ATSSA.

The table below shows evidence of AI-VA’s industry excellent commitment to safety and the success of our programs. Safety performance data includes Experience Modification Rate (EMR), OSHA Recordable Incident Rate (RIR), Lost Time Incident Rate (LTIR), number of OSHA Citations (OSHA) and number of VOSH Citations (VOSH). This data represents over 2,450,000 man-hours (MH) of performed construction work. These rates reflect an exceptional safety performance relative to the industry average of 1.0 for EMR and 2.3 for RIR.

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<th>Year</th>
<th>EMR</th>
<th>RIR</th>
<th>LTIR</th>
<th>OSHA</th>
<th>VOSH</th>
<th>MH</th>
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<td>2010</td>
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<td>2009</td>
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<td>0.42</td>
<td>0.00</td>
<td>0</td>
<td>2</td>
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<td>2008</td>
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<td>2007</td>
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<td>2006</td>
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<td>6.71</td>
<td>0.44</td>
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Safety Training: We believe that providing industry excellent safety training to our employees will help us achieve the goal of “HOME-SAFE-TONIGHT” for every person on our projects.

Why the AI Team? Because we use a collaborative approach and have the experience and expertise that sets us apart.

- We believe value is more than just price
- We place safety and quality above all else
- We believe challenges are opportunities
- We understand the unique elements of this project
- We collectively have over 354 years of experience among our seven partners

Our team will seamlessly support and represent the Department in designing and constructing the I-64 Exit 91 Interchange Improvements Design-Build project. Equally important, we will partner with VDOT to develop innovative solutions that will make this Project successful and relieve congestion for the traveling public. The AI Team offers the following information as requested in Section 3.2 of the Request for Qualifications.
3.2.1 David Nardon is the point of contact for The AI Team relative to this SOQ. Required contact information follows:

**J. David Nardon**
Design-Build Project Manager  804.290.8528 (Telephone)
301 Concourse Blvd, Suite 300  610.222.4351 (Fax)
Glen Allen, VA  23059  443.876.6367 (Cell)  david.nardon@americaninfrastructure.com

3.2.2 The principal officer of American Infrastructure-VA with whom a Design-Build contract with VDOT would be written is:

**Aaron T. Myers**
Vice President/General Manager  804.290.8525 (Telephone)
301 Concourse Blvd, Suite 300  610.222.3360 (Fax)
Glen Allen, VA  23059  aaron.myers@americaninfrastructure.com

3.2.3 American Infrastructure-VA, Inc. is a registered Corporation in the Commonwealth of Virginia and will take financial responsibility for the Project without limitation. AI-VA has a bonding capacity of $600M.

3.2.4 The affiliated companies of American Infrastructure-VA, Inc. are:

**American Infrastructure-MD, Inc.**
2011 Belair Road  1805 Berks Road
Fallston, MD 21047-2721  Worcester, PA  19490

3.2.5 Certification Regarding Debarment: The executed Primary & Lower Tier Attachments 3.2.5(a) and (b) are included in Appendix 3.2.5.

3.2.6 Evidence of VDOT Prequalification: AI-VA Vendor No. G303. Working Classes: Excavating, Major Structures, Drainage Structures, Underground Utilities and Asphalt Pavement. A copy of our prequalification certificate can be found in Appendix 3.2.6.

3.2.7 Evidence of Bonding and Surety: AI-VA has the capability to obtain a performance and payment bond on the estimated contract value of the project. Our letter from Liberty Mutual Surety (dated January 6, 2012) supporting this information is found on page 7 of our Statement of Qualifications.

3.2.8 Evidence of professional services: The matrix below provides a summary of professional licenses held by members of our team who are offering professional services for the Project. Full size copies of individual licenses for AI Team business entities and Key Personnel are provided in Appendix 3.2.8.

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<th>3.2.8.1</th>
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<th>3.2.8.3</th>
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<td>44209 Wade Drive Chantilly, VA 20152  <strong>Class A Contractors</strong> 2701 009872A Exp. 12.31.13</td>
<td>N/A</td>
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| **Rinker Design Associates PC**  
0227062-7  
Corporation  
*Status*: Active  
| 301 Concourse Boulevard  
Suite 120  
Glen Allen, VA 23059  
*Eng*  
0410 000220  
*Exp.* 02.29.12  
9300 W. Courthouse Road  
Suite 300  
Manassas, VA 20110  
*Eng, LS*  
0405 000502  
*Exp.* 12.31.13  
| **Design Manager**  
**Darell Lee Fischer**  
14101 Spring Gate Terrace  
Midlothian, VA 23112  
*Professional Engineer*  
0402 023296  
*Exp.* 06.30.12  
Richmond, VA Office  
| 9300 W. Courthouse Road  
Suite 300  
Manassas, VA 20110  
**Real Estate Appraisal**  
4008 001684  
*Exp.* 02.28.13  
|
| **NXL Construction Services, Inc.**  
0349742-7  
Corporation  
*Status*: Active  
| 114 E. Cary Street, Suite 200  
Richmond, VA 23219  
*Eng*  
0407 003031  
*Exp.* 12.31.11  
2870-C South Main Street  
Harrisonburg, VA 22801  
*Eng, LS*  
0411 000678  
*Exp.* 02.29.12  
| **Quality Assurance Manager**  
**Joseph Roy Hamed**  
110 Wenn Drive  
Christiansburg, VA 24073  
*Professional Engineer*  
0402 039327  
*Exp.* 02.29.2012  
Harrisonburg Office  
| N/A  
|
| **AECOM Technical Services, Inc.**  
F107850-2  
*Foreign Corporation*  
*Status*: Active  
| 4840 Cox Road  
Glen Allen, VA 23060  
*Eng*  
0407 003153  
*Exp.* 12.31.13  
1315 Franklin Road, SW  
Roanoke, VA 24016  
*LS, Eng*  
0411 000681  
*Exp.* 02.29.12  
| **Lead Structural Engineer**  
**Nathan Porter**  
14143 Riverdowns N. Terrace  
Midlothian, VA 23113  
*Professional Engineer*  
0402 036054  
*Exp.* 06.30.12  
Richmond, VA Office  
| N/A  
|
| **Froehling & Robertson, Inc.**  
0027211-2  
Corporation  
*Status*: Active  
| 3015 Dumbarton Road  
Richmond, VA 23228  
*Eng*  
0407 000098  
*Exp.* 12.31.13  
6181 Rockfish Gap Turnpike  
Crozet, VA 22932  
*Eng*  
0411 000052  
*Exp.* 02.29.12  
| N/A  
| N/A  
|
3.2.9 DBE Goal Statement: It is the policy of American Infrastructure - VA to support the establishment, preservation of, and contribute to, the viability of small businesses owned by women and minorities. AI-VA is committed to achieving a 12% DBE participation goal for the entire value of the contract.

Dated: 11/16/12

By: [Signature]

Aaron T. Myers, VP/GM
American Infrastructure – VA, Inc.

We are committed to delivering a successful, quality project to VDOT on time and on budget. Our commitment to VDOT is focused and we look forward to partnering with you on this important project.

Respectfully,

[Signature]

Aaron T. Myers, VP/GM
American Infrastructure – VA, Inc.

[Signature]

J. David Nardon, DBPM
American Infrastructure – VA, Inc.
January 6, 2012

Virginia Department of Transportation
1401 East Broad St.
Richmond, VA 23219

Re: American Infrastructure-VA, Inc.
Request for Qualifications – A Design-Build Project
State Project No.: 0064-007-111, P101, R-201, C-501, B-627
Contract ID No. C000758777DB47
I-64 Exit 91 Interchange Improvements From: 0.429 Miles West
of Route 285 To: 0.438 Miles East of Route 285

To Whom It May Concern:

American Infrastructure-VA, Inc., a subsidiary of American Infrastructure, is a highly regarded and valued client of Liberty Mutual Insurance Company and Arch Insurance Company. Liberty Mutual Insurance Company is rated A XV in the Best’s Key Rating Guide, listed in the Department of the Treasury’s listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Arch Insurance Company is rated A XV in the Best’s Key Rating Guide, listed in the Department of the Treasury’s Listing of Approved Sureties (Department Circular 570) and licensed to transact business in the Commonwealth of Virginia. Liberty and Arch have expressed to them their willingness to provide bonding to support on individual projects in the amount of $250,000,000.00 and aggregate of $600,000,000.00. As surety for American Infrastructure-VA, Inc., Liberty and Arch, with A.M. Best Financial Ratings as stated above, is capable of obtaining a 100% Performance Bond and a 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that American Infrastructure-VA, Inc. be the successful bidder and enter into a contract for this project.

In accordance with the normal practice, the willingness of Liberty and Arch to extend suretyship will be based on their underwriting of the account at the time the bonds are requested. This letter shall be valid for a period of 180 days from the date of this letter.

In addition, we would expect that the execution of any final bonds would be subject to a review of the contract documents by American Infrastructure-VA, Inc., Liberty Mutual Insurance Company and Arch Insurance Company as well as satisfactory evidence of financing for the project.

If we can provide any further assistance, please do not hesitate to call upon us.

Sincerely,

Rosenberg & Parker, Inc.

Harry C. Rosenberg
Chairman

HCR/jrb

cc: Mr. Jack Butler, Liberty Mutual Insurance Company
Mr. Russ Wilson, Arch Insurance Company
3.3 Offeror's Team Structure
**Offeror’s Team:** AI-VA has strategically developed this project team to provide VDOT a strong, economical and experienced Offeror. We selected our team based on expertise, relevant experience, historical performance and overall benefit to the project. Each partner is a complementary fit within the team, and will provide quality, cost effective and value-added services. All team members have prior teaming experience with either AI-VA or RDA, and in many cases, with both. Together, we have the depth and strength to deliver this project safely, efficiently and with considerable value to VDOT.

AI-VA has the ability to self-perform the majority of work on the I-64 Exit 91 Interchange Improvements Design-Build Project. Similarly, RDA has the ability to self-perform most of the design and engineering disciplines. However, given the complexity and size of the project, we will strengthen our team by adding subconsultant partners with strategic expertise. All design subconsultants will contract with RDA while all subcontractors required for construction will contract with AI-VA.

American Infrastructure (AI) has provided quality construction services in the Mid-Atlantic region since 1939 and as American Infrastructure-VA, Inc. (AI-VA) in the Commonwealth of Virginia since 1970. A Virginia contractor with a regional workforce of more than 320 employees and 458 pieces of heavy equipment and rolling stock, AI-VA has the available skilled craft and equipment to respond immediately to the needs of this project. AI-VA is backed by the resources of its parent company, American Infrastructure, with a fleet of over 2,000 pieces of heavy equipment and rolling stock and a dedicated staff of more than 1,650 people. With annual revenues in excess of $435M, AI has performed over $2.3B of construction in the Mid-Atlantic area over the last five years with $1.6B of this work specifically in the highway and bridge sectors. AI-VA is licensed to operate in all major municipalities in the region for bridges, highways, utilities, and wastewater construction. AI-VA is committed to using local labor and establishing relationships with local small businesses and minority firms.

Rinker Design Associates, P.C. (RDA) will be the lead designer for this project and provide AI-VA with multi-disciplinary designs. RDA is a mid-sized firm with more than 85 employees located in Richmond, Manassas and Fredericksburg, Virginia. Providing professional services throughout the Commonwealth since 1982, RDA is a Virginia-Certified Small Business (DMBE Certification #652784), and a member of the United States Green Building Council. RDA is a leading provider of professional civil, transportation and environmental engineering, surveying, land planning, and permitting services to both the public and private sectors. RDA brings Design-Build/PPTA experience having completed two PPTA’s and two Design-Builds, with an additional Design-Build project currently underway with AI-VA.

NXL Construction Services, Inc. (NXL) will provide independent Quality Assurance inspection and testing for this project. They are a Virginia certified DBE (#626437) founded in 1989 and based in Richmond, Virginia with offices throughout Virginia. NXL provides surveying, construction management/inspection services and project controls for transportation projects.
AECOM will provide structural engineering services for this project. AECOM is the leader in transportation, ranked #1 in this industry by Engineering News Record. AECOM’s Virginia offices have transportation resources of over 150 technical personnel who provide expertise in bridge, roadway, hydraulics, and other transportation related disciplines. In addition, this depth of personnel enables AECOM to assign staff to remain committed to the project for its duration.

Froehling & Robertson (F&R) will provide Quality Control construction inspection and field testing services for the team and serve as the independent QC materials testing lab for the project. F&R is a multi-disciplinary engineering firm providing a full range of services, including construction management, construction materials testing and environmental and geotechnical engineering. Based in Richmond with offices in Crozet and Roanoke, F&R has the local resources to deliver quick, efficient, and cost-effective services required for this project. F&R is a woman-owned business (SWaM Cert# 649650) in operation since 1881.

Pulsar Advertising (Pulsar) will provide public relations and public outreach. They are a minority owned business (DBE Certification #005622) established in 1992. Pulsar is one of the nation’s premier advertising agencies specializing in transportation and transit marketing, branding, advertising and public relations. They have successfully collaborated on numerous large highway projects in Virginia, including the Springfield Interchange and the Dulles Metrorail Extension. Pulsar can draw from these projects and a deep portfolio of other challenging projects to provide unique and innovative approaches to maintain stakeholder awareness.

Schnabel will provide independent Quality Assurance laboratory services. Founded in 1956, Schnabel offers highly specialized services in geotechnical engineering, geostuctural design, dam engineering, tunnel and underground engineering, environmental, geophysical and geosciences, construction monitoring, and resident engineering from locations throughout the United States. Their regional labs are WACEL, AASHTO, AMRL, CCRL and USACE certified.

3.3.1 Key Personnel: We have identified the six key personnel for this project.

3.3.1.1 Design-Build Project Manager (DBPM)  Mr. David Nardon (AI-VA) will be responsible for the overall project design, construction, quality management, and contract administration for the project. He will be the primary point of contact for VDOT and other agencies. Mr. Nardon has 35 years of experience as a Senior Manager for similar types of projects.

3.3.1.2 Quality Assurance Manager (QAM) - Mr. Joseph Hamed, PE (NXL) will be responsible for QA inspection and compliance testing of materials and work performed, in conformance with the contract requirements and the “approved for construction” plans and specifications. This includes monitoring of the AI Team’s QC program. Mr. Hamed is a licensed professional engineer in the Commonwealth of Virginia with over 22 years of experience. As part of NXL, a separate and independent operating entity, he will not be involved in construction operations. Mr. Hamed has worked extensively with VDOT and is knowledgeable regarding the Quality Assurance standards required by VDOT.

3.3.1.3 Design Manager (DM) - Mr. Darell Fischer, PE (RDA) will be responsible for leading and coordinating the individual design disciplines including roadway, bridge, drainage, utilities, right-of-way, maintenance of traffic (MOT), geotechnical and environmental. He will ensure the overall project design conforms to the contract documents, and will establish and
oversee the Quality Assurance and Quality Control (QA & QC) Program for design. This includes reviewing designs, working plans, specifications, and constructability. Mr. Fischer, a licensed professional engineer in the Commonwealth of Virginia with over 25 years of design and management experience.

3.3.1.4 Construction Manager (CM) - Mr. Jeff Humphreys (AI-VA) will be responsible for managing the construction process, including QC activities. He will be on the project site for the duration of the construction operations and will ensure materials used and work performed meet contract requirements and “approved for construction” plans and specifications. Mr. Humphreys brings 31 years of VDOT experience to the project. He holds a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) and will obtain a Virginia Department of Conservation and Recreation (DCR) Responsible Land Disturber (RLD) Certification prior to construction activities.

3.3.1.5 Lead Structural Engineer (LSE) - Mr. Nathan Porter, PE (AECOM) will be responsible for structural design of the bridge and any retaining walls. He brings over 14 years of experience in structural bridge design and is a licensed professional engineer in the Commonwealth of Virginia. Mr. Porter has been involved in numerous bridge projects for VDOT including the I-64/I-295 Interchange. His Design-Build experience includes a $1.2B mega-interchange and roadway improvement PPTA project for the Florida DOT.

3.3.1.6 Environmental Compliance Manager (ECM) - Mr. Steven Pond (Schnabel) will serve as the project Environmental Compliance Manager. Mr. Pond has previously worked on numerous design-build projects and brings 19 years of experience in environmental management, compliance and coordination to our team. He has also performed environmental investigations, assessments and remediation.

3.3.2 Organizational Chart: The organizational chart illustrates the “chain of command” and functional structure of our team. It shows a clear separation between Quality Assurance (QA) and construction. The organizational chart also shows a fully independent integration of Quality Control (QC) and QA operations. The following symbol identifies Key Personnel.
Functional Relationships: As DBPM, David Nardon is ultimately responsible for the successful completion of this project. He will be the primary point of contact for VDOT from the submission of the SOQ through project completion, and will work directly with the VDOT Project Manager. Mr. Nardon will have the authority to act for the AI Team on all matters related to the Project. Described below, are the Functional relationships shown graphically in the organizational chart.
**Primary Design-Build Management Team:** Our management team includes the six designated Key Personnel with four additional positions. These are Director of Safety, **Christopher Shertzer**; SWaM/DBE Coordinator, **Matthew McDermott**; Public Relations Manager, **James Wright**; and ROW Acquisition services, **Roger Clatterbuck**. This team of professionals provides our DBPM with additional depth of expertise needed to deliver a safe and compliant project. Maintaining open and direct lines of communication with the public and all team members is critical to the success of the project.

**Christopher Shertzer** (AI-VA), Director of Safety, will be responsible for monitoring the safety on the Project. He will help to ensure construction activities meet or exceed AI corporate safety standards, and comply with site-specific safety policies. Mr. Shertzer brings a comprehensive safety and construction background to the I-64 Exit 91 Improvements Design-Build Project and provides safety management for all projects in Virginia. He has managed the safety program on several large highway projects. He recently managed the safety team for the Richmond Airport Connector Road Design/Build project, completed without incident or injury. Safety Coordinator Nathan Slavin (AI-VA) will support Mr. Shertzer. Mr. Slavin will be on site full time and is responsible for implementation and administration of AI-VA’s safety practices and policies. His 11 years of experience have proven an extremely valuable asset to the AI Team.

**Matthew McDermott** (AI-VA), SWaM/DBE Coordinator, will be responsible for the solicitation of SWaM/DBE firms during the RFP phase of the submittal, and for the management of SWaM/DBE firms during procurement after award. He will ensure we meet the Disadvantaged Business Enterprise goal for this project and act as a mentor to firms who are new to the process. Mr. McDermott will use public media advertisements and the VDOT prequalified SWaM/DBE list to achieve the project goal.

**James Wright** (Pulsar), Public Relations Manager, will work hand-in-hand with Mr. Humphreys to keep the public “in the loop” regarding construction operations. Collaborating with stakeholders, Mr. Wright will develop a comprehensive public outreach strategy. As our liaison, he will conduct meetings with stakeholders, agencies, property owners, and the Design-Build Team. He will provide VDOT with
3.3 Offeror’s Team Structure

Mr. Wright has 34 years of experience in public relations, advertising and outreach, and has significant experience working with VDOT. His innovative ideas and experience in the region make Mr. Wright a strong addition to the AI Team.

Roger Clatterbuck (RDA), Right-Of-Way (ROW) Manager, will be responsible for administering the negotiations and the closing processes for land acquisitions. Mr. Clatterbuck has over 36 years of experience in real estate appraisal services and will oversee all work related to these transactions. Local appraisers and appraisal reviewers will support him. RDA’s right of way group is VDOT certified and staffed with negotiators and professionals who average over 35 years of experience. Mr. Clatterbuck and his team have completed successful ROW acquisition projects for both state and local municipalities.

Quality Assurance Team: Quality Assurance Management for construction will be performed by NXL and led by QAM, Joseph Hamed, PE. He will be responsible for independent QA oversight of all construction activities. He will report directly to David Nardon, DBPM, and indirectly to VDOT. Mr. Hamed will have the authority to stop any work not meeting contract requirements. In accordance with VDOT’s Minimum Quality Control and Quality Assurance Requirements for Design-Build and PPTA Projects, he will maintain independent oversight of the project. Supporting Mr. Hamed will be several QA inspectors and Schnabel for QA Materials Testing. As required by VDOT’s guidelines, our team’s Quality Assurance (QA) program will be completely independent from our Quality Control (QC) program.

Our Environmental Compliance Manager, Steven Pond, will be a part of the Quality Assurance team and report directly to the DBPM, Mr. Nardon. He will work closely with the QAM to ensure construction activities comply with environmental commitments and permit requirements. Among these are the Categorical Exclusion, Water Quality permits and Section 4(f) properties.

Design Team: Darell Fischer will manage all design disciplines associated with this project and will report directly to Mr. Nardon. His primary functions will be to ensure design plans are coordinated with utilities, right-of-way, TMP, and environmental permitting. He will also coordinate geotechnical engineering to establish the design parameters. The following team members, each of whom will provide design services in their area of expertise, support Mr. Fischer:

Mo Kim, PE (RDA) is responsible for Design QA/QC. He will conduct independent design reviews and report directly to Mr. Fischer. Mr. Kim has over 17 years of experience in all capacities related to design, including Design Manager on the Route 15 PPTA/Design-Build project.

Nathan Porter, PE (AECOM), our Lead Structural Engineer, will develop all structural designs (e.g. bridge replacement, retaining walls, etc.). He will work closely with the roadway...
design group so that all structural features coordinate with roadway plans. This will ensure both design plans (roadway and structural) are complimentary and will correlate with each other.

Brandon Shock, PE (RDA) will be responsible for horizontal and vertical geometrics, signing and marking, plan detailing, and overall development of the roadway plan. Mr. Shock has over 12 years of experience providing design services to VDOT and local jurisdictions. He recently fulfilled this same role on three (3) Design-Build projects: Middle Ground Boulevard Extension Project (VDOT), Route 36 Improvements Project (VDOT) and the Crosspointe Centre Roadway Improvements Project (Prince George County). Having recent Design-Build experience, he has a complete understanding of project requirements and applicable standards and specifications.

Nikhil Deshpande, PE (RDA) will design all proposed storm drainage and storm water management. Mr. Deshpande has 9 years of experience in roadway drainage design in Virginia, most recently as Senior Drainage Design Engineer for the I-81 Exit 310 Interchange Improvements project.

Chris Mills (AECOM) will analyze all Intelligent Transportation Systems (ITS) elements potentially affected by the project and incorporate designs accordingly. He has 16 years of experience in the industry.

Adam Welschenbach, PE (RDA) will be responsible for leading traffic analyses and engineering designs. Mr. Welschenbach has over 11 years of experience in traffic analysis, signal design and TMP design.

Mark Gunn, PE (RDA) will be responsible for utility coordination and design. He will preside over Utility Field Inspection meetings; obtain, review and approve Plans and Estimates, and assist in acquiring land rights for relocations. Mr. Gunn has over 14 years of experience.

Janet O’Neill, PWS, CWD (RDA) will lead environmental efforts to obtain required permits and ensure compliance with permit conditions. Ms. O’Neill presently oversees RDA’s environmental staff and has over 35 years of experience identifying environmental resources and permitting throughout the Commonwealth. Her strong working relationship with VDOT and other state and federal review agencies results in faster response times on agency approvals.

Sidney Thomas, LS (RDA) will lead survey efforts to ensure that all elements are updated and coordinately correct. Mr. Thomas has over 28 years of experience in providing topographic, route surveys.

Clyde Simmons, PE (F&R) will be responsible for geotechnical investigations for this project. With more than 14 years of experience providing geotechnical services, he has been involved in numerous VDOT projects throughout the region.

Construction Team:
Construction Manager, Jeff Humphreys, will lead the Construction Team. His current assignment is Project Manager for design management and pre-construction services on the $32.5M VDOT Middle Ground Boulevard Design-Build project in Newport News, VA. He will have overall responsibility of day-to-day operations for I-64 Exit 91 Interchange Improvements Design-Build project and will be located on-site full time. Mr. Humphreys will report directly to Mr. Nardon, the DBPM.

The following team members will support Mr. Humphreys:
John Pappas, PE (F&R), our Quality Control Manager, will oversee quality control inspection and testing for construction and prepare necessary reports. He will ensure construction conforms to the quality expectations of VDOT. Mr. Pappas has over 30 years of experience in construction materials testing and inspection services. This experience includes testing (laboratory and field), inspection of soils and foundations, reinforced concrete structures, stone base and asphalt pavement.

Mac McKenna (AI-VA), Project Superintendent will be responsible for all field operations. Field Superintendents, Foremen and subcontractors will report to Mr. McKenna. He has 30 years of experience in complex highway and bridge projects.

Chris Goddin (AI-VA) currently is our Senior Project Engineer for the $39M VDOT Hampton Boulevard Grade Separation Project in Norfolk, VA. He is responsible for all project engineering, scheduling and project controls.

We have identified the additional roles we consider necessary to deliver this project successfully:
- Utility Coordinator
- MOT Coordinator
- Schedule Manager
Experience of Offeror's Team

3.4
American Infrastructure-VA (AI-VA) has experience with projects similar to the I-64 Interchange 91 Improvements Design-Build Project both in scope and delivery method. Appendix 3.4.1 (Lead Contractor – Work History Forms) contains three relevant projects demonstrating our qualifications to fill the role of Lead Contractor. These projects include:

- Richmond Airport Connector – Design-Build
- Maryland Route 43 – Design-Bid-Build
- SR 202 Sec. 403, 404, 405 – Design-Bid-Build

AI-VA and our affiliated companies have delivered many complex and challenging highway projects. These have ranged in size from small to large projects exceeding $200M in contract value. Under Design-Build deliveries, we have constructed highway projects in Virginia, Pennsylvania and Maryland. To date, AI has been awarded over $240M of Design-Build projects.

In Virginia, our active Design-Build highway projects include the Middle Ground Boulevard Extension Project in Newport News ($32.5M) and the Route 29 Bridge over Tye River in Amherst/Nelson Counties ($6.7M), which will finish 11 months ahead of schedule. We recently completed the Richmond Airport Connector Road in Richmond ($39M) finishing 3 months ahead of schedule. This project was awarded the Design Build Institute of America, Mid-Atlantic Region Merit Award for Transportation. Progress reports received from owners on these projects have been very positive and recognize the success of AI’s planning and scheduling processes.

We seek projects where we can best apply our strengths of innovation and project execution. Typically, these are projects with challenges such as aggressive schedules, technical complexities, environmental sensitivities, or having elements requiring intense and detailed planning. Consequently, we are experienced in dealing with many challenges, including those contained within this project such as demanding MOT requirements, uncertain geotechnical conditions and sensitive Right-of-Way (ROW) acquisitions. With regard to MOT, we recently completed a $171M, 5.3 mile widening of the PA Turnpike that required accommodating more than 60,000 vehicles daily.

As a lead designer, RDA has extensive experience on Design-Build/Public Private Partnership Projects (PPTA) projects. Appendix 3.4.1 (Lead Designer – Work History Form) contains three relevant projects demonstrating their qualifications to fill the role of Lead Designer. These projects include:

- Route 36 Improvements – Design-Build
- Route 15 - PPTA
- Sudley Manor Drive – PPTA

Additionally, RDA completed the Crosspointe Centre Roadway Improvements Design-Build project in Prince George County which required skills and expertise similar to what is necessary for this project. RDA is in the final design stages of the Route 645 (Stringfellow Road) widening and the I-81/Exit 310 VDOT projects both of which demonstrate their qualifications and abilities with regard to this project.

AI-VA and RDA have an established relationship. We are working together on the Middle Ground Boulevard Extension Design-Build project in Newport News, VA for VDOT and are short-listed on the I-581/Elm Avenue Interchange Improvements Design-Build project in Roanoke and Rt. 29 Charlottesville Bypass Design-Build project in Albemarle County. More recently, and again as a team, we submitted qualifications for the I-581/Valley View Interchange Phase II Design-Build project.

We share similar philosophies regarding quality, performance and our approach to completing work ahead of schedule. We also share similar values and business ethics. We have developed integrated processes with open and effective lines of communication.

The synergy of our relationship is an asset that will benefit this project and VDOT.
AI-VA and RDA each, have long-standing relationships with the subconsultants and subcontractors for this project, and understand the value they bring to the team. Because AI-VA intends to self-perform the majority of construction to control schedule and cost, major subcontractors are not anticipated. However, we will be working with select and local subcontractors for specific project needs and to meet SWaM/DBE goals.

Working Relationships with Subconsultants: AI-VA and F&R have successfully worked together on past design-build projects and have a strong understanding of each other’s approach to providing solutions. Our firms enjoy a similar culture and work ethic. F&R provided Quality Control and Testing for the recently completed $39M Design-Build Richmond Airport Connector Road in Richmond. Currently F&R is providing the AI Team with Quality Control services on the $6.7M Design-Build reconstruction of Route 29 Bridge over the Tye River, and the $32.5M Middle Ground Boulevard Extension Design-Build project in Newport News VA.

Additionally, AI-VA, F&R, and Pulsar teamed and were shortlisted for other Design-Build pursuits, one being the Route 61 Narrows Bridge over the New River in Giles County Virginia, and the other, the Route 60 Bridge Replacement Project in Clifton Forge Virginia. As previously mentioned AI-VA, RDA, F&R, and Pulsar are teamed on the Middle Ground Boulevard Design-Build Project in Newport News and are short-listed to propose on the I-581/Elm Avenue Interchange Improvement Design-Build project in Roanoke. AI-V, RDA and Schnabel are teamed on the Rt. 29 Charlottesville Bypass Design-Build project. Additionally, AI-VA and AECOM recently teamed on a $70M Cherry Hill Design-Build Rail project pursuit for Virginia Railway Express commuter rail service.

RDA, the Lead Designer for the Project, has teamed with many of the identified subconsultants including NXL, Schnabel and F&R. Currently, RDA, NXL, Schnabel and F&R are teamed on the Route 36 Improvements Design-Build project in Prince George County and City of Hopewell, in identical roles to those planned for this project.

Strength of our Teaming Partners: AECOM has a substantial design-build practice and has performed numerous bridge designs in the Staunton District. Currently they are working on the Staunton District (Lexington Bundle) bridge replacement contract. For this project, AECOM will utilize their Richmond staff. Noteworthy projects of relevance include the I-64/I-295 Interchange improvements project (Henrico County) and the Madison Heights Bypass bridges design (Lynchburg).

The I-64/I-295 Interchange project (below) replaced the eastbound loop ramp to I-295 with a flyover ramp. Included were numerous MSE walls and an overall, complex sequencing of construction.

NXL is an experienced design-build partner. They have been involved in numerous design-build projects, primarily in the QA role. Their design-build experience includes: Pacific Boulevard Widening (Northern Virginia District); Route 36 Improvements (Richmond District); I-81 Corridor Safety and Operational Improvements (Salem District); I-295/Meadowville Road Interchange Project (Richmond District) and Route 60 – Main Street bridge replacement (Staunton District).
The American Infrastructure-VA Team (AI-VA) has evaluated the I-64 Exit 91 Interchange Improvements Design-Build project in great depth and believes there are several challenging aspects. Those aspects garnering more serious consideration in determining the three greatest critical risks include:

- Right-of-Way (ROW) Acquisitions
- Transportation Management Plan (TMP)
- Public Relations / Stakeholder Coordination
- Geotechnical Considerations / Constraints
- Utilities impacts and relocations
- Cultural resources
- HAZMAT
- Storm Water Management (SWM)

Of these eight risk elements, the three that resonate loudest are:

- Transportation Management Plan (TMP)
- Storm Water Management (SWM)
- Right-of-Way (ROW) Acquisitions

Transportation Management Plan (TMP)

TMP is always a challenging aspect of any project. Given its direct impact on motorists, pedestrians and cyclists, it is the one element about which the public is most vocal. When properly designed and implemented, it goes almost unnoticed and without comment. Conversely, when there is congestion attributed to construction or the controls break down, then the voice of public opinion is loud and unwavering.

**Risk:** TMP for this project has two distinct elements: interstate traffic (I-64) and local traffic (Route 285). Interstate traffic concerns are always a function of speed and volume and should be somewhat predictable along this corridor. The traffic along Route 285, however, is a little more contentious. There are a number of traffic generators that could complicate our TMP approach and contingency plans. These include: gas stations, a hotel, churches/cemetery, fast-food restaurants, trucking companies, a UPS distribution facility, VDOT headquarters, an expo facility, and a hospital. The sheer volume of traffic and potential conflict with construction work zones is compounded by the potential for emergency response vehicles traveling this route and extremely heavy truck traffic at certain times of the day.

The risk is how our TMP will hold up to these “traffic generators”. During design, RDA will evaluate/model each phase of construction to determine the reasonableness and feasibility of the construction sequencing. This analysis will be based on standard operating procedures and consequently will include some engineering assumptions in order to complete the analysis. Reality may dictate something altogether different. **THIS IS A RISK.** During construction, the risk with TMP is ensuring controls are placed in accordance with the design and the TMP’s incident management plan is followed should the need arise. This element of risk may not be large but the consequences could be severe given the proximity of the Augusta Health hospital and the use of this route by emergency responders.

**Impact:** These risks, if encountered, could cause schedule and cost impacts. If the TMP modeling does not adequately predict the functionality during each phase of construction when implemented, then a redesign of sequencing may be necessary in order to progress the work.

Similarly, if emergency response vehicles cannot negotiate through the construction work zone expeditiously, lives may be at risk. There is a “cause and effect” concern. If our construction causes an emergency response situation, the effect will be to change how our construction proceeds. This, in turn, may cause delays, possible redesigns and a financial impact to the Design-Builder.

**Mitigation Strategy:** We believe we can implement some common sense ideas to mitigate these risks.

**Team Integration:** Although the very nature of a Design-Build delivery implies the integration of design and construction personnel, we suggest expanding this concept to include a number of
stakeholders along the corridor. By incorporating stakeholders such as the hospital and the trucking companies, we can gain a better understanding of their concerns and their impact on traffic. This will provide us with better information to conduct multiple “scenario” analyses and ensure our traffic modeling more accurately emulates actual conditions.

**One-on-One Meetings:** After the sequencing of traffic and TMP has been laid out, we will meet with primary emergency response providers to discuss how they will navigate through our work zones and make adjustments based on their recommendations and concerns. The better they understand what they may encounter the better we can assist them in mitigating delays and avoiding the loss of critical time.

**Alternative Design:** We will investigate providing a dedicated lane for emergency responders during construction.

**Storm Water Management (SWM)**

Based on the RFQ documents, specifically the VE Recommendations, it appears SWM facilities would not be required for Route 285. Though this may be true, water quality inevitably must be addressed from a quantitative perspective.

**Risk:** Based on VDOT’s assessment of the need for SWM, we are concerned that water quality measures will not be easily implemented without the use of traditional SWM facilities. Should these facilities be required, it will be the responsibility of the Design-Build team to mitigate potential impacts.

**Impact:** Incorporating SWM into the design will impact ROW, possibly wetlands and potentially utilities. Any one of these impacts adds cost (whether it be the Design-Builder’s or VDOT’s) and time to the schedule. If all three are impacted, then costs and schedule could jeopardize the project’s success.

**Mitigation Strategy:** Upon release of the RFP, our team will evaluate the SWM needs in great detail. There is obviously a large increase in impervious area which traditionally indicates a need for SWM facilities. After assessing potential impacts, we will present the information to VDOT to consider and incorporate into the RFP. Without a detailed evaluation, we cannot fully understand the potential storm water management risk. This risk may be reduced through better understanding of more complete information during the detailed technical proposal phase. However, based on the limited information available, we are concerned with this risk. Ultimately, our proposal will address and mitigate this risk.

**Right-of-Way (ROW) Acquisitions**

Most any project involving ROW understandably includes risk. This project is no different. There are a number of property impacts that will require acquisition. Fortunately, there are no relocations.

**Risk:** ROW risk can be summarized in two words, human nature. Most people, as is evidenced by the Public Hearing transcripts, conceptually support projects of this nature. However, when it comes to being personally impacted as a result, most prefer the project be located elsewhere. Inevitably, legal representation will likely arise. If matters escalate, the project schedule and costs can be impacted by ROW proceedings. Additionally, the need for utility easements is unclear at this stage of development and may present additional concerns with property owners.

**Impact:** Unknown utility and drainage easements may impact additional property owners, in turn increasing the cost of the ROW acquisitions and corresponding costs to negotiate. Further, when property owners are not willing participants in the process, they affect schedule due to lengthy negotiations and potential condemnation proceedings.

**Mitigation Strategy:** Our team will investigate the potential for drainage and utility easements once the RFP is issued to determine if previously unaffected parcels are impacted. If additional parcels are affected, alternate designs will be explored. If unavoidable, we will present the information to VDOT to consider and incorporate.
into the RFP. To mitigate the impact of lengthy negotiations and potential condemnations, we propose to institute a fair but aggressive schedule that will initiate condemnation proceedings within a specified timeframe. However, if this time limit is exceeded and condemnation papers are filed, our team will continue to work with property owners and negotiate in good faith to pursue an equitable agreement.

**VDOT/Agency Role in Mitigation Strategies**

Other than VDOT’s typical role on a design-build project, we do not anticipate additional roles/measures from VDOT or other agencies to successfully mitigate these risks. However, we do believe expedited reviews and a collaborative, unified team approach are essential. The AI Team will partner with VDOT and stakeholders to work as a unified “team” with the singular goal to deliver this project in a timely basis, meeting the needs of the community and the goals of VDOT. One of the tools used to accomplish this will be quarterly formal partnering meetings to discuss “rocks in the road” and develop action plans to avoid risks where possible, and mitigate them where they are not possible to avoid.

AI-VA is experienced in partnering and strongly believes in the value this process imparts to the project and all participants. Our experience can be summarized as **Start Right - Stay Right, Manage Change, Manage Conflict**. Unlike contracts which establish legal relationships, partnering establishes working relationships. Participant requirements include commitment, trust, mutual goals, timely response and continuous evaluation of the project. When we understand and share these requirements with our partners, the results are substantial. Successful results of partnering include reduced project costs, mitigated impacts, shortened schedule and ensured compliance with project objectives. Because this process fosters greater levels of collaboration, projects tend to run more efficient and are inherently more productive.

The formal process of partnering is extremely helpful in order to establish a committed goal. However, equally important is the need for an informal process where there is interaction at the ground level in making design decisions. For this reason, we encourage VDOT to participate in Over-the-Shoulder reviews to see project progress and to have input as the design proceeds. We are committed to finding logical, cost-effective solutions and believe that VDOT can be a valuable partner in that process. We also believe that having VDOT input as this advance rather than just at submission times allows us to work more efficiently. In the end, we know that partnering, formal and informal, is a Win-Win scenario.

"*American Infrastructure . . . FHWA, and VDOT worked together almost seamlessly to prepare the plans for final construction approval and solve any and all issues that arose during the design of the project. This effort exemplified the goal that VDOT sets for partnering on each of our design-build projects*”

- Ian Milliken, P.E. – VDOT Design Project Manager; Richmond Airport Connector

“In providing this forum [formal partnering], the day to day operations have run smoother as just a simple phone call can precipitate action needed by other entities to help resolve issues that arise frequently on these types of projects, and this seems to be providing for more timely action.”

- Michael Johnson – VDOT Construction Manager; Hampton Boulevard Grade Separation
ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00075877DB47
PROJECT NO.: 0064-007-111, P101, R-201, C-501, B-627

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 11/03/2011 (Date)

2. Cover letter of (Date)

3. Cover letter of (Date)

J. David Nardon, DBPM
ATTACHMENT NO. 3.2.5(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

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

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

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

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

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

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

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

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

Signature: [Signature]
Date: 1/1/17
Vice President/General Manager
Title:

American Infrastructure-VA, Inc.
Name of Firm
ATTACHMENT NO. 3.2.5(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

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

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

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

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

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

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

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

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

Signature ___________________________ Date 1/6/2012

President ___________________________ Title ___________________________

Allan A. Myers, L.P.
Name of Firm
ATTACHMENT NO. 3.2.5(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

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

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

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

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

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

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

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

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

Signature: ___________________________ Date: 01/06/2012

President

Title

American Infrastructure-MD, Inc.

Name of Firm
ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] 12-21-11  General Manager/Principal

Date Title

Rinker Design Associates, PC

Name of Firm
ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

Signature: ______________________________ Date: 12/19/2011

Title: ______________________________

NXL Construction Co., Inc.

Name of Firm
ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] December 19, 2011 [Senior Vice President]
[Date] [Title]

AECOM Technical Services, Inc.

Name of Firm
ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] [Date] [Title]

Froehling & Robertson, Inc.
Name of Firm
ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] [Date] [Title]

Schnabel Engineering Consultants, Inc.

Name of Firm
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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

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

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

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

[Signature] 12/20/11

[Principal/Regional Director]
[Title]

Pulsar Advertising, Inc.

Name of Firm
CERTIFICATE OF QUALIFICATION

American Infrastructure-VA, Inc.
Vendor Number: G303

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

PREQUALIFIED

Work Classes: Grading, Major Structures, Minor Structures, Asphalt Pavement, Roadway Milling, Surface Treatment

Issue Date: March 22, 2011
This Rating and Classification will Expire: January 31, 2012

Suzanne FR Lucas Prequalification Officer

Don E. Silies, State Construction Contract Officer
CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0113780 - 1 STATUS: 00 ACTIVE STATUS DATE: 11/03/08

CORP NAME: American Infrastructure-VA, Inc.

DATE OF CERTIFICATE: 10/06/1967 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:
CITY: GLEN ALLEN STATE: VA ZIP: 23060 6802
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC: 143
ACCEPTED AR#: 211 16 3675 DATE: 09/20/11 HENRICO COUNTY
CURRENT AR#: 211 16 3675 DATE: 09/20/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 670.00

(Screen Id:/Corp_Data_Inquiry)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2012

NUMBER
2701 009872A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

AMERICAN INFRASTRUCTURE-VA INC
44209 WADE DRIVE
CHANTILLY VA 20152

*CLASSIFICATIONS* H/H

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

COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS - CLASS A CONTRACTOR LICENSE - CLASSIFICATIONS: H/H

NUMBER: 2701 009872A EXPIRES: 12-31-2012
AMERICAN INFRASTRUCTURE-VA INC
44209 WADE DRIVE

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-6600

Gordon N. Dixon, Director
CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0227062 - 7 STATUS: 00 ACTIVE STATUS DATE: 04/22/91

CORP NAME: Rinker Design Associates, P.C.

DATE OF CERTIFICATE: 02/24/1982 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO:
R/A NAME: JOHN S WISIAKAS
ODIN FELDMAN & PITTELMAN
STREET: 9302 LEE HWY STE 1100 AR RTN MAIL:
CITY: FAIRFAX STATE: VA ZIP: 22031 6054
R/A STATUS: 4 ATTORNEY EFF. DATE: 08/28/03 LOC: 129
ACCEPTED AR#: 211 01 5824 DATE: 12/22/10 FAIRFAX COUNTY
CURRENT AR#: 211 01 5824 DATE: 12/22/10 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 190.00 190.00 20,000
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

PROFESSIONAL CORPORATION BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG

RINKER DESIGN ASSOCIATES PC
301 CONCOURSE BLVD, STE 120
GLEN ALLEN, VA 23059

EXPIRES ON
02-29-2012

NUMBER
0410000220

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, Director
RINKER DESIGN ASSOCIATES PC
9300 WEST COURTHOUSE RD
STE 300
MANASAS, VA 22110

PROFESSIONAL CORPORATION REGISTRATION

PROFESSIONS: ENG, LS

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

NUMBER: 040500502

EXPIRES: 12-31-2011

ATTACH TO IDENTIFICATION CARD
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

.expires on
02-28-2013

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

RINKER DESIGN ASSOCIATES PC
9300 W COURTHOUSE RD STE 300
MANASSAS VA 20110

Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.
CISM0180 CORPORATE DATA INQUIRY

CORP ID: 0349742 - 7 STATUS: 00 ACTIVE

CORP NAME: NXL CONSTRUCTION CO., INC.

DATE OF CERTIFICATE: 11/17/1989 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO:
R/A NAME: NICOMEDES L DE LEON

STREET: 9606 GEORGE'S BLUFF RD

CITY: RICHMOND STATE: VA ZIP: 23229

R/A STATUS: 2 OFFICER EFF. DATE: 10/08/98 LOC: 143
ACCEPTED AR#: 211 16 4444 DATE: 09/20/11 HENRICO COUNTY
CURRENT AR#: 211 16 4444 DATE: 09/20/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00

(Screen Id: Corp_Data_Inquiry)
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY BRANCH OFFICE REGISTRATION

PROFESSIONS: ENG, LS

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

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2013

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

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 R. Dano, Director
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

NUMBER
0402039327

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

JOSEPH ROY HAMED
110 WENN DRIVE
CHRISTIANSBURG, VA 24073

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
CISM0180
CORPORATE DATA INQUIRY

CORP ID: F107850 - 2 STATUS: 00 ACTIVE STATUS DATE: 09/14/09

CORP NAME: AECOM Technical Services, Inc.

DATE OF CERTIFICATE: 07/02/1991 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: CA CALIFORNIA STOCK INDICATOR: 5 STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO:
MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:
CITY: GLEN ALLEN STATE: VA ZIP: 23060 6802
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
ACCEPTED AR#: 211 51 4794 DATE: 07/07/11 HENRICO COUNTY
CURRENT AR#: 211 51 4794 DATE: 07/07/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00

(Screen Id:/Corp_Data_Inquiry)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 357-8500

NUMBER
0407003153

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

PROFESSIONS: ENG

AECOM TECHNICAL SERVICES INC
4840 COX ROAD
GLEN ALLEN, VA 23060

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

Gordon D. Dixon, Director

COMMENWEALTH OF VIRGINIA
BOARD FOR APES/CIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003153 EXPIRES: 12-31-2013
PROFESSIONS: ENG
AECOM TECHNICAL SERVICES INC
4840 COX ROAD
GLEN ALLEN, VA 23060
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: LS, ENG

AECOM TECHNICAL SERVICES INC
1315 FRANKLIN ROAD, SW
ROANOKE, VA 24016

Gordon N. Dixon, Director

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

COMMONWEALTH OF VIRGINIA
BOARD FOR APELSIDIA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000681  EXPIRES: 02-29-2012
PROFESSIONS: LS, ENG
AECOM TECHNICAL SERVICES INC
1315 FRANKLIN ROAD, SW
ROANOKE, VA 24016

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

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

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

NATHAN MATTHEW PORTER
14143 RIVERDOWNS N TERRACE
MIDLOTHIAN, VA 23113

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)
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</table>

(Screen Id:/Corp_Data_Inquiry)
APEL SC/CLA Business License

APEL SC/CLA Business License

BUSINESS NAME: FROLING & ROBERTSON INC
TRADING NAME:
ADDRESS: 3015 DUNWARTON ROAD
RICHMOND, VA 23221-0000
BUSINESS TYPE: BUSINESS ENTITY
REGISTRATION NO: 04170000006
INITIAL CERTIFICATION DATE: AUGUST 05, 1992
EXPIRATION DATE: DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

*Open Complaints* reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 56.1-1901]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

*Closed Complaints* reflect complaints closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

PROFESSIONS: ENG

FROEHLING & ROBERTSON, INC
6181 ROCKFISH GAP TURNPIKE
CROZET, VA 22932

02-29-2012
0411000052
CORPORATE DATA INQUIRY

CORP ID: 0712674 - 1  STATUS: 00 ACTIVE  STATUS DATE: 08/12/09
CORP NAME: Schnabel Engineering Consultants, Inc.

DATE OF CERTIFICATE: 08/12/2009  PERIOD OF DURATION:  INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA  STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y  MONITOR INDICATOR:
CHARTER FEE: 50.00  MON NO:
MON STATUS:  MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301  AR RTN MAIL:

CITY: GLEN ALLEN  STATE: VA  ZIP: 23060 6802
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 06/16/11 LOC: 143
ACCEPTED AR#: 211 12 3663 DATE: 06/29/11 HENRICO COUNTY
CURRENT AR#: 211 12 3663 DATE: 06/29/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 130.00

(Screen Id: Corp_Data_Inquiry)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

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

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.
CISM0180 CORPORATE DATA INQUIRY

CORP ID: F160855   STATUS: 00 ACTIVE   STATUS DATE: 11/22/04
CORP NAME: PULSAR ADVERTISING, INC.

DATE OF CERTIFICATE: 11/22/2004 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:
CITY: GLEN ALLEN STATE: VA ZIP: 23060 6959
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 11/22/04 LOC: 143
ACCEPTED AR#: 211 19 6959 DATE: 11/29/11 HENRICO COUNTY
CURRENT AR#: 211 19 6959 DATE: 11/29/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00

(Screen Id:/Corp_Data_Inquiry)
**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Name &amp; Title: J. David Nardon, Project Executive</td>
</tr>
<tr>
<td>Project Assignment: Design Build Project Manager</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated: American Infrastructure-VA, Inc.</td>
</tr>
<tr>
<td>d. Years experience: With this Firm 3 Years With Other Firms 35 Years</td>
</tr>
</tbody>
</table>

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.):

**American Infrastructure-VA, Inc., Project Executive; Jan. 2009- Present:** Mr. Nardon is a Senior Manager with American Infrastructure responsible for Alternative Delivery Projects. His responsibilities include preconstruction services and estimating, value engineering and innovative project delivery solutions, procurement management, resource management, DBE participation and coordination, construction operations management, and business development. Mr. Nardon brings a wealth of knowledge from his previous experiences to this position. He has successfully overseen the delivery of construction aspects of the projects providing cost effective and creative concepts for design-build proposals for AI in Virginia. These Virginia Design-Build projects include, the Middle Ground Boulevard Extension project ($32.5M) in Newport News, the recently completed Richmond Airport Connector Road ($39.0M) in Richmond, the Route 29 Bridge Over the Tye River project ($6.7M) located in Amherst, Virginia and the Design-Bid-Build VDOT Hampton Boulevard Grade Separation project ($39.0M) in Norfolk.

**The Walsh Group, Program-Operations Manager for Heavy Civil Division; Jan. 2006 – Dec. 2008:** Mr. Nardon managed large complex construction operations for The Walsh Group, a 3rd generation, family owned contractor providing GC, CM, and Design-Build services nation-wide. Mr. Nardon was directly responsible for all aspects of construction operations including the establishment of management systems, supervision of projects in process and project management staff, preconstruction services and estimating, value engineering, scheduling, and quality control programs. Mr. Nardon was Program Manager representing the Walsh Group on a Granite-led Joint Venture, for the 2-mile, $267M, Bay St. Louis Bridge. This was a 22 month, fast-track, design-build reconstruction of a Katrina-devastated bridge on the coast of MS. Mr. Nardon also led two major design-build initiatives as Program Director, the $340M fast-track reconstruction of the Biloxi Bay Bridge in MS and the $150M Indian River Bridge Replacement in DE. Mr. Nardon’s Program was responsible for several large bridge and rail projects ranging from $120M to $267M in contract value.

**Edward Kraemer & Sons, Inc., Vice President of Mid-Atlantic Operations; Mar. 2003 – Dec. 2005:** Mr. Nardon started as a regional manager for The Southern New England and New York Region and was responsible for projects in the heavy civil and structural, marine operations, and industrial sectors. In 2000, Mr. Nardon was promoted to VP/GM of the Southern New England and New York Region. Cianbro Corporation, established in 1949, is a multi-disciplined heavy civil/marine contractor based in Maine that self performs 90+% of their own work. In the position of VP/GM, Mr. Nardon was responsible for long-term strategic planning and development for the Region, P&L responsibility, and the direct management and facilitation of regional operations within a six-state area. This included overseeing safety management, operation management, and resource organization for personnel and equipment.

**Cianbro Corporation, Vice President/General Manager; Oct. 1997 – Mar. 2003:** Mr. Nardon started as a regional manager for The Southern New England and New York Region and was responsible for projects in the heavy civil and structural, marine operations, and industrial sectors. In 2000, Mr. Nardon was promoted to VP/GM of the Southern New England and New York Region. Cianbro Corporation, established in 1949, is a multi-disciplined heavy civil/marine contractor based in Maine that self performs 90+% of their own work. In the position of VP/GM, Mr. Nardon was responsible for long-term strategic planning and development for the Region, P&L responsibility, and the direct management and facilitation of regional operations within a six-state area. This included overseeing safety management, operation management, and resource organization for personnel and equipment.

**Kiewit Construction Group, Area Manager – Project Sponsor; Jan. 1997 – Oct. 1997:** As a Management Sponsor with Kiewit Construction Group beginning in 1993, Mr. Nardon established an Area Office in Richmond Virginia. His responsibilities included overseeing and developing safety initiatives, training and development, project procurement, estimate organization and management, full operation management, client negotiation, project closeout and development of the business plan. Mr. Nardon managed numerous heavy-highway, civil, bridge structure, marine and piling, tunnels, and deep sewer projects in Virginia, Pennsylvania, and Maryland.
Notable Experience:

<table>
<thead>
<tr>
<th>Design-Build Projects</th>
<th>Multi-phased Construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complex Bridge Structures</td>
<td>Major Earthwork, Drill and Shoot Rock Excavation, Pre-Split</td>
</tr>
<tr>
<td>Large Complex Fast-Track Projects</td>
<td>Complex Heavy Traffic Interstate Widening</td>
</tr>
<tr>
<td>Concrete Paving</td>
<td>Power Plant Construction</td>
</tr>
</tbody>
</table>

VDOT Steering Committee with Jimmy Mills (ret) to develop VDOT Quality Initiative Program 1994

Memberships: American Society of Civil Engineers

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

Altoona High School; Altoona, PA

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.
   1. Note your specific responsibilities and authorities for each assignment, not those of the firm.
   2. Note whether experience is with current firm or with other firm.
   3. Provide beginning and end dates for each assignment.

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

895/ Richmond Airport Connector Road, Richmond, VA, a Design-Build Project

1. Mr. Nardon was the Design-Build Project Manager providing overall management and senior oversight for design and construction of the $39M connector road project. This 1.6 mile, four-lane highway project includes 4 bridges, 111,000 SF of MSE walls, grading and drainage, asphalt, and lighting and signage. Additional scope items include 422,737 CY of import, 4 box culvert extensions, 133,507 TN of stone base and paving. He was responsible for design and construction operations, QA & QC, and customer coordination and customer satisfaction.

2. American Infrastructure; Senior Project Executive 3. 2009 – 2011

Middle Ground Boulevard Extension Design-Build

1. Mr. Nardon is responsible for the overall contract administration, construction quality management and design of this $32.5M design-build project that involves widening two highly congested primary roadways (Route 60 Warwick Blvd and Route 143 Jefferson Avenue) in the City of Newport News. Project scope includes, but is not limited to, the design and construction of: 1.2 miles of mainline four-lane divided highway, constructing a bridge over CSX railway, storm drainage, storm water management basin(s), right-of-way acquisition and relocations, utility relocations, reconstruction of connections along mainline, mainline shared use path, traffic signal installation, sanitary sewer pump station and landscaping.

2. American Infrastructure; Senior Project Executive 3. 2011 - Present

Hampton Boulevard Grade Separation Project

1. Mr. Nardon provides overall management and senior oversight for construction of the $39M road and bridge project. This 7/10th mile improvement will provide six lanes for through traffic and left turn lanes as needed. The project will remove the existing at-grade conflict with the Norfolk Southern/Norfolk Portsmouth Beltline Railroad. The project consists of depressing existing Hampton Boulevard 35 feet below existing grade; constructing a new 350m long underpass & retaining walls; two new at-grade bridges, a double-span steel bridge providing the railroad crossing, and a single span concrete bridge providing vehicle access into Norfolk International Terminal and Naval Air Station Gate 6. A six-lane detour roadway will provide access into both facilities during construction, while maintaining vehicle capacity. All existing utilities within the proposed roadway will be relocated. Mr. Nardon is responsible for construction operations, QA/QC, and customer coordination and customer satisfaction.

2. American Infrastructure; Senior Project Executive 3. 2009 – Present

Woodrow Wilson Bridge, Bascule Span, Maryland and Virginia

1. Mr. Nardon was the Project Sponsor for the $195M expansion of the Woodrow Wilson Bridge. He provided executive overview of self-performed construction operations for the 4-leaf bascule, CIP-Post-tensioned “V” pier substructure, placement of 40,000 cy of concrete to build the largest bascule in North America. Mr. Nardon managed the project team and construction crews, ensured safety on job site, provided mentorship on items such as project controls and schedule management.

2. Edward Kraemer & Sons, Vice President of Mid-Atlantic Operations 3. 2003 – 2005

Woodrow Wilson Bridge, Maryland Approach Spans, Maryland

1. Mr. Nardon was the Project Sponsor for the $215M expansion of the Woodrow Wilson Bridge Approach Spans. He also was a member of the Joint Venture Executive Committee for the project. Spanning the Potomac River, the 3000’ Wilson Maryland Approach, Mr. Nardon oversaw self-performed construction operations on this fast-tracked project consisting of ten, highly complex pre-cast, post-tensioned concrete “V” shaped piers of which 616 segments (50,000 cy’s) was cast on site. The superstructure consisted of 40 million lbs of structural steel, and 30,000 CY of concrete; and piling ranged from 54” steel up to 160” long, to 36” up to 165” long.

2. Edward Kraemer & Sons, Vice President of Mid-Atlantic Operations 3. 2003 – 2005
Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
   
   Joseph R. Hamed, PE, LS, PMP; Project Manager/Quality Assurance Manager

b. Project Assignment:
   
   Quality Assurance Manager

c. Name of Firm with which you are now associated:
   
   NXL Construction Company, Inc. (d/b/a: NXL Construction Services, Inc.)

d. Years experience: With this Firm 1 Years With Other Firms 21 Years
   
   Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

   **NXL Construction Services, Inc., Richmond, Virginia, Project Manager/Quality Assurance Manager; May 2011- Present:**
   Independent Quality Control Manager for joint Design-Build projects ensuring contract requirements and specifications are appropriately administered and applied. Ensures required quality control testing and independent quality assurance is carried out. Reviews and approves contractor invoices, verifies all applicable VDOT standards, specifications, and documents addressing construction, QC, QA, and IA are met. Ensures that the QA staff is adequately trained and equipped for their scope of work. Documents non-conforming work and follows up with the Owner and Contractor to ensure that corrective action is proposed by the contractor, approved by the owner and completed with quality.

   **Virginia Department of Transportation; Area Construction Engineer/Project Manager (Salem District, VA) Program Delivery Manager (Southwest Region, VA); Aug. 2004 - May 2011:**
   In his earliest role as Project Manager, Mr. Hamed provided constructability, E&S and safety reviews in various phases including design and construction, project management and engineering analysis on a variety of projects. He later managed the delivery of the Salem District’s Northern and Southern Construction programs. Key aspects of Mr. Hamed’s responsibilities as Area Construction Engineer included: identifying and communicating with stakeholders and encouraging team member to communicate, identifying the need for extra work, reviewing and negotiating work order prices, and providing Responsible Charge oversight to ensure that each project is constructed in conformance with the plans, specifications and standards. Mr. Hamed also provided input to the Preliminary Engineering process and was responsible for project budgets during Construction Phase. During his tenure in this position, Mr. Hamed managed projects that included bridge construction, bridge superstructure/substructure restorations, drainage, grading, signal, and utilities. As Program Delivery Manager (from Oct. 2006 through Jan. 2011), Mr. Hamed provided oversight of all SW Regional Operations project delivery in all project phases, including planning, programming, project development and construction. He also provided oversight of the PE process to ensure that projects were developed in accordance with VDOT processes.

   **HNTB Corporation, Patrick County, Virginia, Project Manager/ Project Engineer; Mar. 2004 – July 2004:**
   Mr. Hamed’s duties included: documenting progress and providing reports to various design-build stakeholders. He performed E&S inspections, recommended E&S preventive measures, documented that the work met the proper specifications and standards and ensured discrepancy resolution. He provided engineering support and analysis to include interpretation and clarification of plans and specifications, documentation and coordination with design engineer.

   **Louis Berger Group, Inc., Christiansburg, Virginia Project Manager/Project Engineer; Apr. 1999 – Jan. 2004:**
   Mr. Hamed’s primary duty was to lead a team of consultant inspectors during the construction a $40 million bypass highway that included approximately 12 miles of new alignment and seven new bridges. He and his team documented that projects were constructed in accordance with the plans, specifications and the contract. He monitored the contractor’s work with respect to schedule, cost and quality. Mr. Hamed was responsible for recommending solutions to problems, corrections for deficiencies encountered, acceptance or rejection of work, changes and extras. Other project responsibilities included directing the daily activities of 10 project inspectors, all project administration, maintaining daily log and reports, reviewing and assessing alternate work methods, preparation of Contractor’s monthly pay estimate, and monitoring workmanship, quality and safety. He also provided claims review, Notice of Intent analysis, cost analysis of work orders, and review of safety plans.
Mr. Hamed joined Vecellio and Grogan in April 1994. He supported field and office operations in a variety of assignments including: performed takeoffs, negotiated waste/borrow agreements, exploratory excavation and drilling, and other duties associated with estimating support. In the field, he developed and managed an MS Access database to record, track and report on production data. Other duties included monthly estimates, ordering materials/parts, support day-to-day blasting and hauling operations, monitoring controls, interfacing with project inspectors, submitting shop drawings and preparation/updating CPM schedules.

**education**

**University of Idaho/BS/1999/ Civil Engineering**

**active registration**

2004/VA Professional Engineer/039327
WV Professional Engineer/012756 and WV Professional Land Surveyor/1574

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

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

2. **NXL Construction Services, Inc., Quality Assurance Mgr.**
3. May 2011 – Present

**Route 60/Main Street Bridge Replacement, Clifton Forge, Virginia**

1. A unique bridge replacement project in that the bridge superstructure abuts commercial buildings on both sides requiring careful consideration of demolition, construction and maintaining public access to buildings. The scope of the project includes complete demolition of existing bridge, reconstruction of the bridge and approaches, a signal light, protection of Smith Creek, and associated traffic management plan. As the Quality Assurance Manager, Mr. Hamed provides QA Inspection and Testing for the Orders Construction team. Services include performance of QA testing and inspection in accordance with VDOT’s August 2008 Design Build Guidelines and the project’s approved Quality Assurance and Quality Control Plan, the preparation, maintenance and submission of associated project documentation including but not limited to diaries, EEO, materials notebook/documentation, as-built sketches, monthly pay documents including verifying and approving monthly pay packages, and preparation and submission of final records. Attends monthly progress meetings, documents non-conforming work, assures and documents that non-conforming work is addressed through approved methods of correction. Coordinates with the QC Manager, Construction Manager, and Project Managers on a variety of issues related to quality, schedule, and payment.

2. **NXL Construction Services, Inc., Quality Assurance Mgr.**
3. May 2011 – Present

**US Route 360 Christiansburg Bypass, Montgomery County, Virginia**

1. A Mr. Hamed coordinated with a host of stakeholders including the VDOT Christiansburg Residency, the Contractor Project Manager, Salem District Bridge Office, Salem District Traffic Engineering, Town of Christiansburg, Montgomery County, and utility owners. He monitored the contractor’s work with respect to schedule, cost and quality. Mr. Hamed was responsible for recommending solutions to problems, corrections for deficiencies encountered, acceptance or rejection of work, changes and extras. Mr. Hamed was also responsible for preparation of monthly project progress reports for the Owner and directing the daily activities of the project inspectors for this $40 million project which provided a 4-lane bypass on new alignment, two new major interchanges connecting to urban streets, and renovation of the urban streets. The scope of the project included grading, drainage, seven new bridges, paving, sound walls, traffic signals, retaining walls, guardrail, utility relocation, railroad coordination, and appurtenances.

2. **The Louis Berger Group, Consultant Project Manager**
**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. Name &amp; Title:</strong></td>
</tr>
<tr>
<td>Darell L. Fischer, P.E., Principal/General Manager (Richmond Office)</td>
</tr>
<tr>
<td><strong>b. Project Assignment:</strong></td>
</tr>
<tr>
<td>Design Manager</td>
</tr>
<tr>
<td><strong>c. Name of Firm with which you are now associated:</strong></td>
</tr>
<tr>
<td>Rinker Design Associates, P.C.</td>
</tr>
<tr>
<td><strong>d. Years experience:</strong></td>
</tr>
<tr>
<td>With this Firm <strong>4</strong> Years With Other Firms <strong>21</strong> Years</td>
</tr>
</tbody>
</table>

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.):

**Rinker Design Associates, P.C., General Manager / Principal; January 2011-Present:** Responsible for allocating, overseeing and managing all designs performed in the Richmond Office (i.e. roadway design, hydrology/hydraulic analysis, traffic analysis and design, and construction plan preparation, R/W acquisition, utility coordination/design, etc.). Duties include QA/QC for services provided by the Richmond Office, oversight of all subconsultant work and coordination with clients to ensure client satisfaction and product quality.

**Rinker Design Associates, P.C., Director of Transportation; February 2007 – December 2010:** Responsible for overseeing and managing all design elements associated with roadway design, hydrology/hydraulic analysis, traffic analysis and design, and construction plan preparation. Duties include Quality Assurance and Quality Control (QA/QC) for services provided out of the Fredericksburg Office, oversight of all subconsultant work and coordination with clients to ensure client satisfaction and product quality.

**Johnson, Mirmiran & Thompson, Inc., Vice President/Branch Manager; September 2000 – February 2007:** Responsible for obtaining the work, executing the work and ensuring the quality of all work produced by the Richmond Office of JMT, oversight of all disciplines of work to include: roadway, drainage, structures, survey, construction inspection and environmental. Additionally, responsible for contractual obligations with clients and subconsultants as well as project management on many key projects. Responsible for the daily office operations to include: hiring, firing, raises, evaluations, dispute resolution, resource allocation, manpower projections and marketing.

**Carter & Burgess, Inc., Senior Project Manager; January 1998 – September 2000:** Responsible for the design and management of projects associated with roadway and H&HA designs. Duties included daily coordination with design staff, coordination with subconsultants and coordination with clients. Duties also included providing design changes during construction due to changed field conditions.

**Johnson, Mirmiran & Thompson, Inc., Senior Associate/Project Manager; 1997 – January 1998**

Since 1994, Mr. Fischer was responsible for overseeing the design of roadway and drainage projects in Virginia. Provided mentoring, professional guidance and problem solving for all of JMT’s Virginia staff. Developed QA/QC procedures for internal work as well as reviewing subconsultant work. Provided recommendations for teaming opportunities. Helped to develop marketing strategies and assisted in the hiring of new employees.

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

Virginia Polytechnic Institute and State University (Blacksburg, VA) / BS / 1986 / Civil Engineering

**f. Active Registration: Year First Registered/ Discipline/VA Registration #:**

1992 / Professional Engineer / #23296
g. Document the extent and depth of your experience and qualifications relevant to the Project.
   1. **Note your specific responsibilities and authorities for each assignment, not those of the firm.**
   2. **Note whether experience is with current firm or with other firm.**
   3. **Provide beginning and end dates for each assignment.**

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

**Middle Ground Boulevard Extension (Design-Build, VDOT), City of Newport News, VA**

1. **Design Manager** responsible for the design, management and design QA/QC for complete construction plans. Duties and responsibilities include the development of roadway design on new alignment, widening of highly congested, urban roadways, utility coordination, utility designs, closed storm drainage design in extremely flat terrain, SWM/BMP, TMP, signal designs and E&S. The plans are developed in work packages so that American Infrastructure-VA can initiate construction prior to final approval.

2. **Rinker Design Associates, P.C.**
3. **June 2011–Present**

**Route 36 Improvements (Design-Build, VDOT), City of Hopewell and Prince George County, VA**

1. **Design Manager** responsible for the design, management and QA/QC for complete construction plans. Duties and responsibilities include the development of roadway widenings and new alignments. Project responsibilities also include the design of open and closed storm drain systems, SWM, TMP, Signals and utility coordination/design. As design manager, it is my responsibility to oversee and provide design guidance on all design elements for Rinker Design and for sub-consultants. Also responsible for coordinating with Abernathy Construction, VDOT and each of the utility companies to ensure that the design requirements of the contract are being followed and the ensure that the design and associated services are expedited to provide Abernathy Construction the largest available time to construct the project – efficiently and under budget.

2. **Rinker Design Associates, P.C.**
3. **November 2010–July 2011**

**Crosspointe Centre Roadway Improvements Design-Build (Rolls Royce), Prince George County, VA**

1. **Project Manager** responsible for the design, management and QA/QC for complete construction plans. Duties include roadway design, traffic engineering, TMP/MOT, H&HA analysis, drainage design and phased erosion and sediment control. Also responsible for QC inspection during construction and coordination of geotechnical subcontractors for design and construction. The project involves 2.2 miles of new roadway construction and 1.5 miles of roadway widening. This Design-Build project began in November of 2008; design is complete (construction engineering continues) and construction is anticipated to be completed by November of 2010. The Virginia Economic Development Partnership (VEDP) through Transportation Partnership Opportunity Funds (TPOF) funds this project.

2. **Rinker Design Associates, P.C.**
3. **November 2008–September 2010**

**James Madison Highway (Route 15) PPTA Design-Build, Prince William County (Haymarket), VA**

1. Quality Control Reviewer responsible for independent reviews of the plans and computations at each milestone for all phases of work. QC reviews included plan quality, plan content and plan constructability. The project involves approximately 5 miles of roadway widening and roads on new locations amounting to $54 million. Although this project is a Prince William County-administered project, responsibilities included close coordination with VDOT to address and integrate their comments and suggestions for plan acceptance.

2. **Rinker Design Associates, P.C.**
3. **February 2007–December 2009**

**Russell Branch Parkway, Loudoun County, VA**

1. **Project Manager** responsible for the design and management of the roadway design features, coordination with the County through the CPAP process, coordination with VDOT through the Land Development Review process, coordination with utility owners and coordination with adjacent developers for access and correlation of adjacent projects. Project features include a detailed H&HA study, multi-cell box culvert, sidewalk, multi-use trail and extensive coordination with an adjacent/impacted church. The roadway is being designed on new location with two lanes in each direction, curb and gutter and offsite Storm Water Management.

2. **Rinker Design Associates, P.C.**
3. **October 2008–2012 (anticipated)**
**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<table>
<thead>
<tr>
<th>Brief Resume of Key Personnel anticipated for the Project.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>a. Name &amp; Title:</strong></td>
</tr>
<tr>
<td>M. Jeff Humphreys, Jr., Senior Project Manager/Senior Estimator</td>
</tr>
</tbody>
</table>

| **b. Project Assignment:** |
| Construction Manager |

| **c. Name of Firm with which you are now associated:** |
| American Infrastructure-VA, Inc. |

| **d. Years experience:** |
| With this Firm | 3 Years |
| With Other Firms | 28 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.):

**American Infrastructure, Senior Estimator/Senior Project Manager; 2009- Present:** Mr. Humphreys is responsible for managing all aspects of project estimating, project planning and scheduling work activities, engineering, submittals, pay estimates, coordination with owner, subcontractors, suppliers and other stakeholders, customer satisfaction, P&L and safety for all phases of construction. His responsibilities include overall management of the construction process, including all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the “approved for construction” plans and specifications. As Senior Project Manager, Mr. Humphreys has managed start up of multiple **design-build** projects in addition to the Middle Ground Boulevard Extension project in Newport News, VA. Additional details for this VDOT design-build project are listed in the relevant projects, section g, which follows.

**Joseph B. Fay Company (Tarentum, PA), Project Manager/General Superintendent; 2005 - 2009:** Duties included initial project procurement and estimating, project management, scheduling, P&L, negotiations, recruitment, owner and public relations. Mr. Humphreys was responsible for overseeing safe and successful project construction, bridge rehabilitation, and bridge demolition projects in the Mid-Atlantic Region.

**Key Constructors, Inc. (Clarksville, VA), Vice President/Structures Division Manager; 2003 - 2005:** Responsible for the safe and successful development, operation and P&L of all corporate bridge projects with an annual volume of $14M. Estimated and managed safe and successful bridge construction projects in Virginia and North Carolina.

**D.W. Lyle Corporation (McKenney, VA), Vice President, Construction; 1998–2003:** Mr. Humphreys managed all field operations, P&L and personnel on various public projects for VDOT and NCDOT, as well as, private projects up to $20M. His duties included estimating, construction and delivery of **design-build** projects.

**Fairfield Bridge Company, Inc. (Fishersville, VA), Project Manager; 1997–1998:** Mr. Humphreys joined the Fairfield Bridge Company in 1980 as a Project Manager responsible for bridge and highway projects throughout Virginia. The projects ranged from $100K to $16M and he was responsible for preparing bridge project estimates, P&L and managing the construction activities on awarded projects.

**Notable Experience & Training:**
- Design Build Projects
- Complex Bridge Structures
- Large Complex Fast-Track Projects
- Multi-phased Construction
- Complex Heavy Traffic Interstate Widening
- Adult CPR & First Aid with National Safety Council
- 10 hour HAZWOPER training

| **e. Education:** |
| Name & Location of Institution(s)/Degree(s)/Year/Specialization: |
| Nelson County High School/1976-1980/General Studies, Building Trades |
| Penn State University/1986/Two CEU’s in Supervisor Training |

| **f. Active Registration:** |
| Discipline/VA Registration #: |
| Erosion and Sediment Control Contractor Certification #4983C |
g. Document the extent and depth of your experience and qualifications relevant to the Project.
   1. Note your specific responsibilities and authorities for each assignment, not those of the firm.
   2. Note whether experience is with current firm or with other firm.
   3. Provide beginning and end dates for each assignment.
   (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar
   function.)

**Middle Ground Boulevard Extension, Newport News, Virginia design-build project**
1. Responsible for overall design management and preconstruction start up of this $32.5M design build project that involves widening of two highly congested primary roadways (Route 60 Warwick Blvd and Route 143 Jefferson Avenue) in the City of Newport News. Project scope includes, but is not limited to, the design and construction of 1.2 miles of mainline four-lane divided highway, constructing a bridge over CSX railway, storm drainage, storm water management basin(s), right-of-way acquisition and relocations, utility relocations, reconstruction of connections along mainline, mainline shared use path, traffic signal installation, sanitary sewer pump station and landscaping.
   Owner Contact: Mr. Thomas Druhot, Virginia DOT (757) 253-5367
2. American Infrastructure; Senior Project Manager 3. 2011 – Present

**Route 29 NBL Tye River Bridge Replacement, Amherst/Nelson Counties, Virginia design-build project**
1. Mr. Humphreys advised the construction team on concrete operations, rigging, demolition operations and various special activities, including environmental permitting and water quality management for this $6.7M five-span bridge replacement design-build project in Amherst and Nelson Counties. In addition, he supervised the demolition activities and bridge deck placement to ensure a safe and successful delivery.
2. American Infrastructure; Sr. Estimator & Bridging Advisor 3. 2009-2011

**Masonville Marine Terminal Storm Drain Relocation, Baltimore, Maryland**
1. As Primary Estimator; Mr. Humphreys managed and directed all construction activities for this $13.6M project which included the construction of 1800 LF of various sizes concrete box culvert and the relocation of 940 LF of 48-inch water main. Project submittals including shop drawings for formwork, rebar, temporary shoring and sheet pile templates. Mr. Humphreys coordinated project startup, including coordination with the owner and contractors on abutting projects. His other duties included management and communication with all subcontractors, hiring trades to perform all construction activities, and scheduling all materials, supplies and equipment to the site. Mr. Humphreys managed all QA and QC activities with the owner and third party inspection consultants and ensured that all safety rules and regulations were closely adhered.

**Route 360 Bridge Replacement over the Dan River and N & S Railroad, South Boston, Virginia**
1. Mr. Humphreys managed and directed all construction activities for this $25M project which included the construction of 2200 LF, twin bridges and demolition of the existing bridge over the Dan River and N & S Railroad. The project also included replacement of a single span bridge with a two span bridge over Route 360, installation of a 7200 SF MSE wall and a 6600 SF concrete face tieback retaining wall and roadway grading and paving. He planned, organized and staffed key field positions; managed all required documents and submittals with the owner all QC, safety issues, project cost and schedule, all materials, supplies, equipment and subcontractors and public relations for the project.
2. Key Constructors, Inc; VP, Structures Division Manager 3. May 2003 – Apr. 2005

**Route 288 Extension, Design-Build, Chesterfield to Goochland Counties, Virginia**
1. Contracted as a dedicated bridge subcontractor on this $200M plus design-build project, Mr. Humphreys managed and assisted in complete project cost estimating and scheduling as well as design team constructability issues and project phasing for structures and associated roadway. He oversaw all project management for the 25 bridges constructed across the Route 288 project, from Route 76 in Chesterfield County to I-64 in Goochland County. Mr. Humphreys directly managed all personnel, materials, supplies, equipment and subcontractors for construction of the 15 bridges constructed by D W Lyle Corporation
**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

### Brief Resume of Key Personnel anticipated for the Project.

<table>
<thead>
<tr>
<th>a. Name &amp; Title:</th>
<th>Nathan M. Porter, P.E., Structural Department Manager (Richmond Office)</th>
</tr>
</thead>
<tbody>
<tr>
<td>b. Project Assignment:</td>
<td>Lead Structural Engineer</td>
</tr>
<tr>
<td>c. Name of Firm with which you are now associated:</td>
<td>AECOM Technical Services, Inc.</td>
</tr>
<tr>
<td>d. Years experience:</td>
<td>With this Firm 10 Years With Other Firms 4 Years</td>
</tr>
<tr>
<td>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.):</td>
<td></td>
</tr>
<tr>
<td><strong>AECOM, Structural Department Manager; 2010-Present:</strong></td>
<td>Mr. Porter is responsible for allocating, overseeing and managing all elements of structural bridge design and construction support work performed in the Richmond office (i.e. foundation and substructure design, superstructure design and load rating, as well as coordination and review of geotechnical, roadway, maintenance of traffic (MOT) and utility work). Duties also include coordination between multiple design offices, Quality Assurance and Quality Control (QA/QC), responding to owner, client and third party reviews of design plans and specifications, as well as comment resolution for Design-Build (DB) projects.</td>
</tr>
<tr>
<td><strong>AECOM, Project Manager/Senior Structural Engineer; 2008-2010:</strong></td>
<td>Mr. Porter was responsible for overseeing and managing all elements of bridge design and construction support work for both conventional Design-Bid-Build (DBB) and accelerated Design-Build (DB) highway bridge projects. Duties included superstructure and substructure design of conventional steel plate girder and prestressed concrete beam bridges, as well as complex bridge design of trapezoidal steel box girder bridges, steel integral straddle bents, post-tensioned integral concrete pier caps, and cable-stay bridge design. Duties also included responding to owner, client and third party reviews of design plans and specifications as well as comment resolution for Design-Build (DB) projects. Responsibilities also included Quality Assurance and Quality Control (QA/QC) for services provided out of the Richmond Office.</td>
</tr>
<tr>
<td><strong>STV/Ralph Whitehead &amp; Associates, Inc., Project Manager/Senior Structural Engineer; 2004-2008:</strong></td>
<td>Mr. Porter was responsible for overseeing and managing the inspection, survey, design, rehabilitation, repair, clearance improvement, rating, permit coordination, as well as construction management and inspection of heavy freight rail bridge projects for several Class I and Short Line railroads (CSXT, NS, CN, UP, FEC, INRD). Duties included oversight of all disciplines of work that includes bridge inspection and design, track design, bridge rehabilitation/emergency repairs, geotechnical, environmental permitting, shop drawing review, construction coordination, and quality assurance.</td>
</tr>
<tr>
<td><strong>AECOM, Structural Design Engineer; 1997-2004:</strong></td>
<td>Mr. Porter was responsible for the design, inspection, and construction engineering support for both conventional Design-Bid-Build (DBB) and accelerated Design-Build (DB) highway bridge projects. Duties included, but are not limited to, design of superstructure and substructure elements for composite steel plate girder and prestressed concrete beam bridges, retaining walls, box culverts, and load rating new and existing bridge structures.</td>
</tr>
<tr>
<td>e. Education:</td>
<td>Auburn University (Auburn, AL) / BS / 1995 / Civil Engineering</td>
</tr>
<tr>
<td></td>
<td>Auburn University (Auburn, AL) / MS / 2000 / Structural Engineering</td>
</tr>
<tr>
<td>f. Active Registration:</td>
<td>Year First Registered/ Discipline/VA Registration #:</td>
</tr>
<tr>
<td></td>
<td>2002 / Professional Engineer / #36861</td>
</tr>
</tbody>
</table>
g. Document the extent and depth of your experience and qualifications relevant to the Project.
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2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each assignment.
(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

FDOT, I-595/I-95/I-75/Florida Turnpike Corridor Improvements Design-Build, Fort Lauderdale, FL
1. Mr. Porter served as Design Manager and Engineer of Record (EOR) for this PPP project, which consists of 10.5 miles of highway widening and reconstruction of I-595 including 70 new/replacement bridges, 220 walls, and 130 sign structures. His responsibilities included management and design of three (3) steel trapezoidal box girder bridges; a.) I-595 to Turnpike South – Ramp R-9, 2090 FT long horizontally curved structure consisting of twin box girders with span lengths ranging from 179 to 304 FT and supported by hammerhead piers, post-tensioned concrete integral caps, and abutments with MSE wall approaches; b.) I-595 to Turnpike North – Ramp R-7, 1690 FT long horizontally curved structure consisting of twin box girders with span lengths ranging from 210 to 301 FT and supported by hammerhead piers, steel straddle bent caps, and abutments with MSE wall approaches; c.) Ramp T-5 over Turnpike, 580 FT long three (3) box horizontally curved structure consisting of spans ranging from 177 to 206 FT and supported by a steel straddle bent cap, stem wall pier, and abutments with MSE wall approaches.
2. AECOM
3. 2010 – Present

VDOT, I-64/I-295 Ramp F, Richmond, VA
1. Mr. Porter served as project design engineer for a 538 meter (1765 FT) long curved steel girder bridge with maximum span lengths of 59 meter (194 FT) over I-64 and I-295, integral steel straddle bents, and 500 meter (1640 FT) Mechanically Stabilized Earth (MSE) walls. His responsibilities included Finite Element Model (FEM) analysis of the entire structure, design of the hammerhead piers and foundations, design of the supporting columns and foundations for the integral pier caps, high-load multi-rotational bearing design, expansion joint design, and construction support.
2. AECOM, Project Design Engineer

VDOT, Franklin Turnpike, Danville, VA
1. Mr. Porter served as project design engineer for this 640 FT long horizontally curved, 113 FT wide, 60 FT tall bridge structure crossing over Fall Creek and Norfolk Southern Railway. The bridge consists of corded continuous prestressed concrete bulb-T spans supported by hammerhead piers and stem wall abutments, which are founded on spread footings or steel piles. His responsibilities included foundation and substructure design.
2. AECOM, Project Design Engineer

VDOT, Madison Heights Bypass, Lynchburg, VA
1. Mr. Porter served as project design engineer for five (5) bridge structures; a.) Route 29 Bypass, 2400 FT long twin bridges consisting of 172 FT long steel girder spans and 100 FT tall hammerhead piers over the James River and CSX Transportation; b.) Route 29 Bypass/Route 460 interchange, 900 FT long twin bridges consisting of 172 FT long steel girder spans and 100 FT tall hammerhead piers; c.) Existing Route 460, 250 FT long two-span semi-integral bridge over Route 29. His responsibilities included FEM analysis and design of drilled shaft foundations, hammerhead piers and abutments, deck design, expansion joint design, and bridge geometry.
2. AECOM, Project Design Engineer

SCDOT, Carolina Bays Parkway SC-31 Design-Build, Myrtle Beach, SC
1. Mr. Porter served as project design engineer for this 22-mile highway design-build project which consisted of four (4) interchanges and 26 new bridge structures. His responsibilities included the design of three major bridge flyovers at the interchanges of SC 22 Conway Bypass, SC 9, and US 501. His efforts included the design of semi-integral abutments, design of straight/corded AASHTO and modified bulb-T continuous prestressed girders with spans ranging from 100 to 150 ft, deck design, elastomeric bearing design, seismic design, and construction support.
2. AECOM, Project Design Engineer
3. 1999 – 2004
### KEY PERSONNEL RESUME FORM

**Brief Resume of Key Personnel anticipated for the Project.**

| a. Name & Title: | Steven Pond, CPG, Associate |
| b. Project Assignment: | Environmental Compliance Manager |
| c. Name of Firm with which you are now associated: | Schnabel Engineering Consultants, Inc. |
| d. Years experience: With this Firm | 19 Years | With Other Firms | 0 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.):

**Schnabel Engineering Consultants, Inc., Associate; 2006-Present:** Mr. Pond is the Environmental Department Manager in Schnabel's Richmond, Virginia office. He has experience in environmental investigations, subsurface exploration, groundwater hydrology, geotechnical engineering, and geophysics. His capabilities include project management and planning, Phase I and Phase II Environmental Site Assessments (ESAs), asbestos inspection, site characterization, risk assessment, surface and groundwater sampling, soil sampling, test boring inspections, well installations, geophysical investigations, geologic mapping, in-situ testing, and data compilation.

**Schnabel Engineering, Senior Scientist; 2005-2006:** Mr. Pond was the Environmental Department Manager in Schnabel's Richmond, Virginia office during this time period. His experience included environmental investigations, subsurface exploration, groundwater hydrology, geotechnical engineering, and geophysics. His experience also included project management and planning, Phase I and Phase II Environmental Site Assessments (ESAs), asbestos inspection, site characterization, risk assessment, surface and groundwater sampling, soil sampling, test boring inspections, well installations, geophysical investigations, geologic mapping, in-situ testing, and data compilation.

**Schnabel Engineering, Project Scientist; 2000-2005:** Mr. Pond was an environmental project manager in Schnabel's Richmond, Virginia office during this time period. His experience included environmental investigations, subsurface exploration, groundwater hydrology, geotechnical engineering, and geophysics. His experience also included Phase I and Phase II Environmental Site Assessments (ESAs), asbestos inspection, site characterization, risk assessment, surface and groundwater sampling, soil sampling, test boring inspections, well installations, geophysical investigations, geologic mapping, in-situ testing, and data compilation. He was also responsible for scheduling geotechnical subsurface explorations during this time period.

**Schnabel Engineering, Senior Staff Scientist; 1998-2000:** Mr. Pond was an environmental project scientist in Schnabel's Richmond, Virginia office during this time period. His experience included environmental investigations, subsurface exploration, groundwater hydrology, geotechnical engineering, and geophysics. His experience also included Phase I and Phase II Environmental Site Assessments (ESAs), asbestos inspection, site characterization, risk assessment, surface and groundwater sampling, soil sampling, test boring inspections, well installations, geophysical investigations, geologic mapping, in-situ testing, and data compilation.

**Schnabel Engineering, Staff Scientist; 1997-1998:** Mr. Pond was an environmental/geotechnical assistant project scientist in Schnabel's Richmond, Virginia office during this time period. His experience included assisting with environmental investigations, subsurface exploration, groundwater hydrology, geotechnical engineering, and geophysics.

| e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: | Radford University / Bachelor of Science / 1992 / Geology with Specialty in Engineering Geosciences |
| f. Active Registration: Year First Registered/ Discipline/VA Registration #: | 1999/Professional Geologist/VA No. 2801 001402 |
g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. Note your specific responsibilities and authorities for each assignment, not those of the firm.
2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each assignment.
(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)

**Route 36 Widening, Environmental Characterization and Assessment, Fort Lee, Virginia**
1. Project Manager responsible for assessment of environmental data and remedial cost estimates prepared for VDOT by others. Former military use, and leaking solvent and fuel tanks had adversely impacted the proposed construction site. Project involved additional environmental subsurface exploration, soil sampling, sediment sampling, laboratory analysis, characterization, and assessment. Project demanded close interaction with VDOT environmental representatives and the VDEQ Department of Waste Management to obtain a beneficial reuse determination for most environmentally impacted soils. Schnabel’s findings resulted in over $300,000 of project savings in the design-build project.
2. Schnabel Engineering
3. August 2010 to July 2011

**Interstate I-81 Widening, Lexington, Subsurface Exploration, Virginia**
1. Field Team Leader and Project Geologist responsible for coordination of subsurface data acquisition of active interstate. Project included standard penetration testing, and resistivity profiling. Lane and shoulder closures were required to facilitate field activities. Night-work was required for many activities. Examined existing bedrock exposures within highway cuts and characterized subsurface conditions beneath roadway. Project required extensive rock coring.
2. Schnabel Engineering

**Interstate I-95 at Moores Ferry Road, Water Well Supply, Skippers, Virginia**
1. Project Manager of a groundwater resource and water well location study along the Fall line. Project was performed to support County consideration to industrial developers with large groundwater demands. Project included assessment of groundwater quality and availability within Coastal Plain aquifer systems and the bedrock aquifer. Study revealed several favorable well sites near the proposed development to support the County water distribution system.
2. Schnabel Engineering

**Air-Sparge Well Installation and Monitoring, Williamsburg, Virginia**
1. Project Manager responsible for the design, installation, and performance monitoring of an air-sparge remedial well system. The air-sparge remedial system was installed to remediate MTBE plume within groundwater. The project logistic complications revolving around steep terrain and the park operational schedule were overcome during installation and monitoring.
2. Schnabel Engineering
3. September 1992 - Present
RICHMOND AIRPORT CONNECTOR RD / VA 895
POCAHONTAS PKWY
Richmond/ Henrico County, VA

Please see detailed Narrative below.

Transurban
501 Pocahontas Parkway
Route 895
Richmond, VA 23231

Rich Prezioso
Phone: 804.822.3460

May 2011
March 2011

$38,523

$39,446

Contract value change a result of scope validation after engineering investigation completed.

b. Narrative describing nature of Firm’s Responsibilities

PROJECT DELIVERY METHOD: Design-Build: Lead Designer—Dewberry

AWARDS/RECOGNITION:
• Design-Build Institute of America/Mid-Atlantic Region (DBIA-MAR) 2011 Transportation Design-Build Merit Award.
• Worked a total of 152,546 man-hours on this project and achieved our project goal of completing the project with zero incidents.
• American Infrastructure and Dewberry’s proposal brought a 10% cost savings to the Owner.

PROJECT DESCRIPTION: Richmond Airport Connector Road (ACR) was a lump sum, design-build project for which the AI Team was fully responsible for design and construction in collaboration with AI-VA’s lead design partner, Dewberry. The project consisted of approximately 1.6 miles of four-lane roadway that provides motorists with direct access to the Richmond International Airport from Route 895. Major quantities included: 422,737 CY of import, 16,541 LF of storm drainage, 111,511 SF of MSE walls, 3 new bridges (one crossing over existing 895 toll road), one bridge widening, 4 box culvert extensions, and 133,507 TN of stone base and paving.

This project required considerable advanced planning and design creativity from the AI Team to ensure success. The team realized early in the project that settlement periods would affect the critical path, and adjusted the work schedule accordingly. Extensive planning was required to reduce impact to the environmentally sensitive site and surrounding wetlands. AI worked together with key stakeholders to provide innovative Value-Engineering solutions including the adjustment of a roadway alignment to reduce excavations, altering the stormwater management design for ease of constructability and shortening the length of the bridges to reduce future maintenance costs. The AI Team also used innovative solutions for ground improvements and soils management including lime stabilization and geotextile fabrics. The AI Team is responsible for managing the QA and QC aspects of this project and is familiar with the QA & QC procedures VDOT requires. The DBPM for this project was Mr. Nardon who is our proposed DBPM for the I-64 Exit 91 Interchange Improvements project.

LESSONS LEARNED / KEYS TO SUCCESS

COMMUNICATION - Open Communication between AI, Dewberry, VDOT and Transurban reduced the need for rework on design changes, and allowed the project team to know understand the Owner’s goals before starting the work.

PARTNERING - Formal Partnering between Contractor and Owner which included a set schedule, set project goals, and a dispute resolution process, all facilitated by a third party; FMI proved very successful. “American Infrastructure…FHWA, and VDOT worked together almost seamlessly to prepare the plans for final construction approval and solve any and all issues that arose during the design of the project. This effort exemplified the goal that VDOT sets for partnering on each of our design-bid projects” Ian Millikan, P.E. – VDOT Design Project Manager: Richmond Airport Connector.

PREPLANNING - Early coordination and approvals from third parties such as CSX, Henrico County, Dominion Power, and the Richmond Airport proved extremely valuable in maintaining the schedule.
ATTACHMENT NO. 3.4.1(a)

LEAD CONTRACTOR – WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Narrative describing nature of Firm’s Responsibilities</th>
<th>c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>F. Estimated Value (in Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARYLAND ROUTE 43</td>
<td>White Marsh, MD</td>
<td>Please see detailed Narrative below.</td>
<td></td>
<td></td>
<td>$46,700</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Maryland State Highway Administration</td>
<td>Nov. 2006</td>
<td>Nov. 2006</td>
<td>$49,356</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8019 Corporate Drive</td>
<td></td>
<td></td>
<td>$49,356</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Baltimore, MD 21236</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gradon Tobery</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Phone: (410) 931-0808</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

b. Narrative describing nature of Firm’s Responsibilities

PROJECT DELIVERY METHOD: Design-Bid-Build; Lead Designer—KCI

AWARDS/RECOGNITION:
- American Infrastructure received recognition from the owner, Maryland State Highway Administration, and ABC for precautions taken in the environmentally sensitive White Marsh Wetlands/Watershed.

PROJECT DESCRIPTION: This three-year project required constructing 3.8 miles of new, four-lane, divided highway through environmentally sensitive wetlands and watershed adjacent to the Chesapeake Bay. Included in this project were the construction of five new bridges (two spanning railways), the rehabilitation of four existing bridges and installation of three, parallel 180’ linear feet runs of 84’ diameter, reinforced concrete pipe (RCP). This pipe allowed wetlands water to flow naturally from one side of the highway to the other. Site preparation required over 90 acres of clearing and grubbing, 600,000 cubic yards of excavation and 1.2 million cubic yards of on-site borrow. The extensive earthwork required 13 on-site SWM ponds, off-site wetland mitigation and continual E&S management provided by a full-time, dedicated staff. Extensive MOT was required for the bridges spanning MD Route 40. The two spans over active railway lines created schedule constraints, and required coordination with both Amtrak and MARC railways. The AI team completed this project on time and within budget. AI self-performed 80% of the work on this 327,000 man-hour project.

LESSONS LEARNED / KEYS TO SUCCESS

CORPORATE CITIZENSHIP – This project reinforced known lessons regarding the importance of conducting our work in an environmentally responsible manner, and the considerable levels of planning and preparation required to do this properly. This project required constructing work in environmentally sensitive wetland areas. AI and KCI along with MD SHA needed to work collaboratively and well in advance of the work to ensure designs and ensuing construction did not adversely impact the designated and sensitive wetland areas.

RESPOND AND AFFECT CHANGE – During the construction phase of the project, AI, KCI and MD SHA were requested to re-design the utilities to accommodate future utility expansions. The request was based on expected utility demands from new, large development project(s) planned in the area of the MD Route 43 project. Affecting this change required rapidly facilitating a collaborative planning environment with all of the identified stakeholders including local and state governments, private utility owners, utility operators and the community. Timely, collaborative responses to change ensure goals are met with improved designs and controlled construction costs.

(Above) Work zones near residential areas and through wetlands required extensive erosion, sediment and storm water management controls.

(Above) Parallel runs of 84” dia. RCP under new roadway allowed flow of wetlands water from one side to other

(Above) Completed interchange at MD 43 and MD 40, with 125’ dual spans over MD 40 and dual spans over Amtrak and MARC rail lines.
ATTACHMENT NO. 3.4.1(a)

LEAD CONTRACTOR – WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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<th>f. Estimated Value (in Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.R. 202 SECTION 403, 404, 405 Montgomery County, PA</td>
<td>Please see detailed Narrative below.</td>
<td>Pennsylvania Department of Transportation 2140 Herr Street Harrisburg, PA 17103 Mark Compton Deputy Secretary of Transportation Phone: 717.787.5628</td>
<td>Dec 2003</td>
<td>Oct 2003</td>
<td>$181,442</td>
</tr>
</tbody>
</table>
|                            |                                                          | American Infrastructure completed this three and one half year, $211.5 million, limited access highway reconstruction project ahead of schedule. At that time, it was the largest highway construction project awarded by the Pennsylvania Department of Transportation. This phased project, on SR 202 project involved the reconstructing a complex, multiple interstate, highway interchange and a new, mile-long, multi-lane ramp linking SR 202 with Pennsylvania Turnpike I-76. Construction took place in front of the second largest mall on the East Coast, King of Prussia Mall, in the busy northwestern suburbs of Philadelphia, PA. Construction spanned a Christmas holiday with no disturbance to the Christmas shopping traffic. The overall project consisted of three, major, individual contracts; respectively referenced as Sections 403, 404 and 405. Collectively, the project scope required constructing 19 bridges (including major, complex, curved and continuous structures), 12 retaining walls, 350,000 SY of concrete paving, and 50,000 LF of drainage and storm water piping. Also included was an ITS system of CCTV cameras, incident detectors and electronic message boards accompanied by more than 32 miles of fiber optic cable within the project limits, and an additional 10 miles of cable beyond these limits. The project took place within an area of roughly one square mile, with construction centered near King of Prussia, PA; an important commercial hub with the busiest intersection in the state. Consequently, AI employed extraordinary measures to safely and efficiently accommodate the traffic volume and maintain positive public relations for the owner. Sub-surface conditions were also challenging. After excavation started, an expanding network of sinkholes was discovered, eventually requiring 1.4 million cu. ft. of pressure-injected grout. AI’s project team successfully managed all challenges on this complex project, completing the work ahead of schedule.
|                            |                                                          | PROJECT DELIVERY METHOD: Design-Bid-Build - URS was the engineer
|                            |                                                          | ACHIEVEMENTS: Project Recognition Award: 2003 Project of the Year – Pennsylvania Partnership for Highway Quality: Excellence in Concrete Pavement, Traffic Management – American Concrete Pavement Association; Maintenance and Protection of Traffic – Pennsylvania Partnership for Highway Quality, Structure Award, 150 Ft. or Greater (Norfolk Southern RR Bridge) – Pennsylvania Partnership for Highway Quality; Governor’s Letter of Commendation – Pennsylvania Governor Edward G. Rendell; Merit Construction Award of Excellence – Associated Builders and Contractors, Southeast Pennsylvania Chapter; Arthur L. Powell Award of Excellence in Restoration and Property Management – Greater Valley Forge Chamber of Commerce
|                            |                                                          | PROJECT DESCRIPTION: American Infrastructure completed this three and one half year, $211.5 million, limited access highway reconstruction project ahead of schedule. At that time, it was the largest highway construction project awarded by the Pennsylvania Department of Transportation. This phased project, on SR 202 project involved the reconstructing a complex, multiple interstate, highway interchange and a new, mile-long, multi-lane ramp linking SR 202 with Pennsylvania Turnpike I-76. Construction took place in front of the second largest mall on the East Coast, King of Prussia Mall, in the busy northwestern suburbs of Philadelphia, PA. Construction spanned a Christmas holiday with no disturbance to the Christmas shopping traffic. The overall project consisted of three, major, individual contracts; respectively referenced as Sections 403, 404 and 405. Collectively, the project scope required constructing 19 bridges (including major, complex, curved and continuous structures), 12 retaining walls, 350,000 SY of concrete paving, and 50,000 LF of drainage and storm water piping. Also included was an ITS system of CCTV cameras, incident detectors and electronic message boards accompanied by more than 32 miles of fiber optic cable within the project limits, and an additional 10 miles of cable beyond these limits. The project took place within an area of roughly one square mile, with construction centered near King of Prussia, PA; an important commercial hub with the busiest intersection in the state. Consequently, AI employed extraordinary measures to safely and efficiently accommodate the traffic volume and maintain positive public relations for the owner. Sub-surface conditions were also challenging. After excavation started, an expanding network of sinkholes was discovered, eventually requiring 1.4 million cu. ft. of pressure-injected grout. AI’s project team successfully managed all challenges on this complex project, completing the work ahead of schedule.
|                            |                                                          | LESSONS LEARNED / KEYS TO SUCCESS
|                            |                                                          | SUCCESSFULLY WORKING IN A CONGESTED AREA - The busy nature and restricted footprint of this site required very detailed advance planning and collaboration with stakeholders to succeed. In particular, the intersection of Gulph Road and SR 202, located in front of the popular King of Prussia Mall and considered the busiest intersection in Pennsylvania, needed to be completely demolished and rebuilt. This required an extraordinary level of planning. The AI team successfully completed this work ahead of schedule and earned two milestone bonuses on this section of the contract.
|                            |                                                          | INNOVATION - Innovative approaches can make huge impacts. This is evident in the approach taken with the railway bridge over I-76. AI completely pre-constructed this twin-span rail bridge in an area adjacent to where the bridge would span the interstate. In a five-hour window ending 5:00 a.m. on a Sunday morning, this pre-constructed bridge was “launched” into position over I-76 with minimal, resulting traffic disruption.
|                            |                                                          | PLANNING FOR TRAFFIC – It is important to fully understand the traffic; design for it, prepare for it and be diligent in managing it. I-76 is a key route for commuters from the northern and western suburbs of Philadelphia. With over 100,000 daily weekday commuters, safe and effective maintenance of traffic was critical to the completion of this section of the project a full month ahead of schedule.

Aerial view of flyover ramps

Ramp from new road alignment to existing SR 422
**ATTACHMENT NO. 3.4.1(b)**

**LEAD DESIGNER – WORK HISTORY FORM**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>Work by Lead Designer—three (3) projects which best illustrates current qualifications relevant to this Project.</th>
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<tr>
<td>a. Project Name &amp; Location</td>
<td>b. Narrative describing nature of Firm’s Responsibilities</td>
<td>c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number.</td>
<td>d. Contract Completion Date (Original)</td>
</tr>
<tr>
<td>Route 36 Improvements Design-Build</td>
<td>Please see detailed Narrative below.</td>
<td>VDOT</td>
<td>Mr. Michael Saunders, Area Construction Engineer</td>
</tr>
</tbody>
</table>

**PROJECT DELIVERY METHOD:** Design-Build: Lead Contractor—Abernathy Construction Corporation (Abernathy)

**SPECIFICATIONS:**
- Widen Route 36 (provide an additional lane in the eastbound direction), Urban Typical Section with Shoulders; 2,000 LF Urban Principal Arterial
- Widen Route 36 (provide an additional lane in the eastbound direction), Urban Typical Section with Curb & Gutter; 2,500 LF Urban Principal Arterial
- Widen Route 144 (provide an additional lane in the eastbound direction), Interchange Ramp Typical Section; 2,400 LF Urban Principal Arterial utilizing the Interchange Ramp GS Standard
- Design a Spur Ramp from Route 144 eastbound to Route 36 westbound, Interchange Ramp Typical Section; 650 LF Interchange Ramp GS Standard
- Realign/Reconstruct Route 144 westbound, Urban Typical Section with Shoulders; 2,200 LF Urban Principal Arterial

**PROJECT DESCRIPTION:** RDA is the Lead Designer providing engineering design services, right-of-way acquisition services, environmental permitting, and construction engineering/inspection services for the Route 36 Improvements Design-Build project in Prince George County and the City of Hopewell. The project consists of roadway widening construction for approximately 1 mile of Route 36, 0.5 miles of Route 144, 0.2 miles of new roadway connection from Route 144 to Route 36 and 0.2 miles of widening to Sisisky Boulevard (Fort Lee entrance). Project limits are from 0.25 miles west of Sisisky Boulevard to 0.3 miles west of I-295 along Route 36 and from Route 36 to 0.5 miles west on Route 144. Access onto and off of Route 144 was designed to interchange ramp standards to facilitate higher speed access. The project is being performed as a Design-Build project utilizing ARRA funds.

As the Lead Designer for the Route 36 Improvements, Rinker Design was responsible for the following critical project elements:
- Coordination—project coordination with VDOT, City of Hopewell, Prince George County, and US Army / Fort Lee Military Base
- Roadway Design—included typical section development, horizontal and vertical geometry, traffic management plans, signage and marking, signalization plans and lighting plans
- Drainage Design—include roadway drainage, cross drainage (culvert design), erosion/sediment control plans, and storm water management (quantitative and qualitative)
- Environmental Permitting—permit drawings for all wetland (permanent and temporary) impacts and stream impacts
- Right of Way Acquisition—responsible for right of way and easement acquisition from 12 affected parcels
- Utility Relocation Coordination—responsible for holding UFI meeting, developing easement requirements, evaluating UT-9 forms to determine cost responsibility, reviewing utility plan and estimates, and monitoring the relocation of affected utilities
- Subconsultant Management—activities performed by subconsultants reporting to Rinker Design included geotechnical, traffic signal design and underground utility designation and location.

The design of the Route 36 Improvements, awarded in May 2010, is complete and construction is on schedule for completion by the end of 2012.
ATTACHMENT NO. 3.4.1(b)
LEAD DESIGNER – WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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<td>c. Client/Owner/Project Manager who can verify Firm’s responsibilities. Include address and current phone number.</td>
<td></td>
</tr>
<tr>
<td>James Madison Highway (Route 15) PPTA Design-Build</td>
<td>Please see detailed Narrative below.</td>
<td>Prince William County Department of Public Works 5 County Complex Court Prince William, VA 22192 Mr. Tom Blaser, Director of Transportation Phone: 703.792.6825</td>
<td></td>
</tr>
<tr>
<td>Prince William County, VA</td>
<td></td>
<td>December 2009 December 2009</td>
<td></td>
</tr>
<tr>
<td>Specifications: Design and construct Route 15 from an existing two-lane roadway to an urban principal arterial, VDOT Std. GS-5 with 60mph design speed from Dominion Valley Drive to Route 234 (approximately 2.2 miles). Construct Route 15 widening from two to four lanes from I-66 to Utterback Lane (approximately 1.2 miles). Design and construct realigned Waterfall Road from its existing location to the intersection of Route 15/Sudley Road (approximately 0.3 miles). Realigned Waterfall Road is a Major Collector, VDOT Std. GS-7, with 45mph design speed. Design and construct Heathcote Blvd. Extended, from the intersection of Route 15 and Heathcote Boulevard to the intersection of Old Carolina Road and Heathcote Boulevard (approximately 0.3 miles). Heathcote Boulevard is a four-lane divided Urban Minor Arterial, VDOT Std. GS-6, with design speed of 45mph. Design and construct Old Carolina Road from existing two-lane roadway to the ultimate four-lane divided section–Major Collector, VDOT Std. GS-7, with 45mph design speed from the intersection of Old Carolina Road and Heathcote Boulevard to a point approximately 0.7 miles north. (Total Length of Work: 3.5 miles of Design and 4.7 miles of CEI).</td>
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<tr>
<td>Project Description: Rinker Design is the Lead Designer providing engineering design services, right-of-way acquisition services, environmental permitting and construction engineering/inspection services for the Route 15 PPTA project in Haymarket (Prince William County), Virginia. The project consists of complete roadway and bridge construction for 2.2 miles of US Route 15, 0.3 miles of Waterfall Road, 0.7 miles of Old Carolina Road and 0.3 miles of Heathcote Boulevard. The project also includes construction of an additional 1.2 miles of Route 15 widening design by others. Project limits are from the I-66/Route 15 interchange on the south to the Route 15/Route 234 intersection on the north, including construction of bridge structures over Little Bull Run Creek and Catharpin Creek and a major box culvert at the Tributary to Catharpin Creek. Rinker Design is serving as the Prime Engineering Consultant to Branch Highways, Inc., the Lead Contractor/Project Constructor responsible for development and construction. The project is being performed as a D-B venture under the Virginia PPTA Act of 1995.</td>
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<tr>
<td>Rinker Design’s commitment to quality is demonstrated in their willingness to provide innovative solutions throughout the Design Build process. Working closely with VDOT, Prince William County, Branch Highways and other stakeholders, Rinker Design facilitated conflict resolution by providing numerous engineered solutions that were acceptable to all parties involved. These solutions enabled the project to maintain momentum, without compromising VDOT standard and requirements, and at the same time, met the Team’s budgetary constraints.</td>
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<th>f. Estimated Value (in thousands)</th>
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<tr>
<td>December 2009</td>
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<td>$56,430</td>
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<tr>
<td>$56,430</td>
<td>$56,430</td>
<td>$4,119</td>
</tr>
</tbody>
</table>
# LEAD DESIGNER – WORK HISTORY FORM

**WORK HISTORY**

**PROJECT DELIVERY METHOD:** PPTA/Design-Build: Offeror—CH2M Hill, Inc., Lead Contractor—The Lane Construction Corporation

**SPECIFICATIONS:** Four-Lane Divided Highway, Urban Typical Section with Curb and Gutter, and Raised Median; 10,000 LF Urban Minor Arterial

**PROJECT DESCRIPTION:** Sudley Manor Drive was prepared for Prince William County on an accelerated schedule in accordance with the Public-Private Transportation Act of 1995 (PPTA). The project provides a direct connection from Linton Hall Road to the Prince William Parkway and Sudley Road area as called for in the Prince William County Comprehensive Plan. In addition to the 10,000-foot extension of Sudley Manor Drive (a four-lane urban minor arterial designed to accommodate future expansion to six lanes), the project included Linton Hall Road Improvements from Devlin Road to Broad Run. The project required close coordination with the Virginia Department of Transportation to meet the accelerated schedule for plan design, utility relocation, right-of-way acquisition and construction. This project has been constructed and placed under traffic.

The project’s typical section consisted of a four-lane roadway built on six-lane right of way with curb and gutter, raised median, sidewalk and a 10-foot wide shared use path to accommodate both pedestrians and bicyclists in the corridor. The design adhered to VDOT standards and policies throughout, incorporating standard pavement, incidents, drainage and stormwater management design.

The Sudley Manor Drive project provided many challenges for the project team. The accelerated schedule required Rinker Design to assemble construction plans within seven months of project kickoff while incorporating directives from the Contractor, VDOT and Prince William County into the design. Design issues that needed special consideration included: a bridge with MSE walls over a railroad; coordination of the project with several large fuel pipelines, the construction and access requirements of a new firehouse and several site developments; floodplain analysis and environmental considerations related to major stream crossings; and a traffic analysis and signal design. The project team also worked closely with VDOT to ensure a seamless transition between this PPTA project and the adjoining VDOT administered construction project on Linton Hall Road (also successfully designed by Rinker Design). As demonstrated on this project, Rinker Design’s ability to deliver high quality design plans on an accelerated schedule, as well as their experience working in partnership with VDOT, localities, contractors and utility companies on D-B projects to ensure that all stakeholders’ objectives are adequately addressed will be of particular benefit on the Route 36 Improvements project.

As part of this contract, Rinker Design also provided survey services including complete boundary and topographic surveys, in addition to plat preparation for more than 50 properties.

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| Work by Lead Designer—three (3) projects which best illustrate current qualifications relevant to this Project. |  |
|---|---|---|---|---|---|---|
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| Sudley Manor Drive PPTA | Please see detailed Narrative below. | Prince William County Department of Public Works 5 County Complex Court Prince William, VA 22192 | Mr. Tom Blaser, Director of Transportation Phone: 703.792.6825 | February 2007 | January 2007 | $24,139 | $37,408 | $1,200 |

**Original Contract Value** | **Final or Estimated Contract Value** | **Dollar Value of Work for Which Firm Was/Is Responsible**