



WALNEY ROAD

Bridge Replacement & Road Widening

Qualifications submitted by:



BranchHighways
in association with



June 20, 2013

State Project No.: 0657-029-099, R201, C501, B641 Federal Project No.: STP-5A01(471) Contract ID Number: C00104103DB62

June 20, 2013

Kevin Reichert, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: Walney Road Bridge Replacement and Road Widening
Fairfax County, Virginia
State Project No.: 0657-029-099, R201, C501, B641
Federal Project No.: STP-5A01(471)
Contract ID Number: C00104103DB62

Dear Mr. Reichert:

Branch Highways, Inc. (Branch) is pleased to submit our response to your Request for Qualifications (RFQ) dated April 30, 2013 for the above referenced project, and in doing so, offer our Statement of Qualifications (SOQ) and strong interest in being selected to serve as the Design-Build for this very unique and important project.

Branch has performed highway and heavy construction projects in Virginia for over 45 years and within Northern Virginia for over 25 years. Many of these project were either similar in nature to, or contained a number of the same unique characteristics of the Walney Road Bridge Replacement and Road Widening under consideration. The experience staff we bring to this Project has extensive expertise in all aspects of the work and the Design Build process, including those features of this Project that are particularly challenging.

Branch Highways, as a subsidiary of The Branch Group, Inc., is a 100% employee-owned company that has been continuously ranked the *ENR Top 400 Contractors* for over 15 years (currently #213). As one of the first successful Design Builders in Virginia, Branch currently is leading the re-construction of 37 miles of Route 58 between Stuart and Hillsville, Virginia under Virginia's PPTA program, along with design build projects for VDOT in Charlottesville, for Prince William, Stafford and Augusta Counties, as well as for George Mason University, in Fairfax, Virginia.

The Branch Team providing this SOQ is comprised of firms and subcontractors, who have a proven track record in providing specialized services for an array of Virginia transportation projects. In total, the Branch/RDA Team Member have been involved in several Design-Build/PPTA projects. Of those projects, the Branch/RDA Team has worked together as Lead Contractor and Lead Designer on four (4), all within Northern Virginia. We look forward to the opportunity to bring that experience and our expertise to the Walney Road project.

3.2.1 Full Legal Name and Address of Offeror

Branch Highways, Inc.

P.O. Box 40004
Roanoke, VA 24022

3.2.2 Offeror's Point of Contact

Mr. Gale Tschuor, Chief Estimator of Branch Highways, Inc. will be our Point of Contact. His contact information is below:

Gale Tschuor, Chief Estimator Branch Highways, Inc., P.O. Box 40004, Roanoke, VA 24022	Phone: (540) 982-1678, Fax: (540) 982-4216 Email: gale.tschuor@branchhighways.com
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3.2.3 Principal Officer of Offeror

Mr. Michael P. Higgins, Vice President, will serve as the Principal Officer of the Offeror, his contact information is below:

Michael P. Higgins Branch Highways, Inc., P.O. Box 40004, Roanoke, VA 24022	Phone: (540) 982-1678, Fax: (540) 982-4216
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3.2.4 Offeror's Corporate Structure

Branch Highways, Inc. is a Corporation registered in the Commonwealth of Virginia. Branch will be the Offeror, the point of contact and legal entity that will execute a final contract with VDOT. Branch will have no liability limitations on this project. Separate sub-agreements will be entered into between Branch, RDA (Lead Designer), and Quinn (Quality Assurance Management).

3.2.5 Identity of Lead Contractor and Lead Designer

Lead Contractor: **Branch Highways, Inc.**
Lead Designer: **Rinker Design Associates, P.C.**

3.2.6 Affiliated/Subsidiary Companies - Please see Attachment 3.2.6 in the Appendix for Branch's affiliated/subsidiary companies.

3.2.7 Debarment Forms - Please see Attachments 3.2.7(a) and 3.2.7(b) in the Appendix for debarment forms for all Branch Team members.

3.2.8 Offeror's VDOT Prequalification Evidence - Branch Highways, Inc, is prequalified currently with VDOT (Vendor Number B319, expiring February 28, 2014). Copy of VDOT's Prequalified Vendors Listing showing Branch Highways certification is included in the Appendix.

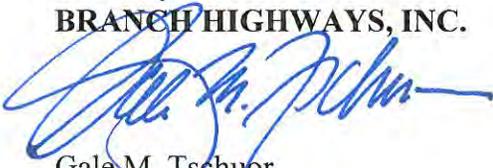
3.2.9 Evidence of Obtaining Bonding - A surety letter from our insurance carrier Scott Insurance is included in the Appendix, indicating their willingness to provide payment and performance bonds for this project.

3.2.10 Full Size Copies of SCC and DPOR Registration Documentation (Appendix) - Please see Attachment 3.2.10 and full-size documentation in the Appendix for SCC and DPOR registrations of Team Members.

3.2.11 DBE Statement - Branch Highways, Inc. is fully committed to achieving a 14% DBE participation goal for the entire value of the Project.

The Branch Team appreciates the opportunity to provide our *Statement of Qualifications* for the Walney Road Design-Build Project in Fairfax County to the Department. Our Team of qualified firms looks forward to contributing the expertise gained through our experience with over 19 Design-Build/PPTA projects to fulfill the needs of this uniquely challenging project. We are grateful for your consideration. Should you have any questions, please direct them to *Gale Tschuor, Chief Estimator* at (540) 982-1678.

Sincerely,
BRANCH HIGHWAYS, INC.



Gale M. Tschuor
Chief Estimator

3.3

Offeror's Team Structure

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3.3.1 Identity of and Qualifications of Key Personnel

The following individuals from our Team (Key Personnel), below, will be responsible for overseeing the different components have been strategically selected to best deliver the Walney Road Bridge Replacement and Road Widening project to the Department. Our Key Personnel each possesses extensive Design-Build experience including the unique experience of all working together on the Route 15 PPTA/Design-Build project. The Design-Build Project Manager, Design Manager, Construction Manager, and the Quality Assurance Manager (who served as the owner’s representative) were all part of the team that successfully delivered this \$55 million project, possessing similar challenges and scope in the Northern Virginia District.



3.3.1.1 Design-Build Project Manager—Michael Higgins (Branch Highways, Inc.)

Michael (Mike) Higgins will serve as the Design-Build Project Manager and will oversee the project, to include design, construction, construction quality management and contract administration. Mr. Higgins has over 25 years of construction experience and is the Vice President of Operations and Design-Build Services for Branch. His achievements as the Design-Build Project Manager on the extremely successful Route 58 Corridor PPTA projects (Hillsville and Meadows of Dan Bypasses) and the award winning Route 15 PPTA project for the Prince William County Department of Transportation give proof of his qualifications and experiences. Mike actively participates in the Virginia Transportation Construction Alliance (VTCA), where his industry peers elected him joint chairman of the Design-Build Committee with Shailendra Patel of VDOT. The Design-Build Committee is a joint committee consisting of both VDOT and industry members whose purpose is to identify and address concerns and issues arising from the design-build procurement and construction process. As Design-Build Project Manager, Mike will report directly to VDOT at an executive level for all project activities including contract administration, scheduling, design, construction, and quality. He will directly manage the Key Personnel: Kaushik Vyas, P.E. (Quality Assurance Manager), Mo Kim, P.E., DBIA (Design Manager), Pete Kramer (Construction Manager), and John Myers (Lead Utility Coordination Manager). Also reporting to Mr. Higgins will be additional personnel whose roles are instrumental to the project’s success.

3.3.1.2 Quality Assurance Manager—Kaushik Vyas, P.E. (Quinn Consulting Services, Inc.)

Kaushik Vyas, P.E. will serve as the Quality Assurance Manager (QAM) on the Walney Road project. In this role, Mr. Vyas will be independent of the Contractor QC team and will be responsible for overseeing compliance with the approved project specific QA/QC Plan as well as the VDOT Minimum Standards for Design-Build and PPTA Projects. As the QAM, Mr. Vyas will have the authority to stop work on the project should it significantly deviate from the QA/QC Plan and will also be responsible for generating Non-Compliance Reports (NCRs) and deficiency logs for non-conforming work.

Mr. Vyas's experience includes Design-Build projects in Prince William County and Richmond as well as his most recent assignment on the I-495 HOT Lanes project that is nearing completion. On these projects, Mr. Vyas has held the positions of QA Manager and QC Manager so he has an in-depth knowledge of what is required from both the QA and QC teams in order to deliver a successful design-build project. He has personally developed and tracked to conclusion Non-Compliance and Deficiency reports, reviewed inspector reports for completeness and accuracy, and managed the office engineers and project records system.

On the Walney Road project, Mr. Vyas's responsibilities will include: holding preparatory meetings before the start of each new contractor activity; overseeing QA inspection staff; assuring that the minimum testing and inspection frequencies as defined in the tables of the Minimum Standards for Design-Build projects are met for both QA and QC; reviewing and signing monthly Contractor pay estimates; developing and following through to successful resolution project NCR's and deficiencies; and assuring that all project QA/QC records are kept up-to-date and in accordance with the approved project QA/QC Plan.

3.3.1.3 Design Manager—Mo Kim, P.E., DBIA (Rinker Design Associates, P.C.)

Mo Kim, P.E., DBIA will be responsible for the *design* quality control and quality assurance (QA/QC) requirements, as outlined in VDOT's *Minimum Quality Control and Quality Assurance Requirements for Design-Build and PPTA Projects*, dated January 2012, specifically as outlined in Sections 3 and 4 of that document. Mr. Kim fully understands the challenges of ensuring the quality of a Design-Build project versus a traditional bid-build project, having served previously as the Design Manager on numerous PPTA/Design-Build projects and high volume roadway improvement projects throughout Northern Virginia.

Mr. Kim shall be responsible for overall management of the QA/QC programs for design and will report directly to the Design-Build Project Manager. He will be responsible for overseeing all QA/QC activities associated with multi-discipline design elements of this project. Mr. Kim shall maintain close communication with the Design-Build Project Manager and shall ensure the Project is completed in accordance with the requirements of the contract documents. He will be assisted by Mr. John Giometti, PE, who will provide an independent QA review; Mr. Giometti is not part of the day-to-day production team and prior to joining RDA, he spent nearly 20 years with VDOT most recently serving as the Culpeper District's Location and Design Engineer. Mr. Kim shall perform all of the design oversight reviews along with Mr. Giometti. Design QC will be performed at the office where the work will be conducted by a qualified independent staff person of each team member [per section 4.1.4 of the current minimum requirements] but will also be technically reviewed by Mr. Giometti for QA. Under this procedure, Mr. Kim will provide VDOT with draft design plans for review and approval to confirm that the design work complies with the requirements of the Contract Documents, prior to initiation of construction activities on the Project.

Emphasis will be placed on providing high quality in the development of construction plans. In the design process, Mr. Kim is responsible for project design management, compilation of plan assembly and determination of when plans have been developed to the point that Quality Reviews are to be made. He is both responsible and accountable for the quality of all of the plans.

3.3.1.4 Construction Manager—Pete Kramer (Branch Highways, Inc.)

Pete Kramer, will plan, schedule, and execute the construction work, ensuring the work and materials used on the project meets or exceed the contract requirements and the 'approved for construction' plans and specifications. Mr. Kramer has nearly 25 years of roadway construction experience, including 16 years as a

Construction Manager for Branch Highways including Route 15 PPTA/Design-Build with Prince William County. Mr. Kramer’s proven experience on Route 15 attests to his capabilities of effective communication between Key Team Personnel in delivering an on-time, on-budget project meeting or exceeding the contract requirements.

Mr. Kramer plans to hold weekly progress meetings during the Walney Road project as well as implementing an effective quality control plan that ensured materials provided and work performed were in accordance with the contract requirements.

3.3.1.5 Lead Utility Coordinator Manager—John Myers (Rinker Design Associates, P.C.)

John Myers will be responsible for coordinating the relocations and adjustments to numerous utilities known to exist within the project limits. Having most recently served as the Regional Utility Coordinator for VDOT, Mr. Myers’s experience and ability to resolve complex utility coordination issues will serve our team well. His thorough understanding of the Department’s Utility Manual and procedure will minimized any unwarranted involvement by the Department.

3.3.2 Organizational Chart Narrative

The Project Team Organizational Chart is located in this section on Page 8.

The Team organization was developed to join firms that have a proven record of providing superior services to our clients through effective communication within the Team and with our clients.

Branch and RDA fit well together based on the following key factors:

- ✦ **Flat Organizations:** Their respective senior executives are very close to the day-to-day activities of their companies, enabling quick decision-making.
- ✦ **Cultural Alignment:** They share the common values of hard work, high integrity, detailed oversight and striving to provide low cost/high quality services.
- ✦ **Similar Type and Size of Projects:** Both Branch and RDA are comfortable working on projects of this magnitude.

Description of Functional Relationships and Communication among Participants. Our organizational chart demonstrates clear lines of **accountability and responsibilities** of each key Team member. Team members mutually expect from one another a strong commitment to perform and deliver quality, timely results. Our well-defined organization, relationships, responsibilities, and expectations, along with continual interaction and communication among all Team members, will provide the understanding needed to enable the Team to deliver a top-quality, on-time project within VDOT’s budget.

The Design-Build Project Manager will bear **full responsibility** and **accountability** for the overall communication and coordination on the project. As part of his primary responsibilities, Mr. Higgins will create a work environment that promotes a collaborative, result-oriented atmosphere and leads team members and other parties, including VDOT and other third parties, to function in an **“open but formal”** environment through his personal interaction with Key Personnel. This kind of environment will **optimize understanding, mutually protect** the parties from contractual nonconformities, and **empower** our respective **functionaries** to operate in an environment where they can make decisions appropriate to their level of responsibility. While the team concept is critical to the success of the project, it must be subordinated to the authority of the individual and company accountable for the outcome, in this case, Mr. Higgins from Branch Highways.

“Open but formal” provides outstanding functional balance: Lines of authority and responsibility are limited and clear, but communication and interaction are encouraged to occur throughout the organization among any of the participants at any time. In terms of contractual issues, contract administration, reporting, and regulatory issues, our communications and relationships will be formal and well documented, for the purpose of keeping all the parties within their contractual obligations and protecting one another from potentially harmful contractual non-conformities.

For the purposes of planning and executing the work, problem solving, coordinating our various activities, design reviews, etc., we will create a series of structured interactions, designed to foster trust, continual communication, and collaboration.

By structuring the interaction of participants in a manner that forces them to regularly address planning, progress, and issues, a boundary-less, open, work environment develops and the problems and mistakes often associated with poor communication or a lack of understanding are minimized. Over the life of the project, stakeholders can anticipate **meeting regularly** to prepare, plan, evaluate, and adjust the performance (including design) and coordination of project activities and responsibilities. We will accomplish this primarily through:

- ✦ **Weekly Progress Meetings** conducted by the DBPM
- ✦ **Topical Meetings** to discuss specific project issues
- ✦ **End of Shift Meetings** conducted by CM for project personnel including QA/QC
- ✦ **Morning Huddles** conducted by foremen at the crew level
- ✦ **Executive Committee Meetings** including all key personnel and VDOT throughout the project duration
- ✦ **Risk Management Meetings** conducted by the DBPM to ensure the focus of the Team remains on minimizing identified project risks
- ✦ **Other Miscellaneous Meetings Issues:** Local law enforcement, emergency services, community leaders, and other government officials to facilitate communications with stakeholders and provide timely and proactive responses.

Throughout the design process, the design team will solicit and consider input from various team members, including the client, other agencies, adjacent property owners, and other parties whose input will provide value to the client, the project and the community. At a minimum, they will solicit input on actual site conditions; safety, traffic, environmental, and community issues; project goals; constructability; and efficient and effective phasing. They will evaluate suggestions for design changes and improvements throughout the design and construction of the project.

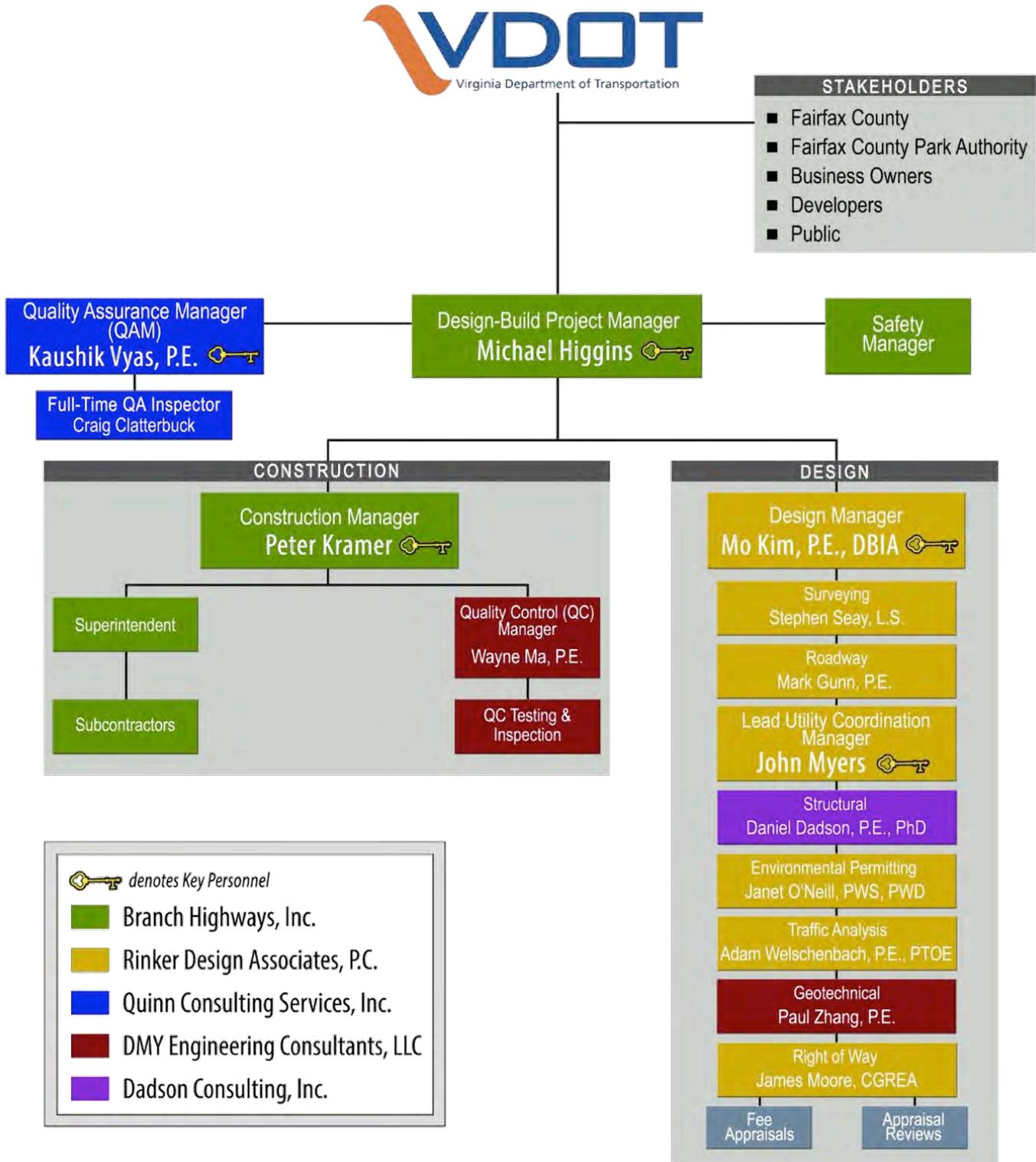
Communications of Participants with VDOT and Stakeholders. **Design-Build Project Manager, Mike Higgins**, will be the single point of contact dealing with VDOT at an executive level on all project matters. Also, several of the Key Personnel and other team members will be in direct contact with outside agencies, VDOT staff and various stakeholders during project design and construction. The following describes some of the anticipated direct communication between Branch Team members, VDOT and third parties.

The Design-Build Project Manager plays a **critical role** in the success of the project. He is essentially a communication hub to the rest of the Key Personnel. The functional relationship and open communication with the CM, DM, QAM and Lead Utility Coordination Manager are critical to the success of the project. Yet, where formal communication or interaction is needed, Mr. Higgins will be the Single Point of Contact for VDOT’s representative.

Design Manager, Mo Kim, P.E., DBIA, will interact directly with VDOT project representative, review staff to coordinate design oversight reviews and gain design approvals. The Design Manager will conduct comment resolution meetings and coordinate directly with VDOT staff as necessary to ensure the design intent is clear and that oversight review comments provided by VDOT are addressed properly and in a timely fashion.

Structure of Our Team. The competitive Design-Build market leaves little room for taking chances with the unknown or learning on the job in delivering projects. It is imperative that the lead contractor, lead designer and especially the Key Personnel are well versed in Design-Build project delivery. A stronger bond of having successfully completed a similar project together serving similar, if not identical, capacities is the most ideal. This is exactly what the Branch Team brings to the Department. Our Team couples the leadership and experience of a proven Design-Build team while allowing Disadvantage Business Enterprise’s to play a contributing role on each and every phase of the Design-Build process. Together, we provide our strongest qualifications with the ability to be aggressive and competitive, bringing the best value to the Department.

Right of way work will include all items necessary to acquire the right of way. RDA is prequalified with VDOT to perform right of way acquisition services. Appraisal services will be performed by a licensed, VDOT prequalified appraiser. Appraisal reviews will be performed by a VDOT-prequalified appraisal reviewer. The Branch Team will ensure independent appraisal and review providing the best value to the Project. All right of way acquisitions and relocations will be performed in accordance with the VDOT Right of Way Manual and all applicable state and federal laws and regulations.



3.4

Experience of Offeror's Team

3.4 Experience of Offeror's Team

The Walney Road Bridge Replacement and Road Widening Project do not impose some of the challenges our experienced team has encountered on previously executed Design-Build projects. However like any and all projects Walney Road possess unique characteristic that will require careful consideration associated with a VDOT Design-Build project. In accordance to the identified scope of work, the most sensitive elements of work will surround the Flatlick Branch area within its existing floodways. Although these construction activities will take place with a detour in place, navigating this sensitive area will be critical to the success of this project. The cohesive partnership that Branch and RDA have developed through our PPTA and Design-Build projects in this region with similar challenges will serve as an asset to the Department. Our work on the Route 15 PPTA/ Design-Build alone involves bridging over three major stream crossings on waters of the US and minimizing impacts to environmentally sensitive areas. Together we have the proven experience of delivering these challenges while maintaining sensitivity to stakeholder and the public.



Branch Highways, Inc. (Branch), a wholly-owned subsidiary of The Branch Group, Inc. (an employee-owned Virginia corporation), is the Team Leader for this project (Offeror), submitting this Statement of Qualifications to the Virginia Department of Transportation. Headquartered in Roanoke, Branch has been constructing transportation infrastructure since the mid-1960s (later incorporated as 'Branch Highways' in 1986). Our business experience has covered civil construction works in Virginia, North Carolina, Tennessee, Mississippi, Pennsylvania, West Virginia and Maryland. The firm provides design and construction services for both public and private owners, including numerous large and complex projects such as: Route 58 PPTA, Prince William County Route 15 PPTA, Port Republic Road Improvements, I-81/Route 460 Christiansburg Interchange, Route 460/South Main Street Blacksburg Interchange, and the Route 262 Staunton Bypass, which earned VDOT's State Quality Award in 2003. Branch is one of five subsidiary operating companies of The Branch Group, Inc., currently ranked No. 213 overall nationally by *Engineering News-Record (ENR)*. Branch and the other operating companies of The Branch Group regularly maintain a backlog of bonded contracts between \$300–\$400 million. Throughout its history and experience with VDOT and other state agencies and owners, Branch has grown an unmatched level of success in completing large, complex projects with very high levels of clients' satisfaction. The individuals within Branch's management team have a wealth of experience in transportation projects.

One VDOT District Administrator recently wrote that Branch's senior management is "*competent, highly qualified, of good character and honest and reliable in their dealings with the Department.*" Furthermore, Branch has "*become one of..., if not the, most professional and cooperative construction firms with which we do business.*" And lastly, "[e]ven in the rare instances in which we are unable to reach an agreement it is clear to me that a high value is placed on maintaining good communication and a good working relationship."

As recently as 2011, Branch completed a section of Port Republic Road in Harrisonburg, achieving and maximizing all project incentive milestones. Additionally, another recently finished project includes a 5-mile section of I-64 improvements in Allegheny County. To the best of our knowledge, on both of these recent projects, over the course of their two season durations, on any of Contractor Performance Evaluations, we received only one single score less than 100%, and that particular issue was corrected on the same day it was reported. In the western portion of Virginia, no VDOT design-builder or contractor has more design-build experience than Branch, having performed or in the process of performing over \$230 million worth of design-build work, all of which has resulted in VDOT's satisfaction and praise.

Branch's past record of performance in the design-build arena is verified by our early completion and on-budget (no change order or increased costs to VDOT) performance on our Route 58 Meadows of Dan Project – Route 58 Hillsville Bypass Project (VDOT), the completion of the Route 15 Improvements Project (Prince William County) and the on-going design and construction of "Lot 24" for Wythe County. Some of this success can be attributed to our policy of on-going "Lessons-Learned" yearly sessions with key team personnel to evaluate our past performances and provide measures to address and resolves issues and concerns. This meeting is facilitated by the Design-Build Project Manager. Items that have been generated from our Lessons Learned meetings will be incorporated into this project.



Branch has selected **Rinker Design Associates, P.C. (RDA)**, a local Virginia-certified SWaM firm, as the Lead Designer for their proven efforts in providing value-added solutions and innovations in their approach to D-B projects. RDA and Branch share a similar philosophy focused on integrity and quality. Branch has a strong history with RDA in Northern Virginia, which includes a very successful working relationship on the Route 15 Widening PPTA (for Prince William County) and George Mason University’s Campus Drive design-build projects, in which both firms gained valuable first-hand, local D-B experience. RDA’s project experience also includes the Sudley Manor Drive PPTA/Design-Build project (for Prince William County) and the Stringfellow Road (Route 645) Widening, I-81 Exit 310 Improvements, Middle Ground Boulevard Extension, Route 36 Improvements and I-581/Elm Avenue Interchange Improvement projects (for VDOT). RDA exhibits overall strength in managing multi-discipline D-B projects with a thorough understanding of the Department’s design and D-B requirements. RDA has recently managed the design of numerous PPTA and D-B projects exceeding \$200M in Virginia.

Together, Branch and RDA have selected the ideal subcontractor and subconsultant partners that share in our commitment to provide the best value solutions and whose fortes match the required practice areas identified in this procurement. We have carefully chosen a group of diverse and skilled team members to advantageously use the design-build process with a viable and functioning team structure that capitalizes on the strongest attributes of our respective capabilities.

As the lead designer for this project, RDA will provide Branch with multi-disciplinary designs. RDA is a mid-sized firm with 102 employees located in Manassas, Fredericksburg, and Richmond Virginia. Providing professional services throughout the Commonwealth since 1982, RDA is a Virginia-certified Small Business (DMBE Certification #652784) and is a leading provider of professional civil, transportation and environmental engineering, surveying, land planning, right of way acquisition and permitting services to both the public and private sectors.



Quinn Consulting Services Incorporated (QCS) is a 100% **woman-owned DBE/WBE** engineering consulting firm (DMBE Certification #626289) that provides quality control and/or quality assurance services on design-build projects for contractors, design engineers, and owners. QCS has supported our clients from all perspectives on large and small design-build projects. QCS has worked as owner QA representatives, contractor QC inspectors, and consultant engineer quality assurance managers where they have served as an integral part of project QA/QC teams delivering a quality product by working in partnership with owners, design engineers, and contractors.

Some of QCS’s representative design-build projects include:

- ✦ Dulles Metrorail Extension, Phases 1 and 2
- ✦ I-495 HOT Lanes
- ✦ Fairfax County Parkway, Phase III
- ✦ Waxpool Road
- ✦ I-81 Truck Climbing Lanes
- ✦ Route 50 Traffic Calming near Gilberts Corner



DMY Engineering Consultants, LLC (DMY) was founded in 2009 with a mission to offer practical and cost-effective engineering solutions to clients in the Mid-Atlantic region including Virginia, DC, and Maryland. DMY is a minority-owned business and is certified as a **Disadvantaged Business Enterprise (DBE/MBE/LDBE)** as well as a Small, Women-owned, and Minority-owned Business (SWaM). DMY has an in-house AASHTO certified soils and concrete laboratory and full size drill rigs to satisfy the geotechnical investigation and material testing needs.

DMY is specialized in geotechnical site investigation, geotechnical design and analysis, and QC testing/inspection. DMY and its engineers have extensive experience in design and construction of transportation projects. Examples of our current projects providing geotechnical services and quality control testing and inspections with the lead designer, RDA, include:

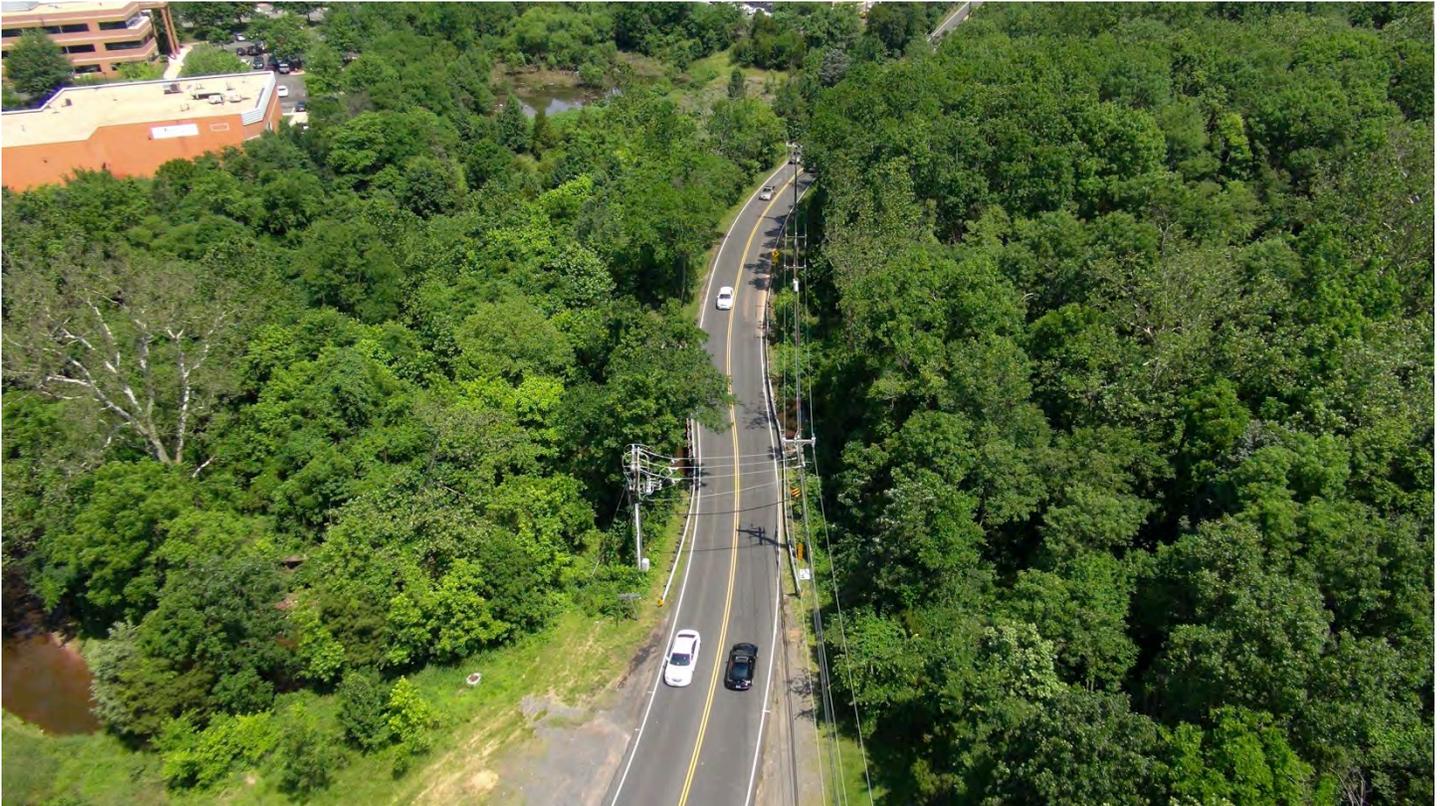
- ✦ Northfax Drainage and Intersection Improvements (City of Fairfax, VA)
- ✦ George Mason University Campus Drive (Fairfax, VA)
- ✦ Prince William Parkway Widening (Prince William County, VA)



Dadson Consulting, Inc. (DCI) is a Virginia-certified **DBE** structural engineering consulting firm (DMBE Certification #008991) specializing in the design of various types of structures including infrastructure such as bridges and associated components, tall retaining walls, transit structures, and tunnel entrance boatwalls throughout Virginia, District of Columbia, West Virginia and Maryland. Representative projects include the 11th Street Bridge project for DDOT performing preliminary designs and shortlisted team designs of multiple bridges; DDOT South Capitol Street Corridor Segment II and III 10% and 30% designs of multiple bridges and retaining walls (on-going). The President of DCI, Daniel Dadson, Ph.D., P.E., (as project manager with another firm) signed and sealed construction drawings for the Udvar-Hazy National Air & Space Museum Bridge over Route 28 in Chantilly under the Route 28 Design-Build project. The bridge is a three-span continuous steel composite bridge with a length of 357 feet with six lanes of traffic and a median.

3.5 Project Risks

The Branch Team has carefully considered the key elements of work for the Walney Road Bridge Replacement and Road Widening project to determine the following three critical Project Risks. In our risk assessment, we considered numerous potential risks to the project including maintenance of traffic, traffic management, geotechnical conditions, right of way and others but concluded that [Utilities](#), [Stormwater Management](#), and [Environmental Permitting](#) may be the most critical to the success of this Project. The risks associated with this project have been identified to reside mostly in the areas along the limits of Flatlick Branch.



RISK 1—UTILITIES

Risk Description and Criticality. Utility Coordination on any given project can be a lengthy drawn out process that at time can be unpredictable and difficult to resolve. Upon close examination of the Walney Road Bridge Replacement and Road Widening project, the Branch Team has identified numerous subsurface utilities and an above ground pole line located to the east of Walney Road. In dissecting the information provided, it appears that some of the underground utility designations being shown are incomplete or missing. These intermittent designations could be segments of abandoned utilities but are not labeled as such on the information plans.

The current design depicted on the RFQ information plans show the potential for considerable utility conflicts in the approaches and bridge replacement over Flatlick Branch. Fairfax Water, Fairfax County Wastewater Management, Dominion Virginia Power, Verizon, Cox Communications, MCI, Level (3) Communication, and Washington Gas have all been identified to possess facilities located adjacent to Flatlick Branch with utilities crossing and running parallel with Walney Road. Without the benefit of testholes and or as-built information it is difficult to know for certain which facilities are in conflict. Given the vast array of utilities located within the proposed limits of construction, relocation and adjustments for many of these utilities will be needed.

Impact. Due to the number of utilities that will need to be relocated and or adjusted next to the existing Conservation Easement area, it will be difficult for the utility owner to mobilize concurrently to perform their work. It would appear that each utility owner would need to access the same general area to relocate or adjust

its utilities. Multiplying these efforts may not be feasible due to limited space within existing overlapping easements. This has the potential of significantly extending the schedule out even when a utility owner is prepared to perform its work. Many times as a Design-Build team, we often focus solely on getting these utilities out of the way of our construction but we must also appreciate and understand that the utilities serve the public as well. An unidentified line and/or a missed designation could result in serious and dangerous incidents during construction. With nearby offices and business parks located on both side of Walney Road, the Branch Team will be mindful of these impacts, understanding that any impacts impose significant loss.

Mitigation. The Branch team fully intends to verify the designated locations of each and every utility and provide additional sweeps and research of the project limits. The proposed detour in itself will serve to mitigate the utility risk by allowing these elements of work to occur without the presence of traffic. Our Lead Designer, RDA, will carefully examine the plans and look to enhance proposed element of design such as drainage layout to minimize impacts to some of the utilities. Having recently completed some of the area’s most complex roadway improvement project involving utilities in northern Virginia, our utility coordinator will systematically execute the proper coordination of each and every utility. The Branch team has been successful in proactively working with utility owners to ease the stress and tension that can arise when utilities have a difficult time meeting schedule or even committing to one. Our Team plans to provide detailed location and assist utility owners with temporary and/or permanent measures such as conduits and sleeves to promote progress and minimize impacts.

VDOT’s Role. The Department’s role is anticipated to be one primarily of oversight and guidance concerning utilities. The Branch Team would follow the VDOT Utility Policies and only look to engage VDOT personnel to clarify policy and for support should a utility company be unresponsive to the point of jeopardizing the project schedule. Although uncommon, should a utility company become unresponsive to their responsibilities to relocate their facilities for the project, we would seek VDOT support and guidance if the unresponsiveness merited an escalation to further action(s) to complete the utility relocation. All other issues will be thoroughly pursued with the utility company until such a time that no understanding can be reached before involving VDOT’s Utility personnel.

RISK 2–STORMWATER MANAGEMENT

Risk Description and Criticality. The Walney Road Bridge Replacement and Road Widening RFQ Plans identify a potential SWM facility location at the northeast (upstream) quadrant of the new bridge crossing. According to the plans and technical data provided the facility will encroach FEMA Zone AE designated floodplain. While not specifically prohibited, this design approach is discouraged under VDOT Drainage Manual Section 11.2.1 and could potentially require additional risk to the project from a cost, design and permitting standpoint.

Also, given the current status and scheduling of this project full implementation of current water quality and quantity control regulations outlined in SWPA-04 and the latest IIM-195 will be applicable for compliance with VSMP and the VDOT MS4. Because land areas available for SWM facilities in proximity to the project are severely limited, risk for design adjustments to satisfy performance-based (DCR) pollutant removal criteria will be deemed to be critical due to the potential for additional right of way impacts after completing the Public Hearing milestone.

Impact. Assessment of the RFQ plan and existing site topography indicates the Flatlick Branch flow path and bridge orientation that are in conflict with embankment or berms associated with a potential SWM facility in the identified location. This conflict does not appear to have been modeled in the provided H and H data included in the Information Package and will require consideration in the final designs. Potential impact includes additional stabilization of the embankment due to longitudinal stream flows, extension of scour countermeasures, adjustment of the bridge length for hydraulic efficiency and possible adjustment of bridge skew.

Mitigation. A comprehensive stormwater treatment strategy early in the design phase is vital to effective roadway drainage design. An early assessment of water quality coverage requirements will provide design guidance which can be implemented throughout roadway planning stages and allow coordination with the Department to meet operation and maintenance needs. It would be imperative for our Team to assess the RFP plans at the “Technical Phase,” should we be given the opportunity, to assess opportunities to revise the SWM approach to reduce floodplain encroachment through provision of several smaller facilities throughout the project area. The goal would be to reduce floodplain impact with a comprehensive system design to meet current SWM regulations without need for major adjustments to the proposed and existing right of way of the RFP documents.

Based upon our experience with numerous current projects, the Branch Team is very familiar with the transition of project design to meet the latest Stormwater Management Regulations. Our approach is to find innovative methods to maximize treatment coverage within limited Right of Way which reduces offsite impacts and resulting damage claims. Our Drainage Team includes professionals and LEED-certified designers fully versed in the VDOT BMP Design Manual of Practice and innovative compliance methodologies to provide constructible and simply maintained stormwater management plans. These innovative measures may be appropriate on this project to reduce SWM facility encroachment in the floodplain area without additional right of way impacts.

VDOT’s Role. The Department’s role in mitigating the stormwater management risk will be to assist with stormwater design reviews as the Branch Team develops our design concepts. These may include bio filtration facilities to supplement and/or allow reduction or elimination of a conventional system within floodplain while conforming to the Department of Conservation and Recreation’s guidelines. As the holder of the MS-4 permit, the Department will be the authority in approving any land disturbance activities for this project. By partnering to find the best case scenario for the entire Project, we can minimize offsite impacts by providing a balanced maintenance and operation effort that reduces encroachment in FEMA floodplain.

RISK 3–ENVIRONMENTAL PERMITTING

Risk Description and Criticality. Based on the information included in the environmental packet that accompanied the RFQ, there is not a lot of risk stemming from environmental issues if the project adheres closely to the RFQ concept plans. Right now – based on the concept plans – the environmental tasks will largely consist of delineating the project area for wetlands and waterways and obtaining the relevant water quality permits. Because of the time elapsed between the original coordination and the time the design will be ready to go to construction, we will need to re-coordinate with the Virginia Department of Historic Resources (VDHR) and federal and state natural resources agencies to update project impact assessment and to assist VDOT with the NEPA re-evaluations. However, the Branch Team does not anticipate any change in these agencies’ previous determinations of “no effect” or “no adverse effect,” so long as there are no, or only minor, deviations from the concept plans.

If we need to go beyond the RFP project footprint to accommodate staging areas or utilities, we will need to re-coordinate with the environmental review agencies as early as possible. A deviation from the RFP footprint could generate additional studies and even trigger the requirement for a higher level of NEPA documentation. The project is surrounded by properties with environmental constraints.

The property at the southeast corner of the bridge is part of the Flat Lick Stream Valley Park owned by the Fairfax County Park Authority. Any use of the FCPA property (other than the sidewalk or trail, or a temporary construction easement) would need to be coordinated with the Park Authority and could result in the need for a full 4(f) Statement.

Any expansion of the project impact area to the west could impact the Westfields property, which extends from the southwest corner of the bridge to the north side of Flat Lick Branch. The property is shown on the VDHR Datasharing System as an architectural resource that has not yet been evaluated. There is therefore potential that

it would be considered eligible for listing on the National Register of Historic Places. Any impact here would require re-coordination with the VDHR and supporting studies to determine 1) whether the resource is eligible for listing on the National Register of Historic Places, and 2) whether the expanded project would have an adverse effect on the property. If the VDHR determines there would be an adverse effect, we would need to work with the VDHR to develop a MOA for mitigation. We would also need to coordinate with VDOT/FHWA to determine whether the impacts would trigger the need for a full 4(f) statement. It may be that the PCE addressing this part of the project would no longer be appropriate.

The Branch Team is familiar with at least a portion of the project area – we provided wetland delineation services for property on the north side of Flat Lick Branch as recently as July, 2012. We do not anticipate wetlands impacts to exceed 1/2 acre, and the US Army Corps of Engineers will likely issue an authorization under Nationwide Permit 23 (Categorical Exclusions), which automatically transmits the Virginia Department of Environmental Quality approval. The Virginia Marine Resources Commission will require a permit for the bridge rehabilitation and widening over Flat Lick Branch, but they are unlikely to deny it. It is however possible that any of these agencies could require additional studies for threatened or endangered species or cultural resources.

Impact. Any of the above risks, if realized, could significantly impact the schedule, level of effort, and cost required for environmental compliance. For example, if there was a 4(f) use for which the FHWA could not make a de minimis finding, or an unresolved impact on a Section 106 property, it is likely that we would need to do a full environmental assessment which could take 6 months or more to get finalized and approved. There would also be the time needed for additional coordination with the relevant agencies to resolve issues and develop agreements.

Mitigation. The obvious mitigation is to adopt the approach, “Don’t go there in the first place.” If this becomes impracticable or infeasible, we will do our best to minimize our intrusion, and to make any permanent intrusion (e.g., a stormwater management facility) blend with the landscape. Any temporary intrusions (e.g., construction staging areas) will be removed upon completion of the construction and the area restored.

VDOT’s Role. As with every aspect of the Project, the Department’s role is anticipated to be one of partnership in helping us resolve issues with the Park Authority and other agencies, and to advise us on VDOT’s and FHWA’s environmental processes, positions and policies regarding environmental matters. The Branch Team will alert VDOT personnel as soon as we identify a need to change the project or a potential new issue. Once again, public participation will help raise any previously unknown issues early.

- SOQ Checklist
- Form C-78-RFQ
- List of Affiliated and Subsidiary Companies
- Debarment Forms
- Offeror's VDOT Prequalification Certificate
- Surety Letter
- SCC and DPOR Information Tables
- Full Size SCC and DPOR Supporting Documentation
- Key Personnel Resume Forms
- Work History Forms

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	3
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	8
Organizational chart narrative	NA	Section 3.3.2	yes	6

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	Appendix
Project Risks				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	12

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

RFQ NO. C00104103DB62

PROJECT NO.: 0657-029-099, R201, C501, B641

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 04/30/13
(Date)
2. Cover letter of RFQ Addendum No. 1 06/12/13
(Date)
3. Cover letter of _____
(Date)


SIGNATURE

6/18/13
DATE

List of Affiliated and
Subsidiary Companies

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

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

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

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

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

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

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

 6/10/2013 Chief Estimator
Signature Date Title

Branch Highways, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

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

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

Signature

June 4, 2013

Date

Director of Transportation/Vice President
Title

RINKER DESIGN ASSOCIATES, P.C.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

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

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

	June 4, 2013	President
Signature	Date	Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

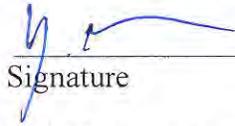
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

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

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



Signature

June 4, 2013

Date

President and CEO

Title

DMY Engineering Consultants, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

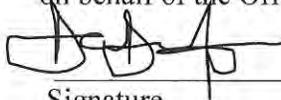
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

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

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



Signature

June 4, 2013

Date

President

Title

Dadson Consulting, Inc.

Name of Firm

TRNSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 05/31/2013

05/31/2013
2:20 PM
PAGE 61

- B -

=====
B319
BRANCH HIGHWAYS, INC.
PREQ. EXP : 02/28/2014

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
P. O. BOX 40005	002 - GRADING
ROANOKE, VA 24022-0004	003 - MAJOR STRUCTURES
PHONE : 540-982-1678	045 - UNDERGROUND UTILITIES
FAX : 540-982-4217	

BUSINESS CONTACT: KARBACH, JAMES WILLIAM
EMAIL: ESTIMATING@BRANCHHIGHWAYS.COM

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

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

10 Franklin Road, SE
Suite 550
Roanoke, VA 24011
Tel (540) 343-8071
Fax (540) 345-2958

Employee Owned



Est. 1864

Charlotte
Greensboro
Knoxville
Lynchburg
Nashville
Raleigh
Richmond

June 13, 2013

Mr. Kevin Reichert, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Branch Highways, Inc.
Project: Waleny Road Bridge Replacement and Road Widening
RFQ No.: C00104103DB62
State Project No.: 0657-029-099,R201,C501,B641
Federal Project No.: STP-5A01(471)

Dear Mr. Reichert:

Branch Highways, Inc. has been a client of The Hartford Insurance Group for nearly 20 years. During that time, we have supported The Branch Group in their pursuit of projects in the \$125,000,000 range and total programs in excess of \$750,000,000.

As surety for Branch Highways, Inc., Hartford Fire Insurance Company with an A.M. Best Financial Strength Rating of A and Financial Size Category of XV will furnish a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

The Hartford expressly reserves the right to review the terms and conditions of the contract, contract amount, and bond form, evaluate pertinent underwriting data, and verify the adequacy of project financing prior to the issuance of bonds for the referenced project. Our consideration and issuance of bonds is a matter solely between The Branch Group, Inc., and The Hartford, and we assume no liability to third parties or to you by the issuance of this letter.

Hartford Fire Insurance Company is listed on the U.S. Treasury Department List and is licensed to transact fidelity and surety business in the Commonwealth of Virginia.

This letter will expire 180 days from this date.

We recommend this contractor highly and should you have questions, please let us know.

Sincerely,

A handwritten signature in blue ink that reads "Theresa S. Stump".

Theresa S. Stump

cc: Branch Highways, Inc.
Hartford Fire Insurance Company

scottins.com
Insurance, Bonds, Benefit Services and Financial Management
With Captive Insurance Operations in Grand Cayman
Founded 1864

ATTACHMENT 3.2.10

State Project No. 0657-029-099, R201, C501, B641

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Branch Highways, Inc.	02956183	Corporation	Active	PO Box 40004 442 Rutherford Ave NE Roanoke, VA 24016	Contractor (Class A)	2701029434	March 31, 2015
Rinker Design Associates, P.C.	02270627	Corporation	Active	9385 Discovery Blvd Suite 200 Manassas, VA 20109	Professional Corporation	0405000502	December 31, 2013
					Appraisal Business	4008001684	February 28, 2015
Quinn Consulting Services, Inc.	04925517	Corporation	Active	14160 Newbrook Dr Suite 220 Chantilly, VA 20151	Business Entity	0407003733	December 31, 2013
DMY Engineering Consultants, LLC	S3134972	Limited Liability Company	Active	45662 Terminal Dr Suite 110 Dulles, VA 20166	Business Entity	0407005631	December 31, 2013
Dadson Consulting, Inc.	06216360	Corporation	Active	14130 Noblewood Place Suite 304 Woodbridge, VA 22193	Professional Corporation	0405001472	December 31, 2013

3.2.10.1 SCC Registration Screenshots



SCC eFile
Business Entity Details

[Help](#)

BRANCH HIGHWAYS, INC.

SCC eFile

SCC eFile Home Page
Check Name
Distinguishability
Business Entity Search
Certificate Verification
FAQs
Contact Us
Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 02956183
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/25/1986
Status: Active
Shares Authorized: 5000

Principal Office

P O BOX 40004
442 RUTHERFORD AVE NE
ROANOKE VA24016

Registered Agent/Registered Office

MELANIE F WHEELER
442 RUTHERFORD AVE NE
ROANOKE VA 24016
ROANOKE CITY 217
Status: Active
Effective Date: 1/11/2008

Select an action

[File a registered agent change](#)
[File a registered office address change](#)
[Resign as registered agent](#)
[File an annual report](#)
[Pay annual registration fee](#)
[Order a certificate of good standing](#)
[Submit a PDF for processing \(What can I submit?\)](#)
[View eFile transaction history](#)

Screen ID: e1000



SCC eFile
Business Entity Details

[Help](#)

Rinker Design Associates, P.C.

SCC eFile

SCC eFile Home Page
Check Name
Distinguishability
Business Entity Search
Certificate Verification
FAQs
Contact Us
Give Us Feedback

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 02270627
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 2/24/1982
Status: Active
Shares Authorized: 20000

Principal Office

9385 DISCOVERY BOULEVARD
SUITE 200
MANASSAS VA20109

Registered Agent/Registered Office

JOHN S WISIACKAS
ODIN FELDMAN & PITTLEMAN PC
1775 WIEHLE AVENUE STE 400
RESTON VA 20190
FAIRFAX COUNTY 129
Status: Active
Effective Date: 8/27/2012

Select an action

[File a registered agent change](#)
[File a registered office address change](#)
[Resign as registered agent](#)
[File an annual report](#)
[Pay annual registration fee](#)
[Order a certificate of good standing](#)
[Submit a PDF for processing \(What can I submit?\)](#)
[View eFile transaction history](#)



SCC eFile
Business Entity Details

[Help](#)

QUINN CONSULTING SERVICES INCORPORATED

SCC eFile

- [SCC eFile Home Page](#)
- [Check Name](#)
- [Distinguishability](#)
- [Business Entity Search](#)
- [Certificate Verification](#)
- [FAQs](#)
- [Contact Us](#)
- [Give Us Feedback](#)

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: 04925517
 Entity Type: Corporation
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 10/24/1997
 Status: Active
 Shares Authorized: 5000

Principal Office

14160 NEWBROOK DRIVE
 SUITE 220
 CHANTILLY VA20151

Registered Agent/Registered Office

JOHN H QUINN JR
 2208 S KNOLL ST
 ARLINGTON VA 22202
 ARLINGTON COUNTY 106
 Status: Active
 Effective Date: 10/24/1997

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)



SCC eFile
Business Entity Details

[Help](#)

DMY Engineering Consultants, LLC

SCC eFile

- [SCC eFile Home Page](#)
- [Check Name](#)
- [Distinguishability](#)
- [Business Entity Search](#)
- [Certificate Verification](#)
- [FAQs](#)
- [Contact Us](#)
- [Give Us Feedback](#)

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

SCC ID: S3134972
 Entity Type: Limited Liability Company
 Jurisdiction of Formation: VA
 Date of Formation/Registration: 1/11/2010
 Status: Active

Principal Office

45662 TERMINAL DR STE 110
 DULLES VA20166

Registered Agent/Registered Office

WEIYI MA
 45662 TERMINAL DRIVE
 SUITE 110
 DULLES VA 20166
 LOUDOUN COUNTY 153
 Status: Active
 Effective Date: 6/23/2011

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [Pay annual registration fee](#)
- [Order a certificate of fact of existence](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)

SCC eFile
Business Entity Details

[Help](#)

DADSON CONSULTING, INC.

SCC eFile

- SCC eFile Home
- Page
- Check Name
- Distinguishability
- Business Entity
- Search
- Certificate
- Verification
- FAQs
- Contact Us
- Give Us Feedback

General

SCC ID: 06216360
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration:
8/4/2004
Status: Active
Shares Authorized: 100

Principal Office

3310 NOBLE POND WAY
SUITE 217
WOODBIDGE VA22193

Registered Agent/Registered Office

DANIEL K DADSON
3310 NOBLE POND WAY
SUITE 217
WOODBIDGE VA 22193
PRINCE WILLIAM COUNTY 176
Status: Active
Effective Date: 3/6/2012

Select an action

- [File a registered agent change](#)
- [File a registered office address change](#)
- [Resign as registered agent](#)
- [File an annual report](#)
- [Pay annual registration fee](#)
- [Order a certificate of good standing](#)
- [Submit a PDF for processing \(What can I submit?\)](#)
- [View eFile transaction history](#)
- [Manage email notifications](#)

Business Entities

UCC or Tax Liens

Court Services

Additional Services

3.2.10.2 DPOR (APELSCIDLA) Licenses for Offices

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

EXPIRES ON
12-31-2013

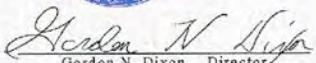
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0405000502

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

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC
9385 DISCOVERY BOULEVARD
SUITE 200
MANASSAS, VA 20109



 Gordon N. Dixon, Director

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

EXPIRES ON
12-31-2013

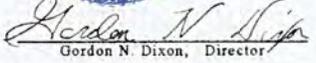
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0407003733

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

PROFESSIONS: ENG

QUINN CONSULTING SERVICES INC
4607 MARBLE ROCK COURT
CHANTILLY, VA 20151



 Gordon N. Dixon, Director

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

EXPIRES ON
12-31-2013

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

NUMBER
0407005631

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

PROFESSIONS: ENG

DMY ENGINEERING CONSULTANTS, LLC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166



 Gordon N. Dixon, Director

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

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

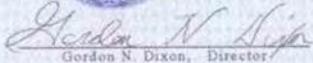
EXPIRES ON
12-31-2013

NUMBER
0405001472

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

PROFESSIONS: ENG

DADSON CONSULTING INC
14130 NOBLEWOOD PL STE 304
WOODBIDGE, VA 22193



 Gordon N. Dixon, Director

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3.2.10.3 DPOR (APELSCIDLA) Licenses for Key Personnel

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

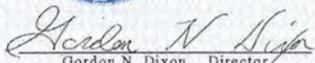
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
07-31-2013

NUMBER
0402032943

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

CHUN M KIM
12530 BRENMILL LANE
MANASSAS, VA 20112



 Gordon N. Dixon, Director

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

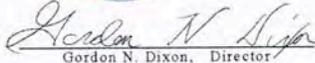
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
06-30-2014

NUMBER
0402039004

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

KAUSHIKKUMAR BHUPENDRAPRASAD VYAS
10170 SPRING DRIVE
GORDONSVILLE, VA 22942-7581



 Gordon N. Dixon, Director

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3.2.10.4 DPOR (Non-APELSCIDLA) Licenses for Offices

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

EXPIRES ON
03-31-2015

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

NUMBER
2701029434

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

BRANCH HIGHWAYS INC
PO BOX 40004
ROANOKE, VA 24022-0004



Gordon N. Dixon
Gordon N. Dixon, Director

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

EXPIRES ON
02-28-2015

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

NUMBER
4008 001684

**REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION**

RINKER DESIGN ASSOCIATES PC
9385 DISCOVERY BOULEVARD SUITE 200
MANASSAS VA 20109



Gordon N. Dixon
Gordon N. Dixon, Director

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

MICHAEL P. HIGGINS (MIKE) / VICE PRESIDENT OF OPERATIONS AND DESIGN-BUILD SERVICES

b. Project Assignment:

DESIGN-BUILD PROJECT MANAGER

c. Name of Firm with which you are now associated:

BRANCH HIGHWAYS, INC.



d. Years experience: With this Firm **14** Years With Other Firms **14** 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.):

Branch Highways, Inc. [Vice President of Operations and Design-Build Services, February 2010–Present]—

Responsible for operational functions within the company including operational, logistics, training and safety at all levels of operations and in all divisions of the company, resource assignment, employee staffing, scheduling, production and positive cash flow while enforcing company policy and encouraging best practice application in the field. In conjunction with the President and the Vice President of Estimating, will develop, implement, and monitor the company’s business plan and overall goals, including Vision 2020. Current role brings all of Branch’s resources to bear on the Route 7 DB project to ensure that staffing levels are adequate to meet all contractual deadlines and completion dates. Duties and responsibilities as Director of Design-Build Services still apply as outlined below. Mr. Higgins is an active participant in the Virginia Transportation Construction Alliance (VTCA), having served as a member of the Board of Directors and as co-chairperson of the Design-Build Committee.

Branch Highways, Inc. [Director of Design-Build Services/Senior Project Manager, March 2008–February 2010]—

Managing large, complex construction projects as well as providing oversight and direction of the company’s design-build procurement/construction process and operations. Responsibilities include development of company’s procurement process for design-build projects as well as developing and overseeing management practices and reporting for company’s ongoing design-build projects. Project management responsibilities include serving as the primary point of contact with the owner and local public entities, oversight and management including both the construction knowledge and requirements associated with right-of-way acquisitions, environmental permitting and mitigation, as well as utility relocations both in house and those associated with 3rd party utility owners. He has a proven track record with both the Route 58 and Rt15 PPTA projects.

Branch Highways, Inc. [Director of Project Management/Project Manager, January 2003–March 2008]—

Managed various projects for company including Route 58 PPTA as well as providing oversight and direction for the company’s project management operations. Responsibilities included establishment and development of project management means and methods along with mentoring current project management/engineering staff. Many of the guidelines mirror those established by VDOT for design build project and assisted Branch in its efforts to create clear lines of accountability for our organization and the Design Build Team for this project.

Branch Highways, Inc. [Senior Estimator, October 1999–December 2002]—

Performed any and all activities and duties required for the company’s procurement process in acquiring new work. These procurements included design-bid-build and design-build procurements in Virginia and North Carolina. Responsibilities included bid preparation, quantification, subcontractor/vendor solicitation and procurement, identification of new business opportunities and development of potential projects.

The Lane Construction Corporation [Project Engineer in Charge, January 1998–September 1999]—

Performed project management duties for the reconstruction of the Buena Vista Floodwall Project for the Norfolk District of the USACE in Buena Vista, Virginia. Responsibilities included development, implementation and oversight of the project Quality Control plan and operations as well as serving as the primary point of contact with the owner and local public entities, oversight and management of all contract requirements for documentation, payment process, project scheduling and updating, public information, subcontractor and vendor procurement and management. Provided oversight and management for a field staff of over 10 supervisors (superintendents and foremen) and office staff consisting of six engineers/office personnel.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: West Virginia Institute of Technology (Montgomery, WV) / BS / 1985 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Not Applicable
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)
Route 58 Hillsville Bypass PPTA, VDOT Route 58 Meadows of Dan Bypass PPTA, VDOT Mr. Higgins served as the Design-Build Project Manager on both the Route 58 Hillsville Bypass and Route 58 Meadows of Dan PPTA Projects. As the authorized representative for the Branch on the 58 Project, his responsibilities included the coordination and oversight for overall project design, construction, quality management, and contract administration. He conducted many project specific information meetings with local and state government agencies, businesses, and residents to coordinate ROW acquisitions, utility relocation activities, environmental permitting, and environmental monitoring. These interactions addressed design and construction concerns and provided a format for keeping the various Project Stakeholders engaged, informed, and accountable. His duties and role as the Design Build Project Manager on the Route 7 Project will be nearly identical to his role on these two highly successful Route 58 project. <i>Hillsville Bypass: Company: Branch Highways, Inc. Dates: October 2007–November 2011</i> <i>Meadows of Dan Bypass: Company: Branch Highways, Inc. Dates: March 2004–December 2005</i>
I-64/Route 895 Connector at the Richmond International Airport As the Project Manager on the I-64/Route 895 Connector, Mr. Higgins was Branch Highways’ primary point of contact for the Owner and the Owner's Design Engineer. Much like the Route 7 Project, his duties included coordination with Owner and Design Engineer for constructability issues, coordination and tracking of EEO and DBE/MBE reporting requirements. Along with those duties, Mr. Higgins helped develop, track, and update the project schedule. That process necessitated interaction with subcontractors and major material suppliers from the onset. Those early interactions also assisted in the development of the project Quality Control plan and engendered a sense of responsibility among the Project Team. These same methods, refined over years of use, will be implemented on the Route 7 Project under consideration. <i>Company: Branch Highways, Inc. Dates: June 2007–February 2009</i>
Centrepont Parkway, Stafford County, VA Mike Higgins’s position as overall Project Manager tied him closely to the Owner and their Design Engineer on an ongoing basis. The same attention to detail and recognition of the mutual best interests of all parties involved led to an exemplary relationship with Stafford County which he will carry over to the Department on the Route 7 Westbound Truck Climbing Lanes. By actively engaging the Department and other stakeholders in the development of the QA/QC Plan and in the establishment of protocols for interactions regarding ongoing activities, the same level of success, a project delivered safely, on-time, and on-budget, can be anticipated. <i>Company: Branch Highways, Inc. Dates: August 2004–October 2005</i>
James Madison Highway (Route 15) PPTA/Design-Build, Prince William County, VA Mr. Higgins’s efforts as the Design-Build Project Manager for Route 15 in Prince William County were similar to those to be expected on the Route 7 Westbound Truck Climbing Lanes Project. The two projects both share the similar problems of heavy and fast-moving traffic, high accident ratings, and community involvement; complicated by unique design and construction considerations affected by local property and business owners. Coordination with third party reviewers coupled with ROW acquisitions, utility relocation activities, and environmental permitting and monitoring, made the preparation and execution of a “Grand Plan” [Branch Highways’ overall project schedule and operations planning process] all the more critical. Branch will incorporate this proven project planning method on the Route 7 Project to ensure that storm water management, traffic maintenance, and all construction activities, along with the aforementioned coordination categories, are scrutinized and taken into account. Mr. Higgins’s ability to help coordinate and ensure the <i>Grand Plan</i> was both established and followed is evidenced by the success of the Route 15 PPTA and a clear indicator of probable future success on the Route 7 Project. <i>Company: Branch Highways, Inc. Dates: February 2007–December 2009</i>

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	KAUSHIK VYAS, P.E. / QUALITY ASSURANCE MANAGER
b. Project Assignment:	QUALITY ASSURANCE MANAGER (QAM)
c. Name of Firm with which you are now associated:	QUINN CONSULTING SERVICES, INC. 
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>24</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <i>Quinn Consulting Services [Quality Assurance Manager, March 2010–Present]</i> —As Quality Assurance Manager, worked exclusively on VDOT design-build projects in lead QA and QC roles. <i>TRC (formerly Site-Blauvelt) [Transportation Engineer, April 2001–March 2010]</i> —As Transportation Engineer, performed overall Quality Assurance Control, in line with VDOT PPTA Project QA/QC Guidelines. <i>Gujarat Electricity Board [Civil Engineer, January 1998–July 2000]</i> —As Civil Engineer, Worked as a Civil Engineer in Power Plants (Generation Wing), dealt with construction, maintenance of plant and technical matters of Thermal power plant project.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Gujarat University (Ahmedabad, India) / BS / 1983 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2004 / Professional Engineer / #0402 039004
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	Sycolin Road Overpass Design-Build (Town of Leesburg/Loudoun County, VA) QAM for this project located at the intersection of Sycolin Road with the Route 7/15 Bypass in the Town of Leesburg in Loudoun County, Virginia. This project will improve safety and operations along the Route 7/15 Bypass by building a grade separated bridge for Sycolin Road over the Route 7/15 Bypass and removing the existing signalized intersection. Sycolin Road will be reconstructed as a four-lane undivided overpass with no direct connection to the Route 7 Bypass after the Project is complete. Pedestrian access will be provided on the proposed bridge with a sidewalk on the south side of Sycolin Road and a shared-used path on the north side of Sycolin Road. The shared-use-path will be barrier-separated from the vehicular traffic across the bridge. As the QAM, Kaushik is responsible for the Quality Assurance of the roadway, bridge and other physical construction operations, including the QA testing technicians. The QAM has the authority and responsibility to stop any work not being performed in accordance with the Contract requirements or lacking the QA/QC documentation necessary to prove that the work meets the Contract requirements. The QAM will determine and certify to VDOT whether the materials and work comply with the Contract Documents. The QAM will conduct preparatory inspection meetings in accordance with Section 5.3.3 of the VDOT’s Minimum QA/QC Requirements Manual prior to the start of any new work. Kaushik is also responsible for overseeing and directing the independent quality assurance testing and inspections, comparing the QA and QC tests to ensure that they are within the tolerances established by VDOT’s Minimum QA/QC Requirements Manual, and certifying that the work is completed in accordance with the Contract Documents. Company: <i>Quinn Consulting Services, Inc.</i> Dates: <i>2013–Present</i>
I-495 HOT Lanes Design-Build Project (Fairfax County, VA)	Resident Area Engineer on this nearly \$2 billion public-private Capital Beltway Project that includes widening of approximately 14 miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and interpreting project plans and specifications; participating in weekly progress meetings; working closely with contractors to identify and resolve problems; monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports; ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects; working directly with General Contractor, Engineering and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems. Company: <i>Quinn Consulting Services, Inc.</i> Dates: <i>November 2010–February 2013</i>

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

Quality Control Manager for this project that included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involved Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans and VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and also with public relations in regards to the project.

Company: *TRC (formerly Site-Blauvelt)*

Dates: *November 2007–November 2010*

Linton Hall Road Widening (Prince William County, VA)

Quality Assurance Control Manager for this project that included a bridge over Broad Run Creek and Roadway Widening up to Route 28. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Also worked closely with utility companies during facility relocations and addressed public inquiries as related to the project.

Company: *TRC (formerly Site-Blauvelt)*

Dates: *November 2007–November 2010*

Spriggs Road Improvements Project (Prince William County, VA)

Quality Assurance Control Manager for this project that included the widening of Spriggs Road to make it a four-lane divided highway between Minnieville Road and Hoadly Road. Project also included the construction of access roads, MSE walls, and utility relocation. Responsibilities included interpreting geotechnical reports as related to actual field conditions and recommending solutions when unsuitable soils were encountered. Monitored ongoing roadway drainage work and soil stabilization work and prepared daily reports, pay item summaries, and project schedule reports.

Company: *TRC (formerly Site-Blauvelt)*

Dates: *May 2006–October 2007*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	MO KIM, P.E., DBIA / DIRECTOR OF TRANSPORTATION
b. Project Assignment:	DESIGN MANAGER
c. Name of Firm with which you are now associated:	RINKER DESIGN ASSOCIATES, P.C. 
d. Years experience: With this Firm 19 Years With Other Firms 1 Year 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.):	<p><i>Rinker Design Associates, P.C. (formerly Rinker-Detwiler and Associates, P.C.) [Director of Transportation, 2003–Present]—</i>Principal-In-Charge of overseeing and managing all elements of roadway design, hydrology and hydraulics, construction plans and overall direction of RDA’s Transportation Department. Duties include Quality Control and Quality Assurance (QA/QC) for all professional services and oversight of all subconsultant work. Strong emphasis is placed on constructability reviews and best value solutions for recent D-B projects with hands on integrated techniques. Recently became a DBIA professional and previously served as the President of the American Society of Highway Engineers–Potomac Section. Served on the ASHE Board of Directors for nearly eight consecutive years (most recently as the Past-President). Also served as a member of the Technical Advisory Committee for the Northern Virginia Transportation Alliance.</p> <p><i>Rinker-Detwiler and Associates, P.C. [Project Manager, 2000–2003]—</i>Primary Point of Contact on numerous roadway improvement projects. Responsible for managing all aspects of design and performing IGRDS to Geopak migration for the firm. Project Manager/Lead Designer on several VDOT L&D projects. Duties included performing geometric layouts, drainage design, stormwater management, flood studies, maintenance of traffic, value engineering and quality control. Also responsible for providing bid assistance, construction support and review of shop drawing as the Engineer of Record.</p> <p><i>Rinker-Detwiler and Associates, P.C. [Senior Transportation Engineer, 1998–2000]—</i>Responsible for elements of roadway design production associated with large widening and infrastructure projects. Duties included reviewing cross sections and performing take-off on construction plans. Team Leader for preparing and assembling plans for constructions, as well as developing the technical capabilities of the junior staff. Provided all elements of geometric and drainage design on an array of projects throughout the Commonwealth.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Virginia (Charlottesville, VA) / BS / 1993 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2001 / Professional Engineer / #0402 032943
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>George Mason University Campus Drive (Design-Build, GMU), City of Fairfax and Fairfax County, VA Design QA/QC Manager responsible for the quality assurance and quality control for multi-discipline construction plans. Duties and responsibilities included the review of roadway widenings and new alignments. Project responsibilities also included the review of open and closed storm drain systems, SWM, TMP, Signals and utility coordination/design. Acted as design QA/QC manager to review the overall submissions and provide review guidance on all design elements for both RDA and subconsultants including bridge plans and phased maintenance of traffic for Route 123. Also responsible for coordinating with Design Manager and project team to ensure that Branch Highways had the largest available time to construct the project—efficiently and under budget. Close coordination with VDOT was essential to begin construction for both ends of the project with in the public right of way.</p> <p>Company: <i>Rinker Design Associates, P.C.</i> Dates: <i>August 2012–January 2014(anticipated)</i></p>

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

Design Manager and Engineer of Record responsible for the oversight of all disciplines encompassed under the design elements of work as identified in the Design-Build contract with Branch Highways including Quality Control and Quality Assurance for all design services, work being performed by subconsultants (including work being performed by subconsultants), which included two bridges. Responsible for executing timely design while meeting VDOT and AASHTO design criteria. Also responsible for facilitating coordination meetings between the various stakeholder on the project and overseeing the CEI efforts for construction Quality Control, ensuring design intent is being carried out in the field. The specific responsibilities and authorities associated with this \$54M Design-Build project are similar, if not identical, to the scope set forth in the Walney Road Bridge Replacement and Road Widening RFQ. Managed the project bridge replacements at three separate locations, two along Little Bull Run and one across Catharpin, each with similar characteristic of Flatlick Branch. Although this project is a Prince William County administered project, responsibilities as the Design Manager included close coordination with VDOT for ultimate acceptance and maintenance of a quality product.

Company: *Rinker Design Associates, P.C.*

Dates: *February 2007–January 2010*

VDOT Stringfellow Road (Route 645) Widening, Fairfax County, VA

Project Manager providing engineering services for this 2.02-mile project for right of way and construction plans including roadway design, hydraulic design, traffic engineering design (including traffic data collection and analysis), sign, signal, pavement marking, lighting plans and ITS, retaining wall design, permit sketches, coordination of utility design and supplemental survey data with roadway design and construction coordination and support. Responsible for administering the contract and overseeing all elements of the professional engineering design services. Serve as the primary point of contact for VDOT and responsible for all aspects of design quality and oversight of personnel and subconsultants. Responsible for extensive stakeholder coordination and developing a best value solution to the geometric design due to heavy and extreme utility impacts and Fairfax County stewardship. Worked closely with the Fairfax County Park Authority in minimizing impacts to Poplar Tree Park and Greenbriar Park, a key stakeholder on the Walney Road Bridge Replacement and Road Widening Project.

Company: *Rinker Design Associates, P.C.*

Dates: *October 2005–Present*

Rollins Ford Road, Phase IV, Prince William County (Manassas), VA

Design Manager for the extension of Rollins Ford Road for approximately 0.9 mile including a 40' high bridge spanning 360' over Broad Run. Responsible for administering the contract and ensuring design quality for all elements of work. Worked closely with various stakeholders such as the Prince William County Park Authority and the City of Manassas Public Works. Responsible for overall management and design QA/QC of geometric design and the oversight of all subconsultants encompassing hydrologic/hydraulic analyses, flood studies and traffic. Performed detailed geometric design for horizontal and vertical geometry. Responsible for the review of all stormwater management and drainage design to ensure adequate outfall and BMP applications. In addition to overseeing the proposed roadway improvements, waterline betterment for the City of Manassas and a hual road facility for the future Rollins Ford Road Community Park were coordinated as part of the project. Project was awarded to Shirley Contracting Company, LLC in November 2012.

Company: *Rinker Design Associates, P.C.*

Dates: *August 2011–December 2012*

Sudley Manor Drive PPTA/Design-Build, Prince William County (Manassas), VA

Design Manager for the first project in Prince William County contracted and constructed in accordance with the Public Private Transportation Act of 1995 in association with CH2MHILL and The Lane Construction Corporation. The construction plans (completed with VDOT approval within an accelerated 180-day schedule) entailed right of way acquisitions, transcontinental petroleum line relocations and utility design/coordination. Responsible for overall management of geometric and hydrologic/hydraulic design on the project and the preparation of the overall construction plans including in plan utility design for VDOT approval. Responsible for coordinating field revisions with CH2MHILL and ensuring the proper stakeout of the revised facilities for The Lane Construction Corporation. Duties included managing and coordinating the new bridge construction over the Norfolk Southern Railroad which required a detailed permitting and acquisition process.

Company: *Rinker Design Associates, P.C.*

Dates: *July 2004–September 2006*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	PETER R. KRAMER / REGIONAL MANAGER
b. Project Assignment:	CONSTRUCTION MANAGER
c. Name of Firm with which you are now associated:	BRANCH HIGHWAYS, INC. 
d. Years experience: With this Firm <u>17</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p>Branch Highways, Inc. [Senior Project Manager/Area Manager, March 2009–Present]—Responsibilities included oversight of all northern Virginia projects including both public and private sectors. These projects included site and roadwork for the Frederick Douglas Elementary School (Leesburg), Route 15 PPTA, Spriggs Road, Lowe’s and Eli Lilly (Prince William County), Port republic Road (Harrisonburg), and Route 123 in Lorton (Fairfax County). Currently serving as the Area Manager for Northern Virginia. Duties include field operations and production management as well as Value-Engineering Proposal development and administration. Also, as the Design-Build Project Manager for the Route 15 James Madison Highway PPTA/ Design-Build project for Prince William County, was responsible for traditional project management duties including contract administration, owner relations, internal reporting and overall project monitoring along with oversight authority for design, utility relocation, environmental permitting, R/W procurement, and all construction activities. These efforts required close coordination of all aspects of the PPTA process and a full understanding of the complexities of each aspect. Also required interfacing directly with landowners regarding specific proffer terms and conditions as well as acting as the point person for specific project-related property owner interactions for the Owner.</p> <p>Branch Highways, Inc. [Project Manager, January 1998–February 2009]—Responsible for overall management duties for several construction projects including the I-81/Route 460 Christiansburg/Blacksburg Interchange. Also served as the Bridge Construction Manager concurrently with other project management duties for approximately three-dozen bridge structures throughout North Carolina and Virginia. Duties included all scheduling, requests for information, and submittal preparations/monitoring, along with crew and equipment scheduling for all bridge crews as well as overall contract management and oversight including correspondence, owner and subcontractor notifications, and compliance issues.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Military Institute (Lexington, VA) / BS / 1988 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2006 / VDOT Erosion & Sediment Control Contractor Certification (ESCCC) / #3156C 2012 / Virginia Department of Conservation and Recreation (DCR)—Responsible Land Disturber (RLD) / #38667 2009 / Certified LEED AP, United States Green Building Council / 10444816 2009 / U.S. Army Corps of Engineers—Construction Quality Management for Contractors / CENAO-09-1170
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.)	<p>James Madison Highway (Route 15) PPTA/Design-Build, Prince William County, VA</p> <p>In addition to familiarity with the specific construction elements, Mr. Kramer has extensive PPTA/DB experience, gained while serving as the Construction Manager for the Route 15 PPTA in Prince William County. Mr. Kramer directly managed all environmental permitting, land acquisition, utility relocations, and acted as the Project’s liaison with landowners and other project stakeholders. Branch received the “Construction Excellence Award” from Prince William County for this Project. Though locally administered, VDOT was actively involved in the design reviews and ongoing inspections, all of which required Mr. Kramer’s active management and engagement. This completed \$53 million project is a prime example of how Branch, along with our current Design partner, RDA, successfully navigated the PPTA/DB waters to deliver a quality project, safely, on time, and within budget, in a highly congested and politically sensitive environment.</p> <p>Company: <i>Branch Highways, Inc.</i> Dates: <i>February 2007–December 2009</i></p>

Frederick Douglas Elementary School, Town of Leesburg, VA

More recently, completing in 2012, Mr. Kramer was the **Construction Manager** for a site project within the Town of Leesburg that involved temporary NVRPA relocation on the WO&D Trail. That aspect of the project included close coordination with the Town of Leesburg, NVRPA, and Loudoun County. Much like the Route 7 Project under consideration, ensuring that the NVRPA Trail facility was maintained throughout the construction was a priority as a dual box culvert was built under the existing trail. The enhanced stone headwalls and reforestation of the surrounding area helped to provide a feature that was both critical to arrest local flooding issues and one that fit aesthetically into the NVRPA WO&D trail system. While this project had many competing interests among multiple public bodies, Mr. Kramer was able to establish a positive and constructive relationship with the Town of Leesburg and the NVRPA.

Company: *Branch Highways, Inc.*

Dates: *November 2005–October 2007*

Route 123 & Hoes Road, VDOT

As the **Project Manager** for Branch Highways' Route 123 Project, Mr. Kramer partnered with the NOVA VDOT District to complete the relatively complex and politically charged project successfully. His duties included the formulation of a complex traffic maintenance and re-sequencing plan that was adopted by the Department as one of three eventual value engineering proposals. Much like the needs of the Route 7–Westbound Truck Climbing Lanes Project, the traffic and access issues complicated the everyday business of improving a roadway segment in dire need. Also as anticipated in the Route 7 Project, it is evident that the combination of strong Branch and VDOT Teams working toward common goals will be successful. Mr. Kramer created an extremely positive relationship with the Department on this project, as can be attested to by Mr. John DePasquale, P.E., former VDOT NOVA District Construction Engineer, and Ken Connors, currently the Culpepper District Construction Engineer (formerly assigned to NOVA District.)

Company: *Branch Highways, Inc.*

Dates: *July 2004–May 2006*

Christiansburg/Blacksburg Route 460 Interchange, VDOT

Of the many projects Mr. Kramer has completed as **Project Manager**, several stand out as complementary to the Route 7 Project under consideration. One of these projects was the I-81 Interchange leading into Virginia Tech at Christiansburg. This highly coupled Project incorporated truck climbing lanes under congested, high-speed, limited access, conditions. Completed in the early 2000's, this approximate \$60 million project successfully incorporated NCHRP-350 standards for safety as those, then "new", standards were implemented in Virginia. The understanding gained through his experience on the I-81 Project will bring a familiarity with the challenges of confined work zones and how to best interact with heavy volumes of vehicle traffic traveling at high speeds. His input on both the sequence of construction and maintenance of traffic plans for the Route 7 Project will greatly enhance the safety of the traveling public and the Project Team.

Company: *Branch Highways, Inc.*

Dates: *September 1998–April 2003*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	JOHN MYERS / UTILITY COORDINATOR
b. Project Assignment:	LEAD UTILITY COORDINATION MANAGER
c. Name of Firm with which you are now associated:	RINKER DESIGN ASSOCIATES, P.C. 
d. Years experience: With this Firm <u>1</u> Year With Other Firms <u>13</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p><i>Rinker Design Associates, P.C. [Utility Coordinator, January 2013–Present]</i>—Responsible for all aspects of utility relocation coordination for Design/Build projects as well as county projects. Responsible for entire utility relocation process from conflict determination, pro-rate calculations, holding UFI meetings, coordinating utility relocation plans with all companies involved as well as proposed roadway work, review and approval of plan and estimate packages submitted by utility companies as well as field work to ensure the relocation is performed as approved. Also involved in the designing of in plan utilities to ensure they are coordinated with the other utility relocations and problem solving in the field during utility installations to overcome problems that arise during construction activities</p> <p><i>Virginia Department of Transportation (VDOT) [Regional Utility Coordinator April 2006–January 2013]</i>—Responsible from all aspects of utility relocations throughout the life of roadway projects performed by the NOVA district. From scoping reviews and estimates, test hole determination and request, conflict determination, cost determination, UFI meetings, design coordination, review and approval, scheduling and bill review and approval.</p> <p><i>Virginia Department of Transportation (VDOT) [Utilities Construction Manager October 2005–April 2006]</i>—Responsible for managing inspection forces inspecting utility relocation projects throughout the Northern Virginia District ensuring utilities were relocated out of conflict with proposed roadway work. Also reviewed and approved inspectors daily reports as well as developing as-built information for construction forces to use when the roadway construction started.</p> <p><i>Virginia Department of Transportation (VDOT) [Senior Utility Inspector January 2004–October 2005]</i>—Responsible for inspection of utility relocation projects throughout the Northern Virginia District ensuring utilities were relocated out of conflict with proposed roadway work. Project documentation, field meetings, problem solving during installations and attending district scheduling meetings as well.</p> <p><i>Virginia Department of Transportation (VDOT) [Senior Construction Inspector February 2001–January 2004]</i>—Responsible for managing inspection of roadway projects throughout the Northern Virginia District. Responsible for the entire project status and success. Record keeping, reviewing and approving daily inspector reports, materials tracking, pay quantity record keeping, monthly payment calculations and approvals. Holding project progress meetings and various reports to district sections concerning project matters.</p> <p><i>Virginia Department of Transportation (VDOT) [Construction Inspector June 1999–February 2001]</i>—Responsible for day-to-day inspection of roadway projects in Northern Virginia. Documentation, quantity calculations, plan reading and conflict resolution for all aspects of roadway construction.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Shepherd University (Shepherdstown, WV) / No Degree Completed / 1993–1995 / Engineering and Computer Programming
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	
GMU Campus Drive Design-Build, Fairfax County, VA Utility Coordinator responsible for all utility relocation in this complicated highly political design-build project. Took over the project utility coordination upon joining RDA just as plan and estimates were due to be submitted. Coordinated all the design plans with each other as well as the roadway work to get the utility companies to work as soon as possible. Worked through several cost responsibility disagreements under the VDOT Utility Manual policies as well as state laws. Company: <i>Rinker Design Associates, P.C.</i> Dates: <i>January 2013–Present</i>	

Route 29 and Gallows Intersection (Merrifield), Fairfax County, VA

Utility Coordinator on this extremely complex utility relocation project that is considered one of the most successful relocation projects in the Commonwealth of Virginia and is currently being used as a case study for FHWA. Worked closely with the roadway designer to revise the roadway plans to avoid a major underground phone ductbank. Also was responsible for coordinating 19 separate utility companies relocation plans in this already congested corridor. Utility cost of \$12,954,482 (not including in plan water and sewer).

Company: *Virginia Department of Transportation*

Dates: *October 2006–October 2012*

VDOT Stringfellow Road (Route 645) Widening, Fairfax County, VA

Utility Coordinator who was assigned the Stringfellow Road project very late into the engineering phase, at which point the utilities were far behind where they should have been. Within a year, was able to get the project almost back on schedule to the point that the roadway project will still be able to be advertised on time, with very little construction time lost. This highly political project involved 14 utility companies (including water) and two petroleum supply lines with an overall cost of \$17,651,924.

Company: *Virginia Department of Transportation*

Dates: *October 2010–January 2013*

Telegraph Road (South Van Dorn to South Kings Highway), Fairfax County, VA

Utility Coordinator for this complex VDOT/Fairfax County venture. Utility coordination was very challenging due to a proposed precast concrete arch conflicting with every utility within the project limits. To further complicate matters, there were both major gas transmission and water lines crossing in this area, which made for a very tight area for the relocations. Involved in complete project development from attending the Value Engineering conference to late into utility relocation construction.

Company: *Virginia Department of Transportation*

Dates: *August 2008–January 2013*

Route 50 at Courthouse Road, Arlington County, VA

Utility Coordinator responsible for the relocation of multiple gas lines, water design coordination, sewer design coordination as well as undergrounding existing aerial power phone and cable television facilities. Direct coordination with two separate land development projects as well as a major power line installation onsite. Several issues complicated the project including an existing box culvert onsite that was several feet more shallow than the original project survey showed.

Company: *Virginia Department of Transportation*

Dates: *June 2006–January 2013*

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: JAMES MADISON HIGHWAY (ROUTE 15) PPTA/DESIGN-BUILD Location: Prince William, Virginia	Name: RINKER DESIGN ASSOCIATES, P.C.	Name of Client./ Owner: Prince William County Dept. of Transportation Address: 5 County Complex Court Prince William, VA 22192 Project Manager: Mr. Tom Blaser Phone: 703.792.6825 Email: tblaser@pwcgov.org	December 2009	December 2009	\$52,139	\$54,126	\$54,126

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

Branch Highways was the Design-Build Contractor providing design, construction, right of way, utility relocation for Route 15 (James Madison Highway) Improvements under the authority of the Virginia Public-Private Transportation Act of 1995 for Prince William County (PWC). Similar to the Walney Road (Rte 657) Project, the Route 15 project required a series of environmental permits and mitigation action for streams and wetlands, all of which were managed by Branch. The project consisted of improvements to Route 15 beginning north of the I-66 interchange and extending to the existing four-lane section by the Dominion Valley Subdivision and then starting at the intersection of Dominion Valley Drive/Graduation Drive and extending north beyond the intersection with Sudley Road/Route 234. The Project also consisted of improvements to portions of Waterfall Road, Sudley Road (Route 234), Shelter Land and Old Carolina Road along with a new section of Heathcote Boulevard between Old Carolina Road and Route 15. The project included nearly 22 lane-miles of construction along with five new bridge structures and a major box culvert.

Demonstrating a well integrated organization [cooperation among the parts] with proven cooperative work history:
Branch and RDA organized a project team that was successful through the entire process of this project, from the initial procurement, design and permitting, construction and inspection, and through the final acceptance of the project by both PWC and VDOT. We also were successful in integrating the organizations and personnel of VDOT, PWC, affected utility owners, regulatory/permitting agencies, first responders, developers, farms, home owners' associations, business owners, and individual property owners into the overall design and coordination of the construction of the project. Traffic and development along this corridor were and still are very heavy, presenting the team with a very demanding environment in which to work requiring our team to combine our skills effectively.

Branch and RDA faced the following challenges, demonstrating our teaming experience and complementary skills and experiences:

- ***Alignment selection:*** The possible alignments available to us were somewhat restricted by the surrounding properties and adjacent utilities. Also, the project had a high level of (political) visibility for the County. Branch and RDA jointly selected an alignment that met not only competing design criteria (such as minimizing ROW impacts, environmental impacts, traffic disturbances, roadway design requirement) but one that was constructable in a schedule compliant and cost-saving manner. RDA's input to Branch for these critical decisions enabled Branch to reduce the amount of earthwork and minimized potential delays to the schedule from impacts due to overhead utility conflicts.
- ***Minimizing underground drainage piping:*** Branch and RDA were able to use their combined experience to maximize substituting above ground storm water conveyance systems (ditches and gutters) in lieu of underground storm drainage systems, reducing the number of impacts to existing underground utilities and drainage systems.
- ***Optimizing project phasing:*** Branch aided RDA in minimizing the number of traffic switches beyond what may have immediately been apparently needed. This increased safety to the public, the quality of asphalt paving, the quality of bridge construction, and reduced the amount of work that had to be performed immediately adjacent to live traffic.
- ***Optimizing pavement design:*** Branch was able to provide cost feedback to RDA that enabled RDA to provide a cost-effective pavement design.
- ***Early construction commencement:*** RDA provided Branch with a design and design review sequence that enabled Branch to begin construction sooner than we would have otherwise.
- ***Squeaky wheels:*** At PWC's request, Branch and RDA developed alternative alignments for a portion of the project that eliminated some potentially adversarial circumstances between PWC and an adjacent developer. We were able to make these adjustments without incurring additional costs for either Branch or PWC.

Relevant and verifiable evidence of good performance:
Branch received the 2010 "Outstanding Contractor Award from Prince William County, which, to the best of our knowledge, was the only such award they had ever given. This simply would not have been possible without our partner RDA. The project was finished on time and within the County's budget constraints. Our relationship with PWC, VDOT, and ALL of the other stake holders IMPROVED over the course of the project.

We enjoyed outstanding relationships with VDOT personnel Susan Shaw, Art Klos, and Helen Cuervo. We continue to have positive relationships with PWC's Department of Transportation officials, Tom Blaser, Khattab Shammout, and Mohammad Ayyoubi.

Branch incorporated excess earthen materials from the project into the James Long Park, significantly improving their equestrian facilities. We also furnished and installed, at our own expense, a 36" encasement pipe across Route 15 for the Park's future utility needs. We also provided other miscellaneous site improvements to the Park.

Branch received several letters from adjacent property owners expressing their gratitude for efforts by Branch personnel to coordinate and accommodate when possible the ongoing activities of the project in such a manner to meet various needs of these properties.

Lead Contractor qualifications to successfully construct this Project:

This relevant project clearly demonstrates that Branch is fully qualified to be the lead contractor for the construction of the Walney Road project. The project was equal in complexity and larger than the Walney Road project. Branch, in partnership with RDA, completed the Route 15 project to the broad satisfaction of all stakeholders.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: ROUTE 58 HILLSVILLE BYPASS Location: Hillsville, VA	Name: HNTB Corporation	Name of Client./ Owner: VDOT Address: P.O. Box 3071 Salem, VA 24153 Project Manager: Robert Williams Phone: 540.387.5345 Email: Robbie.Williams@VDOT.Virginia.org	November 2011	November 2011	\$83,000	\$83,195	\$83,195

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

Branch Highways is the Design-Build Contractor providing design, construction, right of way acquisition, utility relocation, permitting and wetlands/environmental mitigation for the development, design and construction of the Route 58 Corridor from Hillsville to Stuart under the authority of the Virginia Public-Private Transportation Act of 1995 for Virginia Department of Transportation.

The Hillsville Bypass (*Department Project 0058-017-E13*) is approximately 0.1 miles east of Route 714. The alignment is approximately 5.2 miles long and the eastern terminus is approximately 0.1 miles west of Route 820. The Hillsville Bypass will be a four-lane, divided highway. It consists of two lanes in each direction separated by a median and six bridges. This Project Phase volume is \$83,000,000 with a completion date of November 2011.

Similar to the Walney Roud (Rte 657) Project, the Hillsville Bypass project required a series of environmental permits and mitigation action for streams and wetlands, all of which were managed by Branch.

The six bridges were all unique in their own way, crossing streams or other raodways. Additional fencing was required at the overpass for wildlife safety.



Demonstrating a well integrated organization [cooperation among the parts] with proven cooperative work history:

Branch had many partners on the Hillsville Bypass Project. Each partner had specific needs and expectations that evolved as the process of designing and delivering these projects evolved. Entities as diverse as local governmental agencies, politicians, farmers, business owners, the US Department of the Interior, VDOT, residents, and a host of professional service providers were given voice. The successful completion of these projects is a testament to Branch's ability to bring together an integrated Project Team that was capable of balancing the project needs with those of the numerous Stakeholders.

Branch and VDOT faced the following challenges, demonstrating teaming experience and complementary skills and experiences: The following issues were overcome by the Project Team:

- Post-award additions of environmental surveys by the FHWA threatened to delay the Hillsville Bypass project by a full construction season. Working together, VDOT, FHWA, Branch, and our Design Partner, HNTB, revised the design and construction schedules to mitigate these impacts resulting in no additional costs to VDOT (besides the actual surveys) and no delay to the project.
- VDOT received multiple requests by local elected officials for changes to the lighting at the interchanges. The Project Team, including VDOT, BHI, HNTB, and the local officials found common ground through frank and open discussions. While Branch had to perform additional work under previously unnecessary traffic conditions, the overall schedule was maintained and no extra costs were incurred by VDOT, despite the late-date changes.

Relevant and verifiable evidence of good performance:

- Branch was able to construct this Project ahead of schedule. Besides the known complexities of the DB/PPTA process in terms of design, various reviews and comment periods, utility relocations, environmental accommodations, and general disruptions in those processes, the additional input from all the stakeholders affected the eventual construction processes. Successful completion in terms of time was a challenge met.
- Branch completed these projects within the originally agreed pricing. Good performance measured by cost control is predicated on identifying risks and managing those risks. While surprises did surface, as they do on all projects, Branch was able to adroitly adjust to those situations with the support of the Project Team and avoid cost escalations.
- No change orders were requested on either project by the Branch Team. Branch was focused on finding solutions, and not finding ways to add scope that could lead to increased costs. Good contractors who conduct themselves in this manner, and have evidence that they have "walked the walk", like Branch Highways, are good performers.

Lead Contractor qualifications to successfully construct this Project:

As one of the first contractors to engage the Department in the PPTA/DB arena, Branch has shown that we have the experience to successfully navigate the perils involved in the design build. Our proven track record, as exemplified in the Route 58 Hillsville Bypass discussed herein, among others, is a clear indication that the Department should have full confidence in our ability to be an ideal design builder for the Walney Road (Rte 657) Project under consideration.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: ROUTE 58 MEADOWS OF DAN BYPASS Location: Meadows of Dan, VA	Name: HNTB Corporation	Name of Client./ Owner: VDOT Address: P.O. Box 3071 Salem, VA 24153 Project Manager: Robert Williams Phone: 540.387.5345 Email: Robbie.Williams@VDOT.Virginia.org	December 2005	December 2005	\$19,972	\$19,972	\$19,972

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

Branch Highways is the Design-Build Contractor providing design, construction, right of way acquisition, utility relocation, permitting and wetlands/environmental mitigation for the development, design and construction of the Route 58 Corridor from Hillsville to Stuart under the authority of the Virginia Public-Private Transportation Act of 1995 for Virginia Department of Transportation.

The Meadows of Dan Bypass/Blue Ridge Parkway Crossing (Department Project 0058-070-E02) was approximately 0.3 miles west of the existing intersection of Route 58 and Route 600. The alignment is approximately three miles long and the eastern terminus is less than 0.1 miles east of the existing intersection of Route 58 and Route 795. The Meadows of Dan Project created a four-lane, divided highway, consisting of two lanes in each direction separated by a median and a new bridge over this roadway for the Blue Ridge Parkway. This Project Phase value was \$19,971,672 and was completed December 15, 2005. The Phase was completed ahead of schedule and on budget (zero change requests/orders).

Similar to the Walney Road (Rte 657) Project, the Meadows of Dan project required a series of environmental permits and mitigation action for streams and wetlands, all of which were managed by Branch. The project consisted of a new alignment for Route 58, creating a by-pass. The Project also constructed a new bridge for the Blue Ridge Parkway which goes over the newly constructed four lane Route 58.

Demonstrating a well integrated organization [cooperation among the parts] with proven cooperative work history:

Branch had many partners on the Meadows of Dan Project. Each partner had specific needs and expectations that evolved as the process of designing and delivering these projects evolved. Entities as diverse as local governmental agencies, politicians, farmers, business owners, the US Department of the Interior, VDOT, residents, and a host of professional service providers were given voice. The successful completion of these projects is a testament to Branch's ability to bring together an integrated Project Team that was capable of balancing the project needs with those of the numerous Stakeholders.

Branch and VDOT faced the following challenges, demonstrating teaming experience and complementary skills and experiences: The following issues were overcome by the Project Team:

- Design for the bridge structure was challenging with the Park Authority. The Blue Ridge Parkway would need to be temporarily relocated so that the bridge could be excavated and constructed in its original location. Once agreements were in place and architectural features were added to the bridge, you could not tell that the parkway was disturbed.
- The By-Pass was relocated through an existing dairy farm, which required extensive meetings with property owners and negotiations to acquire the right of way. Once all agreements were in place Branch was able to accommodate the farmer with cattle crossings under the new Route 58. Branch also improved other areas of pasture for the farmer which were not usable prior to construction.

Relevant and verifiable evidence of good performance:

- This project was the first project completed under the comprehensive agreement.
- Branch was able to construct this Project ahead of schedule. Besides the known complexities of the DB/PPTA process in terms of design, various reviews and comment periods, utility relocations, environmental accommodations, and general disruptions in those processes, the additional input from all the stakeholders affected the eventual construction processes. Successful completion in terms of time was a challenge met.
- Branch completed this project within the originally agreed pricing. Good performance measured by cost control is predicated on identifying risks and managing those risks. While surprises did surface, as they do on all projects, Branch was able to adjust to those situations with the support of the Project Team and avoid cost escalations.
- No change orders were requested on behalf of the Branch Team. Branch was focused on finding solutions, and not finding ways to add scope that could lead to increased costs. Good contractors who conduct themselves in this manner, and have evidence that they have "walked the walk", like Branch Highways, are good performers.

Lead Contractor qualifications to successfully construct this Project:

As one of the first contractors to engage the Department in the PPTA/DB arena, Branch has shown that we have the experience to successfully navigate the perils involved in the design build. Our proven track record, as exemplified in the Route 58 Meadows of Dan Bypass discussed herein, among others, is a clear indication that the Department should have full confidence in our ability to be an ideal design builder for the Walney Road (Rte 657) Project under consideration.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: GEORGE MASON UNIVERSITY—CAMPUS DRIVE Location: Fairfax County, VA	Name: BRANCH HIGHWAYS, INC.	Name of Client: George Mason University Phone: (703) 993-2512 Project Manager: Mr. Brad Glatfelter Phone: (703) 993-4051 Email: BGlatfel@GMU.edu	January 2014	January 2014	\$15,000	\$15,000	\$1,215

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

*Design Work Performed by **RINKER DESIGN ASSOCIATES, P.C. (MANASSAS, VA)** as **PRIME DESIGNER***

*Delivery Method: **DESIGN-BUILD***

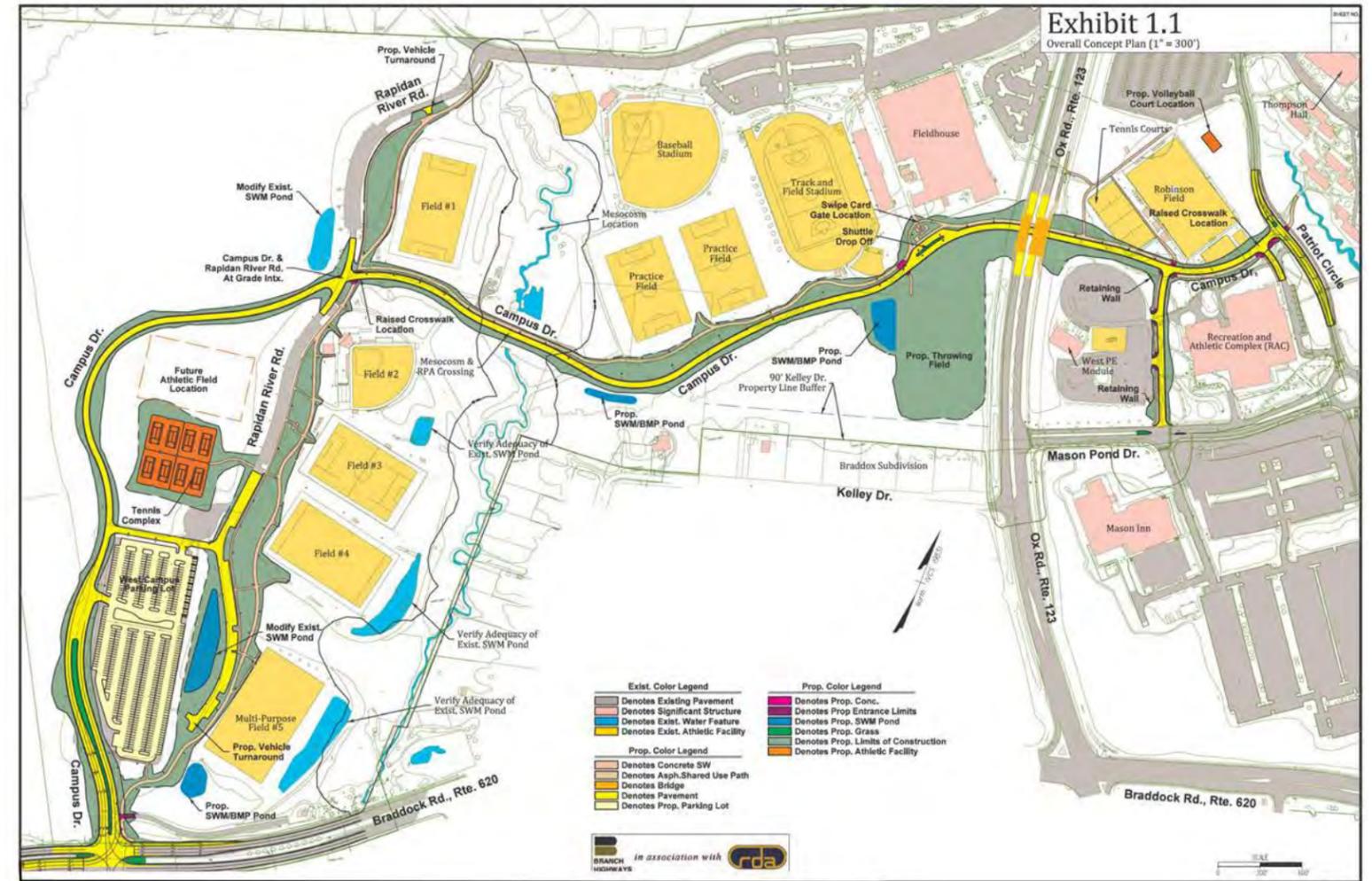
*Category of Work: **Roadway Design, Structural Design, Traffic Management Plans, Traffic Engineering, Public Involvement, Hydrologic & Hydraulic Design, Construction Management***

PROJECT SCOPE: The proposed development scope of Campus Drive begins on George Mason University's Fairfax West Campus off of Braddock Road, at the existing intersection of Prestwick Drive located west of Route 123. Campus Drive will traverse the West Campus heading north from Braddock Road and west of the existing parking lot while intersecting with existing Rapidan River Road, directly south of Field 1. The proposed road continues east along the existing Regional Stormwater Management Facility dam embankment and south of the existing Field House. Continuing eastward, it will cross underneath a new Route 123 bridge where the proposed grade separated road crossing occurs. After entering the East Campus under Route 123, Campus Drive will intersect with existing Patriot Circle, just north of the existing RAC Facility. In addition to the proposed road design on-campus, road frontage improvements to existing Braddock Road and the bridge design on Route 123 are required offsite road improvements, subject to VDOT review and approval. Proposed Civil Design Plans for this project include the onsite design of Campus Drive, the road frontage improvement plans for Braddock Road, and the bridge design plans for Route 123, lighting and landscape design, water quality and quantity facility design, athletic throwing fields design, Tennis courts and promenade design, environmental impacts, and utility coordination and design, all necessary for successful completion of this project.



Total Length of Work—3.5 Miles of Design and 4.7 Miles of CEI).

PROJECT DESCRIPTION: RDA served as the Lead Designer providing engineering design services, environmental permitting, and construction management services for the Campus Drive portion of the project at the GMU Campus in Fairfax County, Virginia. The project consists of complete roadway construction for 1.2 miles of Campus Drive. The project also includes construction of an additional 0.3 miles of Braddock Road widening, and Route 123 Bridge design with detour plans by a subconsultant. Project limits are from the Braddock Road/Campus Drive interchange on the southern portion of the West Campus to Patriot Circle on the East Campus, including construction of bridge structure at Route 123. RDA served as the Prime Engineering Consultant to Branch Highways, Inc., the Lead Contractor/Project Constructor responsible for development and construction. The project was performed as a Design-Build venture under the Virginia PPTA Act of 1995.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: ROLLINS FORD ROAD, PHASE IV Location: Prince William County, VA	Name: SHIRLEY CONTRACTING COMPANY, LLC	Name of Client: Prince William County Phone: (703) 792-6826 Project Manager: Mr. Khattab Shammout, PE Phone: (703) 792-6826 Email: kshammout@pwcgov.org	November 2013	November 2013	\$155,096	\$155,096	\$989

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

*Design Work Performed by **RINKER DESIGN ASSOCIATES, P.C. (MANASSAS, VA)** as **PRIME DESIGNER***

*Delivery Method: **DESIGN-BID-BUILD***

*Category of Work: **Field Survey, Roadway Design, Bridge Design, Traffic Management Plans, H&HA Analysis, Stormwater Management Facility Design, Utility Relocation and Environmental Services.***

PROJECT SCOPE: This project involved the design of approximately .9 miles of Rollins Ford Road from Vint Hill Road to Hamill Run Drive on new alignment, a bridge crossing Broad Run spanning 360' with heights upto 40' minimizing impacts to this environmentally sensitive area and widening approximately .56 miles of Vint Hill Road to provide both right and left turn lanes onto Rollind Ford Road.

Total Length of Work—1.5 Miles of Road Design.

PROJECT DESCRIPTION: RDA provided design services as one of Prince William Counties on-call engineers for Ford Road Phase IV. Design included roadway design, hydraulic design, signage and pavement marking, coordination of utility relocation, environmental coordination, field run topo and construction support. This project consisted of extending existing Rollins Ford Road from Vint Hill Road to Song Sparrow/Yellow Hammer Drive. Rollins Ford Road is currently 4 lanes from Linton Hall Road to Song Sparrow/Yellow Hammer Drive and 2 lanes for the remainder of the road to Hamill Run Drive. No roadway currently exist from Hamill Run Drive to Vint Hill Road, and the existing right of way was previously dedicated for the construction of Phase IV. Rollins Road Road Phase IV is classified as a VDOT standard Urban Minor Arterial roadway (GS-6) and consisted of a 4-lane divided curb and gutter section with a 10-foot shared use path on the east side and a 5-foot concrete sidewalk on the west side. Approximately 3,000 linear feet of Vint Hill Road was widened with this project to provide both right and left turn lanes onto newly constructed Rollins Ford Road. Vint Hill is classified as a VDOT standard Urban Collector roadway (GS-7) with paved sholders outside and a combination of roadside ditched and closed drainage systems. Additional improvements including vertical alignment adjustments were necessary to provide adequate sight distance along Vint Hill Road. Drainage tasks for this project included design of a twin 8'x6' box culvert, three stormwater management ponds, Bio-Filtration Facilities, H & HA Analysis, closed roadway drainage, roadside ditches, and erosion and sediment control design. RDA processed a CLOMR (conditional letter od map amendment) request through FEMA (Federal Emergency Management Agency) as part of the bridge design.

During design, RDA coordinated with designers of the adjacent Rollins Ford Road Community Park to ensure both project could be constructed simultaneously. Construction of Rollins Ford Road will provide a continuous connection between Vint Hill Road and Linton Hall Road and will provide access for both pedestrians and motorist from the nearby communities to the newly constructed Rollins Ford Community Park.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: STRINGFELLOW ROAD (ROUTE 645) WIDENING Location: Fairfax County, VA	Name: FORT MYER CONSTRUCTION	Name of Client: VDOT NOVA District Phone: (703) 259-1794 Project Manager: Mr. Zamir Mirza Phone: (703) 259-1794 Email: Zamir.Mirza@vdot.virginia.gov	Fall 2015	Fall 2015 (est.)	\$22,320	\$22,320	\$2,300

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

*Design Work Performed by **RINKER DESIGN ASSOCIATES, P.C. (MANASSAS, VA)** as **PRIME DESIGNER***

*Delivery Method: **DESIGN-BID-BUILD***

*Category of Work: **Roadway Widening, Traffic Management Plans, Hydraulic Design, Public Involvement, Traffic Engineering***

PROJECT SCOPE: This project involves the widening of the existing two-lane roadway (2 miles) to a four-lane divided urban minor arterial facility with sidewalks and trails, curb and gutter and a raised median from Route 50 to Route 7735 (Fair Lakes Boulevard) involving extensive utility coordination.

PROJECT DESCRIPTION: VDOT selected RDA to provide engineering services for this 2.02-mile project for right of way and construction plans including roadway design, hydraulic design, traffic engineering design (including traffic data collection and analysis), sign, signal, pavement marking, lighting plans and ITS, retaining wall design, permit sketches, coordination of utility design and supplemental survey data with roadway design and construction coordination and support. The project consists of widening the existing 2-lane roadway to a 4-lane divided roadway with on-road bicycle lanes, sidewalks and trails, curb and gutter, and a raised median for the length of 2.02 miles from route 7735 Fair Lakes Boulevard to Route 50. The project passes through a densely populated residential corridor with several public facilities including a library, schools and parks, as well as several stream crossings. In addition, the corridor has major utilities including a newly installed 24-inch water main, several large aviation fuel serve Dulles International Airport's fuel farm, as well as the other standard overhead and underground utilities. Roadway design tasks include horizontal and vertical geometrics, pedestrian facility design, on-road bicycle lanes, detailed Traffic Management Plan (TMP) design, signal design, and signage and marking plan design. Drainage design tasks include storm water management facility design, major culvert design, H&H analyses, closed system roadway drainage design, and erosion/sediment control plans. During the preliminary design phase, RDA developed and evaluated multiple roadway alignments in coordination with VDOT, Fairfax County, and other stakeholders including homeowners' associations and public school representatives for the selection of the preferred roadway alignment. In addition to roadway design tasks, RDA has assisted VDOT with the coordination of the relocation of underground and above ground utilities by developing detailed utility relocation information plans depicted as-built information for each relocated utility. RDA has received significant positive feedback on this project through VDOT's Consultant Performance Reports. VDOT's Project Manager (from Northern Virginia District Location and Design Division) noted that:

- "Rinker staff has been very cooperative in addressing the needs/requirements of the Department."
- "Rinker has worked very well with other agencies particularly Fairfax County" and "exceeded expectations on many tasks."
- "Rinker staff work diligently to prosecute the work thoroughly and efficiently" and "Rinker's response to review comments is exemplary." (Utility relocation are near complete and the project was awarded in Dec. 2012 for construction)





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