



Request for Qualifications

I-64 Pavement Rehabilitation

From: Little Creek Road Bridge (East Abutment)
To: Bridge over Curlew Drive & RR (West Abutment) and

I-264 Pavement Rehabilitation

From: Claiborne Ave. Bridge (East Abutment)
To: Broad Creek Bridge (West Abutment)

Norfolk, Virginia

State Project No.: 0064-122-009

Federal Project No.: pending

Contract ID Number: C00104329DB65



Submitted by: **Branscome, Inc.**
432 McLaws Circle
Williamsburg, VA 23185

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

June 14, 2013



3.2 LETTER OF SUBMITTAL

3.2.1 Letter of Submittal

June 14, 2013

Mr. Bill Arel, PE

Virginia Department of Transportation, Alternative Project Delivery Office
1401 East Broad Street; Annex Bldg., 8th Floor
Richmond, VA, 23219

Re: Statement of Qualifications for I-64 and I-264 Pavement Rehabilitation

Dear Mr. Arel:

As the largest paving contractor in Hampton Roads, Branscome, Inc. (Branscome), wants to be your chosen contractor for the Virginia Department of Transportation's I-64 and I-264 Pavement Rehabilitation project in Norfolk, Virginia, submits this Statement of Qualifications. Branscome, Inc., one of the largest and most respected contractors in the Mid-Atlantic region, has built more than \$1 billion of highway and interstate projects in just the last ten years. Our lead design firm, Dewberry Consultants LLC (Dewberry), is an experienced and well-established engineering firm with the stability, resources, and personnel depth to craft an outstanding project design, having done more than \$2.5 billion of work on design-build projects.

Branscome and Dewberry (the Branscome Team) brings VDOT the experienced capabilities to design and build this project in a quality-focused, efficient and cost-effective manner. Our experience includes interstate construction, interchange improvements, road widening, structures, new roadway construction, and overlay projects. For more than 50 years, Branscome has worked with VDOT on hundreds of transportation infrastructure projects. And for more than 57 years, Dewberry has brought the Commonwealth creative, stakeholder-friendly, transportation engineering solutions.

Unique among all other offerors, Branscome has two asphalt plants within five miles and two more within 20 miles of the project. Branscome can get raw materials for asphalt production from four different sources; two come by separate rail lines and two by barge. And Branscome has three stone yards ready and available to deliver and stage materials, equipment, and trucks within five miles of the project. Branscome management and supervision are local to the area and work daily in the vicinity of the project. We employ six paving crews in Hampton Roads and can bring on seven more crews, if needed. Branscome has a 4,000 SF office space within two miles of the project capable of housing all personnel needed to manage and administer the project.

Branscome's well integrated team is exceptionally positioned to effectively and efficiently handle all the materials, logistics, communication, management, and administration of this project.

Sincerely,


George B. League, Jr.
Vice President
Branscome, Inc.



3.2.2 Offeror POC

George “Buddy” League, Jr. is the official representative and Point of Contact for the Branscome team. His contact information is as follows:

Buddy League, Design-Build Project Manger
432 McLaws Circle
Williamsburg, VA 23185

Telephone: 757-229-2504 **Fax:** 757-220-0390
Cell: 757-449-9601 **Email:** leagueb@branscome.com

3.2.3 Offeror Principal Officer

The principal officer of Branscome, Inc. for the design-build contract with VDOT would be written is:

Stuart Patterson, President
432 McLaws Circle
Williamsburg, VA 23185

Telephone: 757-229-2504 **Fax:** 757-220-0390
Cell: 757-941-7501 **Email:** pattersons@branscome.com

3.2.4 Offeror Structure

Branscome, Inc. is a registered Corporation in the Commonwealth of Virginia, and will take full financial responsibility for the project. Branscome will provide performance and payment bonds for the required time periods and contract value and will be the team member that will have joint and several liabilities for the performance of the work required for the project. There are no liability limitations.

3.2.5 Full legal name of both the Lead Contractor and the Lead Designer for this Project

Branscome, Inc. will be the project’s lead contractor, serve as the prime/general contractor responsible for overall construction, and serve as the legal entity who will execute the contract.

Dewberry Consultants LLC will be the lead designer and serve as the prime design consulting firm responsible for the overall design of this Project.

3.2.6 Affiliated and/or subsidiary companies

The affiliated companies table is located in the Appendices section.

3.2.7 Debarment Forms

The full page Certification Regarding Debarment Form Primary Covered Transactions and Lower Tier Covered Transactions follow are located in the Appendices section.

3.2.8 Offeror’s VDOT prequalification number and current VDOT prequalification status

Branscome, Inc. is prequalified with the Virginia Department of Transportation. Our Vendor No. is B850 and our current status is active. The Prequalification listing from VDOT’s website is located in the Appendices section.

3.2.9 Letter from Surety or insurance company

Branscome’s Letter of Surety is located in the Appendices section.

3.2.10 Virginia State Corporation Commission (SCC) and the Virginia Department of Professional and Occupational Regulations (DPOR)

The Branscome team is in compliance with the law regarding licensure. The SCC and DPOR Information table and all full sized SCC and DPOR certifications are in the Appendices section.

3.2.11 Offeror commitment to achieving DBE Requirement

Branscome’s policy is to support the establishment of, preservation of, and contribute to the viability of small businesses owned by women and minorities. Branscome, Inc. is fully committed to achieving the DBE participation goal of 12% of the entire value of the contract.



3.3 Offeror's Team Structure

Branscome's role will include managing the entire project, supervising construction, and self-performing all major work elements. **Dewberry** will provide all engineering design services except for geotechnical design, which will be done by **ECS Engineering, Inc. (ECS)**. **EBA Engineering (EBA)** will do construction quality assurance and **NXL Construction Company, Inc. (NXL)** will do construction quality control.

3.3.1 Offeror's Key Personnel

The Key Personnel listed below have **over 150 years of combined relevant experience** to successfully deliver this project. Each person was handpicked based on past experience design and construction expertise. You'll find more detailed information on each on the required Key Personnel Resume Forms (Attachment 3.3.1) in the Appendix.

DESIGN-BUILD PROJECT MANAGER (BUDDY LEAGUE): The Design-Build Project Manager (DBPM) is tasked with the overall project design, construction, quality management, and contract administration. Mr. League will serve as the primary point of contact after award. He has 20 years of extensive experience in preconstruction services, overseeing and developing safety initiatives, oversight of all estimating, customer relations, project oversight, quality assurance and quality control, asphalt plant management, operational management, and asset management.

QUALITY ASSURANCE MANAGER (JAMES CLEVELAND, PE): The Quality Assurance Manager (QAM) reports directly to the DBPM, is completely independent, and has no involvement in project construction operations. Mr. Cleveland will be responsible for the QA inspection and testing of all materials, ensuring all work and materials, testing, and sampling are performed in conformance with the contract requirements and the "approved for construction" plans and specifications. Mr. Cleveland will be responsible to assign and supervise a QA Inspector, who will be assigned to the project full-time during construction. Mr. Cleveland, a registered, licensed, Professional Engineer in the Commonwealth of Virginia, has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment. With 49 years of experience, Mr. Cleveland has VDOT and private employment experience supervising construction engineering and inspection contracts and performing construction engineering/management QA/QC services.

DESIGNER MANAGER (TIM BELCHER, PE) Reporting to the DBPM, the Design Manager has the overall responsibility for all aspects of the design process including review of design, working plans, shop drawings, specifications, and constructability. Design Manager will establish and oversee the Design QA/QC program and ensure project design is in conformance with the Contract Documents. Mr. Belcher has more than 12 years of experience including preliminary and final design, design-build services, utility and highway design, drainage design, erosion and sediment control design, pavement design, parking layout design, lighting design layout, and utilities relocation design. He is a registered, licensed, Professional Engineer in the Commonwealth of Virginia.

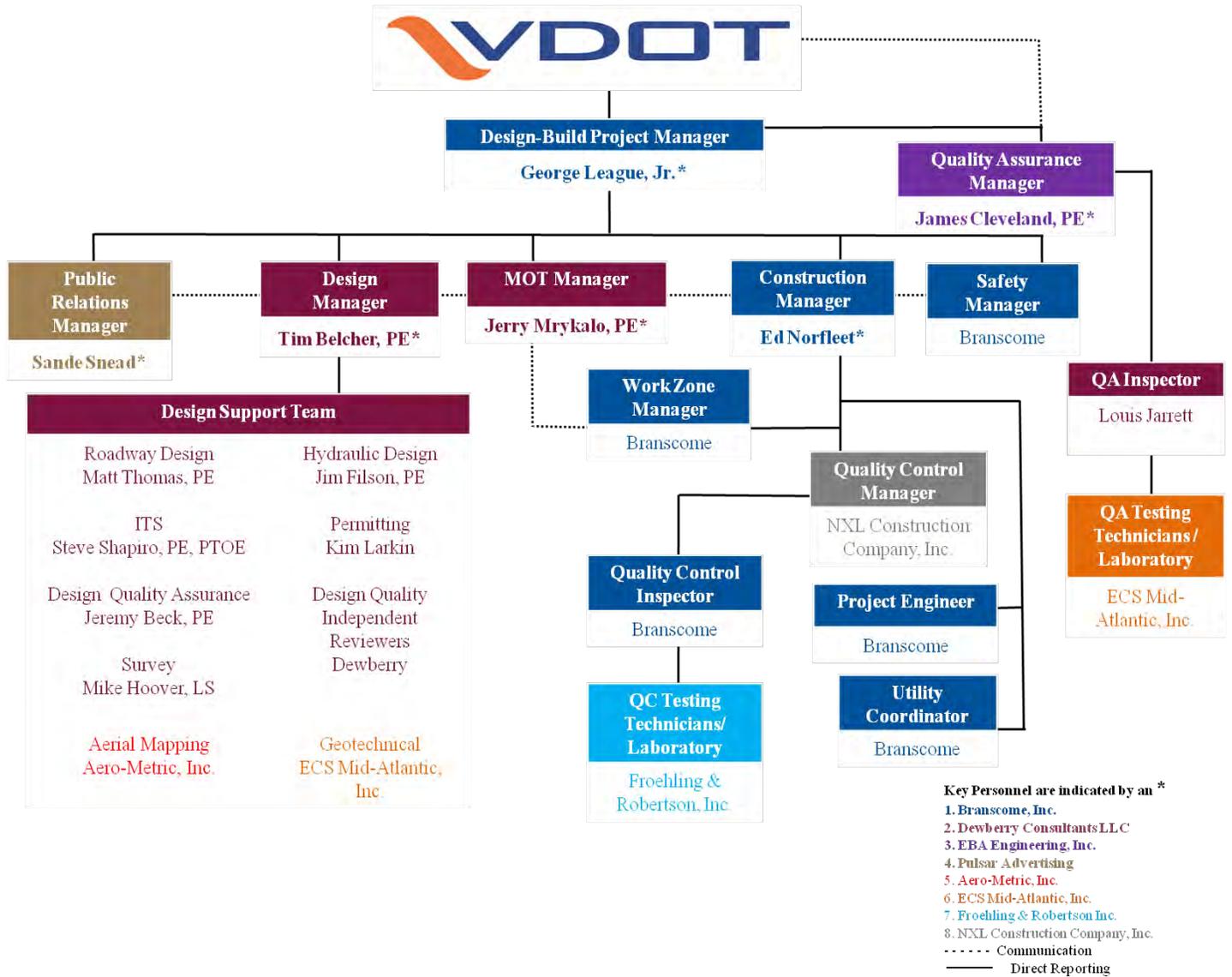
CONSTRUCTION MANAGER (ED NORFLEET) As Construction Manager, Mr. Norfleet will be on the project site, full-time, during construction. He will be responsible for managing the construction process, to include all QC activities, ensuring the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. Mr. Norfleet has more than 43 years of experience managing large highway resurfacing projects in the Hampton Roads region. He is the main point of contact for construction operations. Mr. Norfleet has a VDOT Erosion and Sediment Control Contractor Certification (ESCCC), and will have all other required certifications before the start of construction.

PUBLIC RELATIONS MANAGER (SANDE SNEAD) The Public Relations Manager is responsible for developing a public relations plan in accordance with the RFP Technical Requirements, and responsible for managing all external project communication with major project stakeholders, the media, and the general public during design and construction. Ms. Snead has 26 years of experience in marketing, public relations, and advertising. She is responsible for developing strategic marketing plans for several clients including Amtrak Virginia and Hampton Roads Transit light rail project.

MAINTENANCE OF TRAFFIC (MOT) MANAGER (GERARD “JERRY” MRYKALO, PE) In this role, the MOT Manager will serve as the lead engineer responsible for the maintenance of traffic. The MOT Manager will report directly to the DBPM, and develop and implement the Transportation Management Plan (TMP). Mr. Mrykalo will be the key point of contact for MOT issues to ensure construction activities are coordinated with other roadway work in and around the I-64 and I-264 corridor. He will communicate with the public, and make certain construction work zones are accomplished in accordance with applicable standards and requirements. Jerry is a registered, licensed, Professional Engineer in the Commonwealth of Virginia, has successfully completed the Advanced Level of VDOT Work Zone Traffic Control training in accordance with Traffic Engineering Memorandum TE-345, and is a VDOT certified Work Zone Traffic Control Training Instructor. Mr. Mrykalo has more than eight years of experience in highway and traffic control design. He has significant experience supervising TMP development and Temporary Traffic Control Plan (TCP) design, including large-scale projects on I-64, I-66, and I-95.

3.3.2 ORGANIZATION CHART

The Branscome Team structure encompasses a dedicated core of experienced professionals with the relevant project experience committed to addressing VDOT’s needs on this project. The organizational chart “chain of command” is depicted by solid lines, (representing the primary reporting relationships), and by dashed lines, (representing communication relationships), between the major project disciplines and participants. All people listed in the organization chart will be available in accordance with project scheduling.





3.4 Experience of Offeror's Team

3.4 EXPERIENCE OF OFFEROR'S TEAM

Branscome team members have collectively been involved in hundreds of VDOT, PPTA, and design-build projects. The team knows what needs to be done, with whom to coordinate, and how to make things happen. This experience together will give VDOT the best team for this project.

LEAD CONTRACTOR BRANSCOME, INC.



BRANSCOME
INCORPORATED

Branscome will be responsible for managing the overall project, coordinating with VDOT and other stakeholders, supervising construction and performing most of the construction. The company has done over \$1 billion of highway construction in the Mid-Atlantic region over the last 10 years. **Branscome is consistently ranked among the top contractors in the Mid-Atlantic. Furthermore, Branscome is part of the Colas Group, which was ranked in 2012 by Engineering News-Record (ENR) as the #2 Highway Contractor.** With more than 50 years of work history in the Virginia construction marketplace and a regional workforce of more than 700 and over 1,000 pieces of heavy equipment, Branscome has the resources available to respond immediately to the needs of the I-64 and I-264 Pavement Rehabilitation project. Branscome has regional offices throughout the Mid-Atlantic region and also operates 11 hot mix asphalt plants and four quarries in Virginia and North Carolina. Branscome has successfully built hundreds of projects for VDOT, dozens very similar to the I-64 and I-264 Pavement Rehabilitation project.

LEAD DESIGNER DEWBERRY CONSULTANTS LLC



Dewberry is a leading professional services firm with a proven history of providing architecture, engineering, and management and consulting services to a wide variety of public- and private-sector clients. Their engineers apply proven methodologies and technologies to support the clients' transportation goals, strengthening communities, and improving the quality of life. With significant experience in alternative delivery methods, their superior local knowledge is backed by the deep resources and stability of a national company. Established in 1956, Dewberry is headquartered in Fairfax, Virginia, with more than 40 locations and 1,800+ professionals nationwide. As of the **2012 Engineering News Record**, Dewberry has ranked **44th in the Top Design Firms and 23rd of the Top 'Pure' Designers.**

Dewberry has extensive VDOT design experience and resources to dedicate to the Project. For over 10 years, Dewberry has worked on similar design-build projects, bringing VDOT unmatched expertise and experience on all of the project elements. Dewberry has **performed design for projects valued at more than \$2.5 billion; \$550M of those projects were with VDOT.** Dewberry has the resources in-house and the team in place to begin immediately.

ADDITIONAL DESIGN AND QUALITY MANAGEMENT SUBCONSULTANTS

When assembling a design team, Branscome uses a merit-based process to choose subconsultants to get the best value solution. Branscome first identifies project tasks that require specific expertise that are either not available within the organization or are more efficiently provided by an outside firm because of local knowledge or other factors. We are committed to including qualified DBE firms, when feasible. The criteria for selecting subconsultants include technical capabilities, experience with VDOT, and working relationships with the Branscome team. We recognize the value of creating lasting relationships with key subconsultants.



AeroMetric, Inc. founded in 1969, is one of the largest and most experienced full-service geospatial solutions companies in the nation. They provide comprehensive aerial mapping and GIS services including state-of-the-art photogrammetric, lidar, satellite, airborne imaging, and mapping technology. Their client base includes a host of airport authorities; local, county, state, regional, and federal agencies; and many of the top engineering and industrial firms in North America. They have completed projects in all 50 states and in over 30 foreign countries. AeroMetric’s experience on similar projects includes projects in all 50 states and in over 30 foreign countries. AeroMetric’s project experience on similar projects includes:

- Portsmouth Boulevard Updates, Portsmouth, VA – analytical aerial triangulation and digital mapping
- Route 17, Suffolk, VA - analytical aerial triangulation and digital mapping
- I-64 Lighting Project - analytical aerial triangulation and digital mapping
- Virginia Beach Traffic Signal Upgrades - analytical aerial triangulation and digital mapping



Accumark, Inc. provides professional Subsurface Utility Services on a daily basis across Virginia and the mid-Atlantic region. These services include utility designating, locating, survey and computer drafting. The company also provides ancillary services as needed including ground penetrating radar (GPR) scans, CCTV sewer inspection, topographic surveys and underground storage tank (UST) locating. Accumark is a certified small business with the Commonwealth of Virginia. Accumark’s Design-Build or VDOT experience includes:

- Middle Ground Boulevard Extension Design Build, Newport News, VA –Quality Level A Utility Locating 40 areas of critical utility conflict.
- Route 60 / German School Road Design Build, Chesterfield, VA –Quality Level A Utility Locating and CCTV Pipe Inspection of new sewer systems.
- 895 Airport Connector, Richmond, VA Quality Level A Utility Locating at over 75 locations of critical utility conflict.



EBA has over 30 years of construction management and inspection experience as a prime consultant with the Maryland State Highway Administration on over a dozen continuous, district-wide inspection contracts and approximately eight years of experience as a subconsultant to the Virginia Department of Transportation (VDOT) providing QC, QA, and IV/IA inspection services on district-wide and design-build contracts. EBA’s professional services include civil/site, environmental, geotechnical, structural, transportation, and water systems engineering; construction management and inspection; surveying and mapping; and materials testing. Below are sample construction engineering and inspection services (CEI) projects EBA has performed for VDOT:

- Richmond DW III CEI Services Contract - CM, QA and QC services
- Fredericksburg DW III CEI Services Contract - CM, QA and QC services
- Hampton Roads DW II DEI Services Contract - CM, QA and QC services
- Hampton Roads DW VI CEI Services Contract providing CM, QA and QC services



ECS is a premier provider of geotechnical engineering services in Virginia with 18 offices around the state. ECS offers personal service and technical expertise to provide unique design solutions to its clients and their projects. During the design phase of the I-64 and I-264 Pavement Rehabilitation Project, ECS will provide the geotechnical investigations and recommendations to Dewberry. In addition to supporting this geotechnical program, during construction ECS will provide quality control testing technicians in the field, laboratory testing and geotechnical inspection of foundations to Dewberry as part of the Quality Control program. Having the same subconsultant that performed the initial geotechnical program during design also perform the construction quality control testing provides a direct benefit to VDOT and the Project in that it assures that any field condition differing from the design recommendations will be immediately identified and corrected during construction.



Froehling & Robertson, Inc. was established in 1881, Froehling & Robertson, Inc. is the oldest independent consulting engineer/testing firms in the United States. Froehling & Robertson, Inc. a minority-owned business, provides geotechnical, materials testing, and environmental engineering services for thousands of projects across dozens of industries. Froehling and Robertson will provide the Quality Control Testing Technicians in the field and Laboratory testing working under the project’s independent Quality Control Manager from NXL.



nxl Engineers, Surveyors
Construction Managers

NXL was founded in 1989 and is based in Richmond, Virginia, with other locations including Harrisonburg, Chantilly, Lynchburg, Hampton Roads, and Atlanta, Georgia. NXL provides construction management and construction inspection services and project controls for transportation and engineering design projects.



PULSAR Pulsar Advertising was founded in 1992 and has 20 years of history serving the needs of transportation clients. Pulsar understands the unique combination of service requirements (e.g., construction mitigation, community and business outreach, project positioning and marketing, and safety messaging) Having served numerous transportation accounts, Pulsar’s creative team has developed a special sensitivity for the highest quality creative solutions, reflecting the standards of their clients. Understanding the complex and sensitive nature of marketing for public and quasi-public agencies, as is the case of Virginia, is second nature to them.

3.4.1 WORK HISTORY FORMS LEAD CONTRACTOR & LEAD DESIGNER

Work History Forms (Attachments 3.4.1(a) and 3.4.1(b)) for both Branscome (lead contractor) and Dewberry (lead designer) are included in the Appendix. The representative projects for both firms reflect the experience on projects similar in scope and complexity as the I-64 and I-264 Paving Rehabilitation Project.



3.5 PROJECT APPROACH

3.5.1 SEQUENCE OF CONSTRUCTION

The Branscome team has accumulated vast experience working on the Interstates of Virginia's Hampton Roads region. We've completed many projects on I-64, I-264, I-464, and I-664 and will use the best practices from that experience to execute this Design Build in a way that ensures safety, quality, limited impact to motorists, and the shortest possible project duration.

Upon award, we'll work seamlessly to expedite the design, construction, and completion of this project. Our plan will be developed during the RFP phase of this selection, and we'll execute it immediately to establish the traffic control plan and design of the beginning phases of work. This early planning will allow construction to start as soon as possible, letting VDOT and the public see the improvements as soon as possible. As we begin the design elements of the job, we'll analyze the opportunity of accelerating the concrete patching and Thin Hot Mix Asphalt Concrete Overlay (THMACO) to immediately improve driver's experience while coordinating median drainage improvements between Rosemont Road and Lynnhaven Parkway.

Safety is our first priority for the traveling public and our employees passing through our project daily. **With an Experience Modification Rate of 0.69, our safety focus, plan, and employee commitment allow us to consistently perform better than the industry average.** We will enhance this project by focusing on constructability and limiting exposure. For example, our constructability approach will include overlaying acceleration/deceleration ramps in conjunction with the mainline, when feasible, so no vehicles have to cross longitudinal grade differences (a condition which could contribute to vehicle rollover). All grade differences will be squared up before each weekend or work stoppage and overlay will be staged in such a manner that maintains drainage without ponding water. Our traffic control plan and devices will be designed and executed to ensure protection of our employees while communicating the proper information to motorists. We'll also limit our exposure by combining multiple operations whenever possible. **Performing ramp and shoulder paving with mainline paving operations, we'll eliminate the need to do multiple ramp and lane closures in the same location, and therefore minimizing impacts to traffic.**

Branscome has multiple resources in various locations to use as primary and secondary facilities within the vicinity of the project limits. We can use our asphalt plants in Hampton, Norfolk, Chesapeake, and Suffolk to execute this project. With four facilities at our disposal, we'll maintain production of material to the project despite traffic congestion due to the Hampton Roads Bridge Tunnel, traffic accidents, or other adjacent VDOT projects. **Having these multiple asphalt plants will significantly reduce the risk of failure to restore traffic operations at the end of each night.** Also, Stone Matrix Asphalt (SMA) uses a very specific type of stone, unlike other offerors Branscome will not be limited to a single supplier. We can draw from four individual stone sources to complete this project. Branscome has six asphalt crews working daily in the Hampton Roads region and seven other crews that can be called upon if necessary. We'll use all of our resources to make consistent progress, and we have the flexibility to ramp up the schedule when beneficial.

The night schedule time frame may vary depending on the section being worked on, and there is an allowance for some daytime operations as well. We plan to limit as much of our work as possible to night shifts to reduce impacts to traffic safety benefit and create consistency. We'll approach lane closures efficiently, and dedicate resources to mobilize equipment while establishing lane closures, all the while maintaining a safe work area. We'll use experts in the traffic control industry who reflect our knowledge and experience of working in the local area. We've found while working on I-64 and I-264 in the past that the best plan is one that can be replicated night after night. We'll approach working within this time restriction consistently, and on occasion we'll work in both the EBL and WBL to shorten project duration.

Our intent is to break the job into workable segments using built-in stopping points such as bridges and underpasses for phase lines. With this method, we should be able to complete and turn over usable sections

that are 100% finished, including required guardrail, barrier, and signing adjustments. SMA is a temperature-sensitive material, and we'll develop the project schedule to capitalize on the time of year when it's feasible to lay.

Weekly planning meetings will be held to strategize and plan for the short and long term. Our project team will evaluate what work items can be done simultaneously, and we'll evaluate how our schedule will impact or be impacted by other nearby VDOT. Our decisions will be influenced by safety and impact to traffic. Adequate attention will be given to Virginia port terminals traffic through traffic to Norfolk, Virginia Beach, and North Carolina.

3.5.2 TRANSPORTATION MANAGEMENT PLAN

As I-64 and I-264 are crucial arteries for commuters, commercial traffic, naval traffic, and tourists, we fully understand a thoroughly planned and well-implemented Transportation Management Plan (TMP) is critical. Our TMP will be focused on the principles of **maximizing safety** (both for the traveling public and construction crews) and of **minimizing travel delays**. To meet these principles, we'll prepare both a comprehensive TMP and site-specific Temporary Traffic Control (TTC) plans per VDOT's IIM-241.5 (Work Zone Safety and Mobility) requirements.

Our extensive experience in work zone design and construction for complex projects along congested interstate highways will ensure achievement of our safety and mobility goals. The TMP development will be led by our MOT Manager, Jerry Mrykalo, who is highly experienced in TMP design for Type "C" significant projects as defined by VDOT's IIM-241.5. In addition to his certification in the Advanced level of VDOT Work Zone Traffic Control Training, he also leads our in-house VDOT approved Work Zone Traffic Control training program as a certified as a VDOT Work Zone Traffic Control instructor. **Using this program, we exceed VDOT training requirements**, by certifying all engineers involved in the development of the TMP and TTC plans in the VDOT Advanced level certification. This internal training program also allows for the invaluable project-specific training of our inspection and construction people in the Intermediate and Basic training levels.

Using this unique proactive training program as well as our extensive experience and knowledge of the 2009 MUTCD and the new 2011 Virginia Work Area Protection Manual, we've been able to achieve lower crash rates during construction than pre-construction crash rates, which is a significant deviation from the industry trend.

To maximize mobility, we are committed to constructing all improvements while maintaining all I-64 and I-264 thru lanes in each direction throughout construction (plus auxiliary lanes and shoulders), with temporary off-peak lane closures limited to overnight hours. **Limiting temporary lane closures to overnight hours to minimize public impacts is a significant improvement over RFQ requirements, which allows for daytime lane closures along I-264 and sections of I-64.** In addition, we'll continuously maintain the I-64 reversible HOV lanes. As described in Section 3.5.1, overnight construction will be done using temporary lane closures while maintaining at least one thru lane in each direction. In addition, **we are committed to exceeding the RFQ requirements, by limiting lane closures to hours of lowest traffic volumes.** For example, if we need a 6-hour temporary lane closure within the 9-hour 8:00 PM - 5:00AM allowable lane closure window on I-264, we'll implement this closure in the window with the lowest volumes. This unique approach will limit motorist delay while also maximizing driver and worker safety due to minimization of encountering slow or stopped traffic. To accomplish this, we'll collect and analyze the hourly traffic volumes on both I-64 and I-264 as part of the Transportation Operations Plan section of the TMP, then implement the closure when it will have the least impact on traffic. Analysis will be completed by engineers experienced in using software such as Quick Zone and HCS+ as we have done for several similar VDOT projects, with outstanding results.

We'll also coordinate closely with the VDOT Traffic Operations Center during temporary lane closures on I-64 and I-264 to use VDOT's 511 and system and Dynamic Message Sign (DMS) network to give drivers the best possible information to decide on route choice. For example, on I-64 we'll closely work with VDOT to coordinate our temporary lane closures on the general purpose lanes with the reversible HOV lane flow direction. With the HOV lanes flowing in the direction of general purpose lane closures, motorist delays can be minimized with drivers use the HOV lanes.

To maximize safety throughout construction, we'll apply our thorough understanding of the principles of safe interstate work zone design. For example, we recognize the dangers of improper pavement drop-offs within and alongside the travel lanes, which is especially important along linear overlay projects on high speed roadways because of potential vehicle rollover. We understand the importance of avoiding abrupt lane shifts and tapers by designing to the full recommended "L" length for the posted speed limit (double the minimum length). We also know that the maintenance of sight distance is critical, as substandard sight distance is one of the leading contributors to work zone crashes. We have significant experience on past projects maintaining safe work zone and staging area ingress/egress while ensuring sight distance is not blocked by work zone features such as barriers, equipment, and materials.

We understand that in addition to the general public, several major project stakeholders located near the project. **It's our goal to minimize impacts to these stakeholders to the greatest extent possible, and to maintain open and regular lines of communication with them.** These stakeholders are listed below, along with anticipated impacts during construction:

- **Naval Station Norfolk** – we understand the importance of minimizing impacts to these military stakeholders. Impacts to navy traffic will be limited to the overnight temporary lane closures on I-64 and I-264, which are anticipated to have minimal impact on Navy operations. We'll ensure all lane closures are removed before 5:00AM to accommodate commuters. As discussed in Section 3.5.3, we'll establish and maintain regular lines of communication with the Naval Station Norfolk throughout design and construction.
- **City of Norfolk (including Fire & Rescue, Police)** – Given our proposed sequence of construction without the need for long-term lane or shoulder closures, we don't anticipate significant impacts to the City of Norfolk services, including fire and rescue or police service or response. But because local jurisdictions and their fire and rescue and police staff are always major stakeholders for significant projects, we'll ensure that the city (including fire and rescue and police staff) receive advance notification of temporary lane closures and other anticipated traffic impacts.
- **The Traveling Public and Local Residents** – As discussed previously, the minimization of impacts to the traveling public will be one of the keystones of our TMP. As we'll maintain the full number of travel lanes, shoulders, and lane widths during daytime (non-working) hours, the impacts to the traveling public will be minimal. Impacts will be limited to minor travel time delays during overnight working hours when volumes are lowest, and we will ensure that all property access for local residents and businesses is maintained throughout construction. Details of our planned public communication strategies are included in Section 3.5.3, which include the significant use of public outreach such as the VDOT 511 system, and Portable Changeable Message Signs (PCMS) to inform drivers in advance of planned lane closures or restrictions. In addition, we'll plan to hold "Pardon our Dust" public information meetings to keep travelers and local residents up to speed on planned lane closures, project schedule, and specific impacts.
- **Norfolk International Airport** – we also understand the importance of minimizing impacts to the Norfolk International Airport, located along I-64 within the project limits. Impacts will be limited to the overnight temporary lane closures on I-64, which are anticipated to have minimal impact on airport operations as lane closure hours don't coincide with regularly scheduled flight times. We'll also ensure that the Norview Avenue exit is accessible to airport traffic. As with all other major

stakeholders, we'll establish and maintain regular lines of communication with the Norfolk International Airport throughout design and construction.

- **Port of Virginia** – Although it's not directly affected by this project, we understand the importance of minimizing impacts to this important stakeholder. As, the port of Virginia processes over one million container units annually, minimizing travel delays to trucks carrying port cargo is imperative. As discussed previously, we'll maintain the full number of travel lanes, shoulders, and lane widths during daytime (non-working) hours, to minimize peak-hour impacts to port traffic. Impacts to port truck traffic will be limited to minor travel time delays during overnight working hours when volumes are lowest.

For incident management, our primary goal is to avoid the occurrence of incidents altogether through our thorough and carefully implemented TMP, TTC Plans, and Work Zone Traffic Control Training Program. For example, as explained in Section 3.5.1, our unmatched redundancy with multiple asphalt plants in the event of plant breakdown will significantly minimize the risk of failure to re-opening lanes for the morning rush-hour. Also, limiting our temporary lane closures to hours of least impact using site-specific traffic analysis (exceeding VDOT requirements) will minimize the risk of unanticipated traffic delays. Finally, by designing with safety as a priority using longer than minimum lane shifts and avoiding pavement edge "drop-off" conditions, we're confident we can prevent crashes in the work zones.

But if an incident does occur, we'll use the comprehensive Incident Response Plan that we develop as part of the TMP, which will clearly detail roles and responsibilities for an incident to ensure swift emergency response followed by timely restoration of full traffic operations. To mitigate impacts, we are experienced in developing pre-designed incident response plans, including careful assignment of roles and responsibilities. Our incident response plan will include pre-staged equipment as well as on-call wrecker service to help clear incidents. If an incident requires a full closure of either I-64 or I-264, we'll also be prepared to implement emergency detours using pre-staged I-64 detour signage on temporary portable sign supports.

3.5.3 PUBLIC RELATIONS

The Branscome team has the experience in public relations on high-volume Interstate projects necessary for this project to be a success in the eyes of the traveling public. I-64 and I-264 are estimated to carry 184,000 and 122,000 Annual Average Daily Traffic (AADT) respectively. At the northern limits, the I-64/I-564 Interchange carries an extremely heavy volume of traffic to the Norfolk Naval Shipyard, Naval Station Norfolk, and the Port of Virginia. This route is not only travelled by commuters, but also by summer tourists going to the beach. Therefore, outreach to local and out-of-town stakeholders is critical to manage congestion. In this era of immediate communications (e.g., Twitter and smart phones) public involvement should be conducted in as collaborative and transparent an atmosphere as the process will allow. Communication is even more important when multiple cultures and languages are represented in the affected transportation corridors.

We'll make every effort to accommodate the major stakeholders involved with or affected by the I-64/I-264 Project. Major stakeholders have been identified as the City of Norfolk, multiple healthcare facilities, K-12 and higher education school systems, banking institutions, and several large churches. Additional considerations include BAE Systems, Norfolk Ship Repair, Naval Station Norfolk, U.S. Department of Defense, and the Norfolk International Airport. We'll develop and update a list of stakeholders to ensure that appropriate parties get project information and updates. The Norfolk Naval Shipyard and Naval Station Norfolk are the largest traffic generators. The Port of Virginia continually has cargo shipments that require travel delays to be minimized. We'll prepare project bulletins that can be posted on the employers' bulletin boards in order to reach commuters. We also plan to closely coordinate with emergency personnel to take precautions if a hurricane evacuation appears to be likely.

The preparation of informational materials and brochures is a natural extension of the collateral materials and website development. We have extensive experience in creating complementary materials in both English and Spanish. This doesn't just mean translating a brochure from English into Spanish.

To be effective, you have to trans-create, not only the words, but also the messaging so it resonates with the targeted audience and culture. Our PR Manager, Sande Snead, has been instrumental in developing all of the public education materials associated with the Virginia Megaprojects including all of the maps and brochures required to inform and educate employees, businesses, and major stakeholders.

We plan to use both existing and new media sources to communicate information. As outlined in the Transportation Management Plan (previous Section 3.5.2), we'll notify in advance of lane closures to the Hampton Roads TOC, which allow VDOT to use the existing network of the 511 information system and Dynamic Message Signs (DMS) to communicate travel time to travelers. We also plan to use new media, such as tweets, if any unexpected conditions arise, which can be re-tweeted by VDOT and appear on the left side of the main VDOT website.

The Branscome team understands that the rainstorm on February 8, 2013, caused major potholes and damage, so this high-priority project has a lot of statewide attention. We plan to continually communicate the benefits of this project, how we are mitigating any impacts, and provide updates on when the public can expect completion. We'll be proactive instead of reactive in our approach to outreach to minimize the Hampton Roads District Public Relations staff review time for outgoing message consistency.

3.5.4 QUALITY ASSURANCE / QUALITY CONTROL (QA/QC)

The Branscome Team is committed to delivering the highest quality project in design and construction to VDOT. Our project specific QA/QC plan will incorporate all contract requirements and the requirements of *VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects, 2012*. All Project Team members will implement and comply with the requirements of the QA/QC plan, including the Design/Builder, design engineers, consultants and subconsultants, contractors, subcontractors and suppliers, QA and QC inspection staff, testing technicians, and laboratories.

Design QA/QC Procedures

The Design Manager, Tim Belcher, PE, will oversee of all design disciplines, ensuring the disciplines coordinate with each other to minimize/eliminate conflicts. He will also be responsible for monitoring Design QA for all design documents, verifying that design QC was performed in accordance with the QA/QC Plan, and preparing final design certifications.

The Design QC will be completed by senior design engineers who were not involved in development of the specific design elements they are reviewing. QC checking of the plans will consist of checking the plans, calculations, and other project documents. Comments will go to the original design engineer for incorporation and revision or explanation before design documents are finalized. This procedure will occur for each design submission.

The Design QA will be performed by an independent Senior Engineer not otherwise involved in the design or QC review of the project. The Design QA engineer will report directly to the Design Manager and ensure that the QC reviews have been performed in accordance with the QA/QC Plan and that all issues related to the particular design element being reviewed have been resolved.

No plan set will be submitted until the Design QA Manager has certified to the Design Manager that all of the design procedures/steps required by the QA/QC Plan have been followed and that the submittal has been fully checked. The same procedure will be used for any plan changes after the initial plans have been approved. This will minimize the time that the VDOT reviewer will need to spend reviewing the plans, as a fully checked, complete submittal meeting all project requirements requires less time/effort on the part of the reviewer than a submittal that has not been fully checked.

Construction Quality Control

Branscome will establish and maintain an effective Quality Control Program detailing the methods and procedures ensuring all materials and completed construction activities conform to designed plans, technical specifications, and other requirements, whether manufactured by Branscome or procured from subcontractors or vendors. Branscome can perform materials testing, inspections, and reporting. We'll use our lab in Hampton, Virginia, which is certified by AASHTO, ASTM, and AMRL. Our lab technicians will perform quality control for many of VDOT transportation projects and has asphalt field and plant certifications.

One project element we believe most critical is the quality management of the SMA. The poor condition of the road surface on I-64 and I-264 has already led VDOT to conduct numerous asphalt and concrete patching projects. We'll ensure the new asphalt overlay results in a quality product that can meet or exceed the expected lifespan of the roadway. Our quality control will start at each plant facility by inspecting the stone and liquid asphalt we use in the mix. Production temperatures will be recorded both at the plant and upon delivery to the project. During the laydown operation, we'll inspect for proper depth. A roller pattern will be established and supervised to maximize density. We'll pay particular attention to the tack application and density at the joints. All of these testing items will be recorded and reported to the QAM.

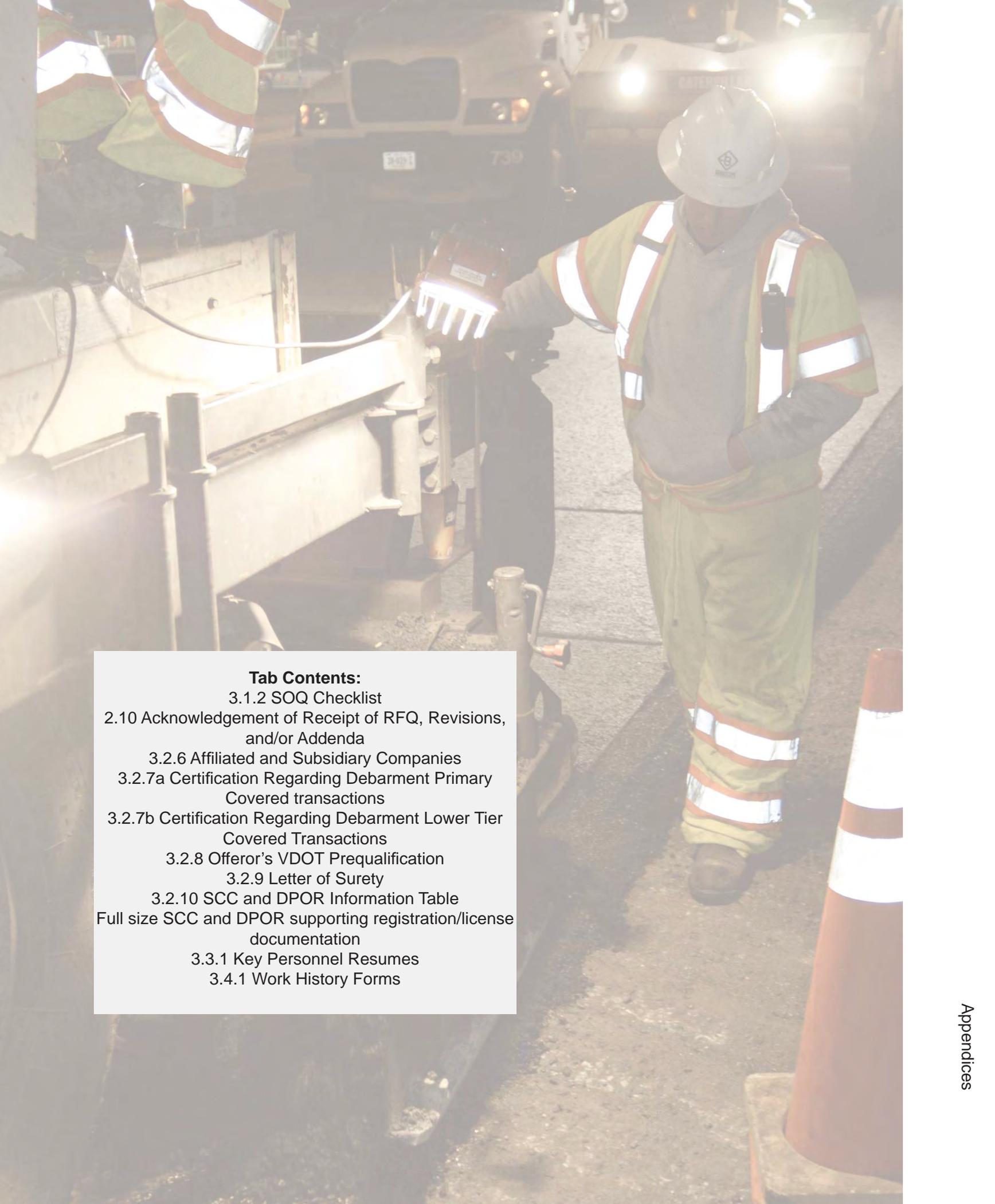
NXL will help with in the overall quality control of the project. They'll inspect for all general construction activities including any concrete materials, guardrail installation, pavement markings, sign installation and adjustments, and geotechnical operations. NXL has extensive experience inspecting for quality on VDOT projects across the commonwealth.

Construction Quality Assurance

The QAM, James Cleveland, PE, is independent of the Designer, Contractor and the QC team and is responsible for the QA of the project construction, including the independent QA testing technicians. The QAM will report directly to the Design-Build Project Manager and will have the authority to stop work not being performed in accordance with the Contract requirements or lacking the QA/QC documentation to prove the work meets requirements. This authority is given to the QAM in writing by the Design-Build Project Manager before construction starts. The QAM will oversee and direct the personnel responsible for performing the QA inspection and testing of all materials used and work performed. His QA Team will report directly to him and won't be part of the QC Team.

All QA inspection staff will complete daily reports and QA testing reports of all quality assurance inspections. The QAM will maintain the QA records of the QA Team and will compare QA tests to QC, and perform Independent Assurance (IA) and Independent Verification (IV) tests to ensure consistency and accuracy at all testing levels. The QAM will determine and certify to VDOT whether the materials and work comply with the approved drawings, specifications, and applicable VDOT standards, and reference documents required by the Contract.

The QAM will conduct preparatory inspection meetings in accordance with Section 5.3.3 of VDOT's Minimum QA/QC Requirements Manual before any new work starts. These meetings will be attended by at least the Quality Control Manager, Construction Manager, VDOT and involved subcontractors and field staff. Items such as the applicable contract drawings, specifications, Special Provisions, materials submittals, testing requirements, environmental concerns, public communications, safety issues, and contractors' approach will be discussed. The proper inspection checklist to be used for monitoring the work will be identified and distributed, and any required witness and hold points will be identified. Following the meeting the QAM will prepare and distribute minutes to all attendees and other major stakeholders who couldn't be there.



Tab Contents:

- 3.1.2 SOQ Checklist
- 2.10 Acknowledgement of Receipt of RFQ, Revisions, and/or Addenda
- 3.2.6 Affiliated and Subsidiary Companies
- 3.2.7a Certification Regarding Debarment Primary Covered transactions
- 3.2.7b Certification Regarding Debarment Lower Tier Covered Transactions
- 3.2.8 Offeror's VDOT Prequalification
- 3.2.9 Letter of Surety
- 3.2.10 SCC and DPOR Information Table
- Full size SCC and DPOR supporting registration/license documentation
- 3.3.1 Key Personnel Resumes
- 3.4.1 Work History Forms

ATTACHMENT 3.1.2

Project: 0064-122-009

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	Appendices Tab
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendices Tab
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	1
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	Appendices Tab
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendices Tab
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendices Tab
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendices Tab

ATTACHMENT 3.1.2

Project: 0064-122-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

ATTACHMENT 3.1.2

Project: 0064-122-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
				Tab
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendices Tab
Key Personnel Resume – MOT Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendices Tab
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	5
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices Tab
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices Tab
Project Approach				
Discuss the Offeror's approach to Sequence of Construction	NA	Section 3.5.1	yes	9-10
Discuss the Offeror's approach to the Transportation Management Plan	NA	Section 3.5.2	yes	10-12
Discuss the Offeror's approach to Public Relations	NA	Section 3.5.3	yes	12-13
Discuss the Offeror's approach to Quality Assurance / Quality Control	NA	Section 3.5.4	yes	13-14

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00104329DB65
PROJECT NO.: 0064-122-009

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 05/15/2013
(Date)
- 2. Cover letter of RFQ Addendum #1 05/31/2013
(Date)
- 3. Cover letter of June 14, 2013
(Date)



SIGNATURE

06/14/2013

DATE

George B. League, Jr., Vice President

PRINTED NAME AND TITLE

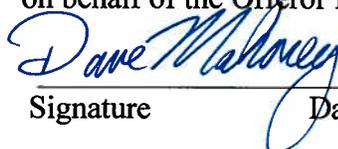
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-122-009

- 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 12, 2013	Executive Vice President
Signature	Date	Title

Dewberry Consultants LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-122-009

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J. G. Mene 5-30-13 President
Signature Date Title

Accumark, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-122-009

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

	<u>5/29/13</u>	<u>Vice President</u>
Signature	Date	Title

AeroMetric, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-122-009

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

	6-5-13	First Executive Vice President
Signature	Date	Title

EBA Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-122-009

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J. Randy Wirt 6/10/13 VICE PRESIDENT
Signature Date Title

ECS MID-ATLANTIC, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

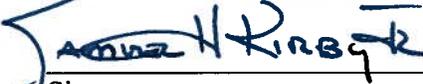
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Project No.: 0064-122-009

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

	6/10/2013	President
Signature	Date	Title

Froehling & Robertson, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-122-009

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

Signature

Date

6/7/13

Title

President

Name of Firm

NXL Construction Services, Inc.

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-122-009

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

 _____
Signature Date Title
May 28, 2013
Partner

Pulsar Advertising

Name of Firm

=====
B1060
BRANDERS BRIDGE LANDSCAPING
PREQ. EXP : 02/28/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
PO BOX 3150 011 - CLEARING AND GRUBBING
CHESTER, VA 23831-0000 070 - EROSION CONTROL
PHONE : 804-768-7655 106 - LANDSCAPING
FAX : 434-577-9197

BUSINESS CONTACT: REID, MELODY KING
EMAIL: SMOOREBBL@VERISON.NET

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

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

=====
B850
BRANSCOME INC.
PREQ. EXP : 02/28/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
432 MCLAWS CIRCLE 002 - GRADING
WILLIAMSBURG, VA 23185 004 - ASPHALT CONCRETE PAVING
PHONE : 757-229-2504 011 - CLEARING AND GRUBBING
FAX : 757-220-0390 013 - ROADWAY MILLING
 045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: PATTERSON, JR., WILLIAM STUART
EMAIL: PATTERSONS@BRANSCOME.COM

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

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

June 5, 2013

Mr. Bill Arel, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Branscome, Inc. Bonding Qualification Letter
State Project No.: 0064-122-009
Contract ID Number: C00104329DB65
A Design-Build Project, I-64 Pavement Rehabilitation, From: Little Creek Road Bridge (East Abutment)
To: Bridge over Curlew Drive & RR (West Abutment) And I-264 Pavement Rehabilitation, From: Claiborne Ave.
Bridge (East Abutment) To: Broad Creek Bridge (West Abutment) Norfolk, Virginia

Dear Mr. Arel:

As surety for Branscome, Inc. Liberty Mutual Insurance Company with A.M. Best Financial Strength Rating A (Excellent) and Financial Size Category XV (\$2 Billion or Greater), and Fidelity and Deposit Company of Maryland with A.M. Best Financial Strength Rating A + (Superior) and Financial Size Category XV (\$2 Billion or Greater) are capable of obtaining 100% Performance Bonds and 100% Labor and Materials Payment Bonds in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

We have approved bonds for their projects in excess of \$50,000,000., with an aggregate bonding capacity of \$500,000,000. The approval for all bonds is contingent upon the review and acceptability of the underwriting terms at the time of the request by the Principal, and bond forms acceptable to the Principal and Surety, and written evidence that adequate financing has been made available for this project.

It is understood, that any arrangement for the performance and payment bonds is a matter between Branscome, Inc. and ourselves, and we reserve the right to perform normal underwriting at the time of the final bond request, to include, but not limited to the acceptability of the project contract documents, bond forms and financing. We assume no liability to third parties or to you if for any reason we do not execute the said bonds.

Should you have any questions, please do not hesitate to call.

Very truly yours,

LIBERTY MUTUAL INSURANCE COMPANY & FIDELITY AND DEPOSIT COMPANY OF MARYLAND


Stacy Rivera Attorney-in-Fact

THIS POWER OF ATTORNEY IS NOT VALID UNLESS IT IS PRINTED ON RED BACKGROUND.

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Certificate No. 6056155

American Fire and Casualty Company
The Ohio Casualty Insurance Company

Liberty Mutual Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That American Fire & Casualty Company and The Ohio Casualty Insurance Company are corporations duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Aiza Lopez; Danielle M. Bechard; Elana V. Sanchez; Jeannette Porrini; Stacy Rivera

all of the city of Hartford state of CT each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 27th day of March, 2013.



American Fire and Casualty Company
The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

By: Gregory W. Davenport
Gregory W. Davenport, Assistant Secretary

STATE OF WASHINGTON ss
COUNTY OF KING

On this 27th day of March, 2013, before me personally appeared Gregory W. Davenport, who acknowledged himself to be the Assistant Secretary of American Fire and Casualty Company, Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Seattle, Washington, on the day and year first above written.



By: KD Riley
KD Riley, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

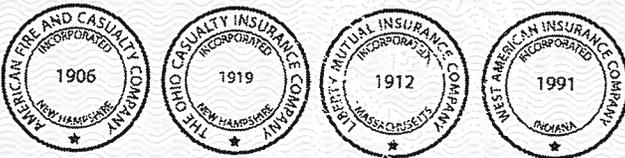
ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Gregory W. Davenport, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, David M. Carey, the undersigned, Assistant Secretary, of American Fire and Casualty Company, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 5 day of June, 2013.



By: David M. Carey
David M. Carey, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, bank deposit, bank guarantee, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 5 day of June, 2013.



Geoffrey Delisio

Geoffrey Delisio, Vice President

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by **THOMAS O. MCCLELLAN, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Jeannette PORRINI, Stacy RIVERA, Aiza LOPEZ and Elana V. SANCHEZ, all of Hartford, Connecticut, EACH** its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 3rd day of December, A.D. 2012.

ATTEST:

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**



By: *Eric D. Barnes*
Assistant Secretary
Eric D. Barnes

Thomas O. McClellan
Vice President
Thomas O. McClellan

State of Maryland
City of Baltimore

On this 3rd day of December, A.D. 2012, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **THOMAS O. MCCLELLAN, Vice President, and ERIC D. BARNES, Assistant Secretary**, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Maria D. Adamski
Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2015



ATTACHMENT 3.2.10

State Project No. 0064-122-009

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
Branscome, Inc.	0550613-4	Corporation	Active	432 McLaws Circle Williamsburg, VA 23185	Contractor Class A	2705061347	02-28-2015
Dewberry Consultants LLC	S044733-6	Limited Liability Company	Active	8401 Arlington Blvd. Fairfax, VA 22031	Business Entity	0407003966	12-31-2013
Accumark, Inc.	0440745-8	Corporation	Active	9500 King Air Court Ashland, VA 23005	Business Entity	0407005172	12-31-2013
Aero-Metric, Inc.	F113594-8	Corporation	Active	45180 Business Ct, Suite 800 Sterling, VA 20166	Business Entity	0407005489	12-31-2013
EBA Engineering, Inc.	F123900-5	Corporation	Active	287 Shingle Oak Lane Nellysford, VA 22958	Business Entity	0411000659	02-28-2014
ECS Mid-Atlantic, Inc.	S120821-6	Limited Liability Company	Active	2119-D North Hamilton Street Richmond, VA 23230	Business Entity	0411000384	02-28-2014
ECS Mid-Atlantic, Inc.	S120821-6	Limited Liability Company	Active	2700 International Pkwy, Suite 100 Virginia Beach, VA 23452	Business Entity	0411000385	02-28-2014
Froehling & Robertson, Inc.	0027211-2	Corporation	Active	3015 Dumbarton Road Richmond, VA 23228	Business Entity	0407000098	12-31-2013
NXL Construction Company, Inc.	0349742-7	Corporation	Active	114 E. Cary Street, Ste 200 Richmond, VA 23219	Business Entity	0407003031	12-31-2013
NXL Construction Company, Inc.	0349742-7	Corporation	Active	716 J. Clyde Morris Blvd, Ste A Newport News, VA 23601	Business Entity	0411000459	02-28-2014
Pulsar Advertising, Inc.	F160855-5	Corporation	Active	N/A	N/A	N/A	N/A

ATTACHMENT 3.2.10

State Project No. 0064-122-009

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Tim Belcher, PE	Fairfax, VA	13808 Fount Beattie Court Centreville, VA 20121	Professional Engineer	0402041949	06-30-2014
Dewberry Consultants LLC	Jerry Mrykalo, PE	Fairfax, VA	7103 Little Thames Drive Gainesville, VA 20155	Professional Engineer	0402047293	06-30-2014
EBA Engineering, Inc.	James Cleveland, PE	Nellysford, VA	287 Shingle Oak Lane Nellysford, VA 22958	Professional Engineer	0402022124	02-28-2015


Virginia.gov


Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

05/30/13

09:12:26

CORP ID: 0550613 - 4 STATUS: 00 ACTIVE STATUS DATE: 01/20/04

CORP NAME: BRANSCOME INC.

DATE OF CERTIFICATE: 12/14/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor AR RTN MAIL:
 1111 East Main Street

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 213 50 3125 DATE: 01/22/13 RICHMOND CITY

CURRENT AR#: 213 50 3125 DATE: 01/22/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					1,000

 (Screen Id:/Corp_Data_Inquiry)

Details of license number 2705061347

[print](#)

Name:	BRANSCOME INC
License Number:	2705061347
License Description:	Contractor Class A
Class Definitions	
Business Type:	Corporation
Address:	432 MCLAWS CIRCLE WILLIAMSBURG, VA 23185
Specialties/Classifications:	Highway / Heavy (H/H)
Classification Definitions	
Specialty Definitions	
Initial Certification Date:	2001-02-28
Expiration Date:	2015-02-28

No Open Complaints

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No Closed Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov.

Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.



Commonwealth of Virginia State Corporation Commission

05/02/13

LLCM3220

LLC DATA INQUIRY

15:10:08

LLC ID: S044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09
LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor
1111 East Main Street

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 04/29/11 LOC: 216 RICHMOND CITY

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC_Data_Inquiry)

Details of license number 0407003966

[print](#)

Name: DEWBERRY CONSULTANTS LLC
 License Number: 0407003966
 License Description: Business Entity Registration
 Business Type: LLC
 Address: 8401 ARLINGTON BLVD
 FAIRFAX, VA 22031
 Initial Certification Date: 2000-03-14
 Expiration Date: 2013-12-31

 Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0401008756	BEIGHT, JAMES LADEN	Architect License	2013-08-31
0402026519	STONE, DONALD EDWARD JR	Professional Engineer License	2013-09-30
0403001932	ROBINSON, BRYANT L	Land Surveyor License	2015-01-31
0406000847	COUTURE, DENNIS M	Landscape Architect License	2014-03-31

Showing 1 to 4 of 4 entries

First Previous 1 Next Last

No Open Complaints

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Virginia.gov


Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

05/30/13

09:09:29

CORP ID: 0440745 - 8 STATUS: 00 ACTIVE STATUS DATE: 02/22/11

CORP NAME: ACCUMARK, INC.

DATE OF CERTIFICATE: 01/30/1995 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: S CRAIG MARTIN

STREET: 9500 KING AIR CT

AR RTN MAIL:

CITY: ASHLAND

STATE : VA ZIP: 23005

R/A STATUS: 2 OFFICER

EFF. DATE: 01/05/12 LOC : 142

ACCEPTED AR#: 213 01 0899

DATE: 11/27/12

HANOVER COUNTY

CURRENT AR#: 213 01 0899

DATE: 11/27/12

STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					500

 (Screen Id:/Corp_Data_Inquiry)

Details of license number 0407005172

[print](#)

Name: ACCUMARK INC
 License Number: 0407005172
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 9500 KING AIR CT
 ASHLAND, VA 23005
 Initial Certification Date: 2008-03-28
 Expiration Date: 2013-12-31

 Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402010372	LABAUGH, W C III	Professional Engineer License	2013-08-31

Showing 1 to 1 of 1 entries

No Open Complaints

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Virginia.gov


Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

05/30/13

09:10:35

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01

CORP NAME: AERO-METRIC, INC.

DATE OF CERTIFICATE: 02/09/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: WI WISCONSIN STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 213 02 6031 DATE: 01/23/13 HENRICO COUNTY

CURRENT AR#: 213 02 6031 DATE: 01/23/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	670.00					100,000

 (Screen Id:/Corp_Data_Inquiry)

Details of license number 0407005489

[print](#)

Name: AERO-METRIC INC.
 License Number: 0407005489
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 45180 BUSINESS CT SUITE 800
 STERLING, VA 20166
 Initial Certification Date: 2009-07-30
 Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0408000008	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	2015-02-28

Showing 1 to 1 of 1 entries

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Virginia.gov


Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

06/04/13

19:38:04

CORP ID: F123900 - 5 STATUS: 00 ACTIVE STATUS DATE: 12/03/07

CORP NAME: EBA ENGINEERING, INC.

DATE OF CERTIFICATE: 10/22/1997 PERIOD OF DURATION: INDUSTRY CODE: 70

STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 2000.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 212 53 6976 DATE: 09/26/12 HENRICO COUNTY

CURRENT AR#: 212 53 6976 DATE: 09/26/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	1,700.00					1,000,000

 (Screen Id:/Corp_Data_Inquiry)

Details of license number 0411000659

[print](#)

Name: EBA ENGINEERING INC
 License Number: 0411000659
 License Description: Business Entity Branch Office Registration
 Business Name: EBA ENGINEERING INC
 Address: 287 SHINGLE OAK LANE
 NELLYSFORD, VA 22958
 Initial Certification Date: 2009-09-10
 Expiration Date: 2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402022124	CLEVELAND, JAMES CLICK	Professional Engineer License	2015-02-28

Showing 1 to 1 of 1 entries

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov.

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Se
can be found in the Bulletin Archive in the right-hand navigation pane.**

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06/08/13

LLCM3220

LLC DATA INQUIRY

15:36:34

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04
 LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			

(Screen Id:/LLC_Data_Inquiry)

Details of license number 0411000384

[print](#)

Name: ECS MID-ATLANTIC LLC
 License Number: 0411000384
 License Description: Business Entity Branch Office Registration
 Business Name: ECS MID-ATLANTIC LLC
 Address: 2119-D NORTH HAMILTON ST
 RICHMOND, VA 23230
 Initial Certification Date: 2004-12-10
 Expiration Date: 2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402019982	MOSS, ROBERT C III	Professional Engineer License	2013-07-31
0402037759	WIRT, JAMES RANDOLPH	Professional Engineer License	2014-12-31
0402039050	COFFEY, MICHAEL THOMAS	Professional Engineer License	2014-06-30

Showing 1 to 3 of 3 entries

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Details of license number 0411000385

[print](#)

Name: ECS-MID-ATLANTIC LLC
 License Number: 0411000385
 License Description: Business Entity Branch Office Registration
 Business Name: ECS-MID-ATLANTIC LLC
 Address: 2700 INTERNATIONAL PKWY SUITE 100
 VIRGINIA BEACH, VA 23452
 Initial Certification Date: 2004-12-10
 Expiration Date: 2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402045683	GOMEZ, JOSE N	Professional Engineer License	2013-07-31

Showing 1 to 1 of 1 entries

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ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.

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CISM0180

CORPORATE DATA INQUIRY

06/10/13

16:00:56

CORP ID: 0027211 - 2 STATUS: 00 ACTIVE STATUS DATE: 11/13/09
 CORP NAME: FROEHLING & ROBERTSON, INCORPORATED

DATE OF CERTIFICATE: 10/11/1924 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2480.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: WILLIAM H HOOFNAGLE III

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:
 901 E CARY ST
 CITY: RICHMOND STATE : VA ZIP: 23219
 R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216
 ACCEPTED AR#: 212 14 0123 DATE: 08/29/12 RICHMOND CITY
 CURRENT AR#: 212 14 0123 DATE: 08/29/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	1,700.00					1,100,000

(Screen Id:/Corp_Data_Inquiry)

Details of license number 0407000098

[print](#)

Name: FROEHLING & ROBERTSON INC
 License Number: 0407000098
 License Description: Business Entity Registration
 Address: 3015 DUMBARTON ROAD
 RICHMOND, VA 23228
 Initial Certification Date: 1982-08-05
 Expiration Date: 2013-12-31

 Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402008502	KIRBY, S H JR	Professional Engineer License	2015-05-31

Showing 1 to 1 of 1 entries

[First](#) [Previous](#) [1](#) [Next](#) [Last](#)

No Open Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpwr.virginia.gov.

ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.

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CISM0180

CORPORATE DATA INQUIRY

06/08/13

15:33:28

CORP ID: 0349742 - 7 STATUS: 00 ACTIVE STATUS DATE: 11/17/89
 CORP NAME: NXL CONSTRUCTION CO., INC.

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

STREET: 9606 GEORGE'S BLUFF RD AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23229
 R/A STATUS: 2 OFFICER EFF. DATE: 10/08/98 LOC : 143
 ACCEPTED AR#: 212 15 2072 DATE: 09/24/12 HENRICO COUNTY
 CURRENT AR#: 212 15 2072 DATE: 09/24/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

Details of license number 0407003031

[print](#)

Name: NXL CONSTRUCTION CO INC
 Doing Business As: NXL CONSTRUCTION SERVICES INC
 License Number: 0407003031
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 114 E CARY ST STE 200
 RICHMOND, VA 23219
 Initial Certification Date: 1991-11-08
 Expiration Date: 2013-12-31

 Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402023030	DE LEON, NICOMEDES L	Professional Engineer License	2014-02-28
0403001800	JONES, DAVID LYNN	Land Surveyor License	2013-06-30

Showing 1 to 2 of 2 entries

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Details of license number 0411000459

[print](#)

Name: NXL CONSTRUCTION CO INC
 Doing Business As: NXL CONSTRUCTION SERVICES INC
 License Number: 0411000459
 License Description: Business Entity Branch Office Registration
 Business Name: NXL CONSTRUCTION CO INC
 Business Type: CORP
 Address: 716 J CLYDE MORRIS BLVD STE A
 NEWPORT NEWS, VA 23601
 Initial Certification Date: 2006-09-26
 Expiration Date: 2014-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0403002410	FRENCH, TODD HAYWARD	Land Surveyor License	2014-06-30

Showing 1 to 1 of 1 entries

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Virginia.gov


Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

05/30/13

09:08:30

CORP ID: F160855 - 5 STATUS: 00 ACTIVE STATUS DATE: 11/22/04

CORP NAME: PULSAR ADVERTISING, INC.

DATE OF CERTIFICATE: 11/22/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 11/22/04 LOC : 143

ACCEPTED AR#: 212 18 0159 DATE: 11/27/12 HENRICO COUNTY

CURRENT AR#: 212 18 0159 DATE: 11/27/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					200

 (Screen Id:/Corp_Data_Inquiry)

Details of license number 0402041949

[print](#)

Name:	BELCHER, TIMOTHY LAMONTE
License Number:	0402041949
License Description:	Professional Engineer License
Address:	CENTREVILLE VA, 20121
Initial Certification Date:	2006-06-26
Expiration Date:	2014-06-30

No Open Complaints

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Details of license number 0402047293

[print](#)

Name:	MRYKALO, GERARD
License Number:	0402047293
License Description:	Professional Engineer License
Address:	GAINESVILLE VA, 20155
Initial Certification Date:	2010-06-17
Expiration Date:	2014-06-30

No Open Complaints

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Details of license number 0402022124

[print](#)

Name: CLEVELAND, JAMES CLICK
 License Number: 0402022124
 License Description: Professional Engineer License
 Address: NELLYSFORD VA, 22958
 Initial Certification Date: 1991-02-14
 Expiration Date: 2015-02-28

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0411000659	EBA ENGINEERING INC	Business Entity Branch Office Registration	2014-02-28

Showing 1 to 1 of 1 entries

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**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Buddy League, Vice President of Operations
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: Branscome, Inc.
d. Years experience: With this Firm <u>20</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice forth 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.): Branscome, Inc. 1993-Present Vice President of Operations, 2009 to Present Responsible for all regions of Branscome’s operations, long-term strategic planning and development, and P&L responsibility. Duties include preconstruction services, overseeing and developing safety initiatives, oversight of all estimating, customer relations, project oversight, quality assurance and quality control, asphalt plant management, operational management, and asset management. Vice President, 2005 to 2009 Responsible for the operation of the grading, paving, milling and utilities divisions of the Hampton Roads region. Duties included project management, oversight of the estimating department, operation management, resource organization for equipment and personnel, as well as, development and management of the company’s safety and quality control programs. Operations Manager, 2001 to 2005 Responsible for the operation of the Grading, Paving, Milling and Utilities divisions of the Hampton Roads region. Duties included project management, resource organization for equipment and personnel and oversight of the Contractual Administration department. Area Manager/Branscome Inc., 1995 to 2001 Responsible for the Asphalt operations, sales and bidding for Branscome Inc.’s branch office in Norfolk VA. Duties included project management, contractual administration, and managing the activities of three asphalt sales persons and three paving superintendents.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Military Institute / Lexington, VA / 1991 Averett University / Danville, VA / BS / 2004 / Business Administration
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.) 1. Commonwealth Railway Mainline Safety Relocation Project, Branscome, Inc. 2008-2011 Design-Build Project Manager for this \$52M design-build project, which Branscome built for the Virginia Port Authority (VPA). Project included the reconstruction of Route 17 in Chesapeake, VA and relocation of five miles of rail line to the median of Highway 164 and I-664. All work was done on or next to active highways. The scope of work included asphalt paving, installation and adjustments of utilities, safety hardware improvements, and earthwork and grading operations. Responsibilities included oversight of all phases of the project and managed the project from the design phase to final completion. Beginning with 30% plans, coordinated between Branscome and the lead designer Moffat-Nichol, the VPA, and other stakeholders to ensure final plans allowed the project to proceed quickly, stay within budget, and meet all of the needs of the owner. Met with Branscome’s field crews at the start of construction to verify sufficient manpower and equipment on site to stay on schedule and meet the budgeted production rates. Worked with Branscome’s project management team, subcontractors, consultant inspectors, and VPA officials to mitigate potential risks early on and ensure successful project completion. Coordinating regular meetings between the design and construction teams to identify potential project savings and implement them as soon as possible. Met with local government officials to ensure the public stayed informed on the status of the project and how the travelling public would be affected. Responsible for safety, quality control, and contract administration on this project. Negotiated the final design and price with VPA officials. The project was completed on time and within budget. 2. I-64 Pavement Rehabilitation, Branscome, Inc. 2009-2010 Project Executive responsible for overall delivery of the project, which included oversight of the project team, project financial controls, resource allocation, and modifications to project plans through work orders and value engineering proposals. Reviewed the plans with Branscome’s estimating department and project management team and identified project risks and potential savings. Presented these items to the state, and developed plans to mitigate the risks and take advantage of the savings. Mr. League reviewed this effort during the planning stages and had final approval for implementation. Regularly met with VDOT and Branscome management teams during construction to ensure all deadlines were met and that the project had sufficient manpower and equipment. Coordinated with Branscome’s management team, manufacturing divisions, key suppliers, and major subcontractors to



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

verify that the needed resources were always available. Branscome was the prime contractor on this \$34M project, which was performed for VDOT. The scope of work on this project included demolition/replacement of over 60,000 square yards of existing concrete pavement, more than 100,000 tons of stone matrix asphalt, and installation of over 75,000 LF of guardrail. All work was completed in a compressed time-span and performed in one of the most congested stretches of interstate in the Richmond region. Branscome delivered the project ahead of schedule and reached all three major milestone dates on time resulting in the award of a \$400K early completion bonus.

3. I-64 and Battlefield Boulevard Interchange, Branscome, Inc., 2006-2009 Project Executive oversaw the project and reviewed resource allocation, scheduling, quality control, and customer satisfaction with Branscome's on-site management team. Reviewed plans with Branscome's project management team to identify project risks or areas of potential savings. Once identified, worked with the prime contractor and VDOT to negotiate work orders. Adjusted manpower and equipment levels to ensure the project stayed on schedule and was adequately prepared for peak work times. Coordinated with the Branscome's construction and manufacturing divisions to make sure that sufficient material was available and that all materials met required specifications. Attended regular meetings with the upper management of the prime contractor and VDOT to resolve any major issues. On the project Branscome placed more than 76,000 cubic-yards of borrow excavation, 28,000 tons of open-graded asphalt, 122,000 tons of BM 25.0 asphalt, 27,000 tons of IM-19 A asphalt, 35,000 tons of SM 9.5A asphalt, and 11,000 LF of asphalt curb. Branscome's portion of the contract was worth more than \$15M.

4. VDOT Paving Maintenance Schedule, Branscome, Inc. 2006-2008 Contract Manager for this \$13M interstate asphalt paving resurfacing project. Responsible for the overall delivery of the project including managing the project team, oversight of project controls, as well as, traffic management and quality control programs. This project involved the placement of over 90,000 tons of asphalt on the interstate system in various locations within Virginia Beach, Norfolk, Chesapeake and Portsmouth. The project included milling and paving on I-264 from Broad Creek to Witchduck Road. Successfully negotiated a value engineering agreement to reduce the paving days on I-264, minimized inconvenience to the traveling public, and reduced cost to VDOT.

5. Roadway Improvement to support APM Terminals, Branscome, Inc., 2005-2006 Contract Manager for this \$2.7M project. Directly responsible for managing all Branscome personnel and ensuring project schedule deadlines were met. Branscome was the asphalt paving subcontractor on this VDOT design-build project. The work involved over 37,000 tons of asphalt placement for the prime contractor constructing a new bridge interchange on 164.



**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: James Cleveland, PE
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which you are now associated: EBA Engineering
d. Years experience: With this Firm 6 Years With Other Firms 43 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.): EBA Engineering, Inc., 2007 – Present Senior Construction Manager Coordinator of inspection services for Virginia, including assigning and supervising inspectors on projects in the Richmond District, NOVA District Maintenance Contracts, and the Bristol District. Also was the QAM for the Design Build Region 4 Bridge Rehabilitation Contract. Responsibilities include overseeing inspection activities to ensure that contract specifications are met and that a quality product is being obtained. Wilbur Smith Associates, 2002-2007 Assistant Director of Construction Engineering & Inspection Services, 2002-2007 Assisted with the direction of construction engineering and inspection services for Virginia and West Virginia CEI operations. Responsibilities included primary client interface, quality assurance of WSA’s services and staffing of assignments. During this period, served as QAM on the multi-million dollar Route 199 design-build VDOT project in Williamsburg, VA, which consisted of roadway, bridge, curbs and gutters, and drainage. Internal Project Team Coordinator, 2004-2006 West Point Bridges, Fredericksburg District, VDOT Internal Project Team Coordinator for this \$35 Million construction project that includes CEI services to contractor work on two bridge replacements, roadway widening, new roadway construction and extensive MOT and public involvement in the town of West Point. Assistant Project Manager, 2002 Supervised as many as ten inspectors and engineers on the Northern Virginia District On-Call Consultant Engineering Inspection Contract, VDOT. Projects included major highway and bridge construction projects such as: Springfield Interchange, Fairfax County Parkway, I-95 bridges in Prince William County and Route 234 reconstruction. As part of this contact, provided inspection on several small projects, oversight of VDOT’s DBE contractor program in the District and provided District Office engineering staff with plan review and minor design services. Virginia Department of Transportation, Hampton Roads District, 1982-2002 Administrator, Hampton Roads District, 1995-2002 Construction Management, Administration & Management and Engineering for the Hampton Roads District. Responsible for District-wide strategic planning, direction, coordination and administration of activities in nine counties and nine cities, that included four underwater tunnels and numerous bridges. Also responsible for public involvement that included numerous presentations to citizen groups and municipalities. Responsible for staff of 1,400 employees. Construction Engineer, - 1982-1995 Responsible for all roadway and bridge construction in nine counties and projects in the Hampton Roads District financed by VDOT in nine cities. Projects included: (1) I-264 Downtown Tunnel; (2) I-664 Tunnel including 16 miles of roadway and bridges and (3) Route 17 George P. Coleman Bridge – Unique project that involved removal of existing superstructure by flotation and replacement with wider superstructure that included railing, lighting and other amenities constructed off-site. Award-Winning Project.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Tech / Blacksburg, VA / BS / 1960 / Civil Engineering; VDOT Management Seminars / 1970 / 1983; National Highway & Transportation Management Program /, 1986 / VDOT Executive Institute / 1989.
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1991 / Professional Engineer / #0402 022124
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.) 1. Multiple Bridge Rehabilitation Project, Region 4, EBA Engineering, 2009 - 2012 QAM during the rehabilitation of ten bridges. He was responsible for monitoring the contractor’s construction Quality Control and the QA inspectors testing to assure compliance with VDOT’s Guidelines for QA/QC on Design Build Projects. Conducted project site reviews, materials notebook reviews, coordination of inspection staff, coordination of materials testing lab, project records reviews, contractor requests for reimbursement reviews, administration of quality assurance plan for construction and ensured quality control plan for construction was administered by contractor.



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

2. West Point Bridges, VDOT, Fredericksburg District, Wilbur Smith Associates, 2004-2006 Internal Project Team Coordinator responsible for the construction engineering and inspection quality assurance and quality control services for this major \$35 million construction project which included two bridge replacements, roadway widening, new roadway construction and extensive MOT and public involvement with the town of West Point.

3. Assistant Director of Construction Engineering and Inspection Services, Wilbur Smith Associates, 2002-2007 Mr. Cleveland assisted with the direction of construction engineering and inspection services for Virginia and West Virginia CEI operations. Responsibilities included primary client interface, quality assurance of WSA's services and staffing of assignments. During this period, served as QAM on the multi-million dollar Route 199 design-build VDOT project in Williamsburg, VA, which consisted of roadway, bridge, curbs and gutters, and drainage.

4. Construction Management, Administration and Management and Engineering, VDOT, 1995-2002 As Hampton Roads District Administrator, Mr. Cleveland was responsible for District-wide strategic planning, direction, coordination and administration of activities in nine counties and nine cities that included four underwater tunnels and numerous bridges. Mr. Cleveland was also responsible for public involvement that included numerous presentations to citizen groups and municipalities. He had a staff of 1,400 employees under his management.

5. District Construction Engineer, Hampton Roads District, VDOT, 1982 – 1995 As Hampton Roads District Construction Engineer, Mr. Cleveland was responsible for leading, guiding, directing managing and overseeing construction and maintenance funded contracts, overall construction management and oversight of a district materials testing laboratory. Primary focus was to effectively oversee and coordinate planning, organizing, monitoring, budgeting and directing all work activities and resources to complete specific transportation projects, ensuring proper measures of safety, QA/QC, constructability reviews and other project components are effectively executed. Worked closely with various Section Managers to maintain a partnership and ensure effective communication with elected officials and citizens while meeting district construction program goals. Provided direction, leadership and advanced professional engineering advice to construction inspection staff for issue resolution matters and exercised responsible engineering as described by Code of Virginia and DPOR regulations.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Tim Belcher, PE, Associate
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Dewberry Consultants LLC
d. Years experience: With this Firm: 11 Years With Other Firms: 1 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.): Dewberry Consultants LLC, Road Design, 2002 to Present Responsible for coordinating all sub-consultant work on each of these projects, including aerial mapping, utility designations and test pits, and geotechnical engineering; ensuring proper maintenance of with other design disciplines such as lighting and electrical plans, structural plans, stormwater management designs, and signing and marking plans. Tim has worked closely with all divisions of Loudoun County and VDOT. He is currently serving on the Transportation Research Board (TRB) Utilities Committee, AFB70. <ul style="list-style-type: none"> • Project/Design Manager <ul style="list-style-type: none"> ❖ I-64 Exit 91(Route 285) Interchange Design-Build – 2012 to 2013 ❖ Crosstrail and Kincaid Boulevard - 2009 to Present ❖ Crosstrail Access from Dulles Greenway Interchange Justification Report – 2012 to 2013 ❖ Liberty Crossing Interchange Justification Report - 2008 to 2011 ❖ Route 7/607 (Loudoun County Parkway) Interchange - 2004 to 2010 ❖ Route 7/Ashburn Village Boulevard Interchange – 2007 to 2009 • Lead Roadway Engineer <ul style="list-style-type: none"> ❖ Allder School Road Improvements - 2009 to Present ❖ Greenway/Battlefield Interchange - 2005 to 2007 Federal Highway Administration – Eastern Federal Lands Highway Division, 1999 to 2001 Responsible for various assignments in the three programs. During the Road Inventory assignment, Tim led the effort to summarize two-year cycle data and presented it to the National Park Service. This earned him an on-the-spot award from the Division Administrator. <ul style="list-style-type: none"> • Engineering Co-Op/Intern <ul style="list-style-type: none"> ❖ Bridge Inspection Program ❖ Road Inventory Program ❖ Project Development
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University / Blacksburg, VA / BS / 2002 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2006 / Professional Engineer / VA # 041949 (Also: MD) 2005 / Virginia Erosion and Sediment Control Combined Administrator 2010 / Advanced Work Zone Traffic Control Training
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. I-64 Exit 91 (Route 285) Interchange Design-Build Project, Dewberry, 2012-2013 Lead Designer responsible for coordinating roadway design, structural design, environmental permitting, utility relocation design, and survey for 1.1 miles of widening of Route 285 and improvements to the existing interchange with I-64 at a cost of \$21.0M. The project involved MOT on the Interstate and coordinated construction sequencing to have all of those impacts at the same point in time. Extensive environmental coordination was performed as the improvements required right-of-way from the National Register of Historic Places listed Tinkling Springs Presbyterian Church. Mr. Belcher was involved in public outreach, especially to the adjacent regional hospital and expo center. 2. Crosstrail and Kincaid Boulevard, Dewberry, 2009-Present Project Manager responsible for design and coordination of a new 2.4-mile segment of Crosstrail Boulevard between Sycolin Road and Russell Branch Parkway. The project involved coordinating the roadway design with several ongoing elements on the County Government Support Center site including: construction of Philip A. Bolen Park, design and construction of sanitary sewer by the Town of Leesburg, master plan and special exception for the site, design and construction of a transit facility, recordation of preservation areas for Bolen Park permitting, site plan for Juvenile Detention Facility, coordination with the Town of Leesburg for the future relocation of Sycolin Road. Mr. Belcher coordinated with Loudoun Water’s ongoing Raw Water Transmission project that runs adjacent to the future roadway.



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

3. Route 7/607 (Loudoun County Parkway) Interchange, Dewberry, 2004-2010 Project Manager Performed highway design, drainage design, pavement design, erosion and sediment control, MOT, signing and marking, utility relocation coordination, right-of-way acquisition, and coordination with Loudoun County and VDOT, and also spoke at public meetings. Included in the project are new and modified traffic signals, MOT, erosion and sediment control, stormwater management, and lighting. Utility relocations on the project were extensive including 2,200 LF of 24-inch gas transmission line replacement, 2,800 LF of 30-inch water line replacement and upgrade, one 48-inch waterline casing open cut across Route 7, and 6,000 LF of communication duct bank. With the initial bid price of \$23.3M, this project was the first interchange advertised under the bond program for Loudoun County. He continued to assist Loudoun County throughout construction by attending bi-weekly construction meetings, responding to contractor questions, and reviewing shop drawings. With the addition of the George Washington Boulevard/Richfield Way intersection closure, he assisted the County with negotiating change orders.

4. Dulles Greenway Capital Improvements Program Design-Build Project, Dewberry, 2005-2007 Lead Roadway Engineer for nine improvement projects to the Dulles Greenway, including two phases of mainline widening from four to six lanes, improvements to the Route 606 and Route 772 interchanges, two new interchanges at Route 653 and Route 654, widening of the mainline toll plaza from 14 to 18 lanes, and a new direct ramp to Dulles Airport. The design-build team was responsible for design and construction of the improvements, as well as utility relocations, toll plaza design, and utility tunnel design at the mainline toll plaza. The Dewberry design team received the Award of Excellence from the Design-Build Institute of America (DBIA) for their work on this project. Mr. Belcher led the design effort for the Dulles Greenway/Battlefield Parkway Interchange.

5. Route 28 PPTA Corridor Improvements Design-Build Project, Dewberry, 2002-2006 Transportation Engineer responsible for highway design, drainage design, MOT, traffic counting, utility relocation coordination, and coordination with the Virginia Department of Transportation. This design-build project with Shirley Contracting added 10 grade-separated interchanges to completely convert the corridor to freeway standards along with two significant secondary roadway widenings. The project was procured and administered under Virginia's Public Private Transportation Act (PPTA) of 1995 involved coordination with over 200 landowners, MOT along the Route 28 mainline, as well as all the crossroads as the interchange construction occurred. Dewberry is a member of the team that received the *Tower of Dulles Award* for the project. Mr. Belcher was a task manager for drainage design and utility relocation design for the Route 625 (Waxpool) and Westfields Boulevard Interchanges.

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Ed Norfleet, Construction Manager
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated: Branscome, Inc.
d.	Years experience: With this Firm 23 Years With Other Firms 20 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.): Branscome, Inc., 2001 - Present Project Construction Manager Responsible for the management of large highway resurfacing projects in the Hampton Roads region. Typically assigned to manage specific large rehabilitation or resurfacing projects, most commonly on highways or interstates. Duties include quality management, contract administration, safety, and timely delivery. Senior person on site for the company, and all internal crews and subcontractors report to him. Main liaison between the owner, designer, Branscome management and the construction teams on site. Understands the unique elements associated with working in the Hampton Roads area such as the holiday traffic spikes caused by the tourist season, how to mitigate delays caused by bottlenecks at bridges and tunnels, how to minimize traffic impacts to commuters on highways that service key employment centers such as Naval Base Norfolk, Oceana Air Base, and the Newport News Shipyard. Paving Superintendent, 1990-2008 Responsible for directing and coordinating the activities of multiple paving crews working to ensure that goals and objectives were accomplished within scheduled timeframes and established budget. Projects ranged in size from \$100K to \$15M. Other duties included creating and maintaining project schedules, ensuring project quality, subcontract management, developing customer relations.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Forest Glen High School / Suffolk, VA / High School Diploma / 1968
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2011 / VDOT Erosion & Sediment Control Contractor Certification Program / #5550C 2010 / VDOT Intermediate Work Zone Traffic Control Training and Flagger Certification / #031213053 2009 / OSHA 10-Hour Construction Safety & Health / #002187376 Mr. French will hold all required certifications prior to the commencement of construction.
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.) 1. 2012 VDOT Plant Mix Schedules, Hampton Roads, VA, Branscome, Inc., 2012-2013 Project Construction Manager on seven interconnected VDOT resurfacing projects. These projects included numerous routes in the Hampton Roads area that were milled and resurfaced according to VDOT specifications. Responsible for all aspects of the project's completion including managing subcontractors, safety, budgeting, and resource management. Primary liaison between Branscome, the owner, and other major stakeholders, which included numerous local governments, business owners, and residents. These projects were completed in May, 2013. These projects were very similar to the I-64 and I-264 Pavement Rehabilitation Project. Both projects were managed by VDOT, based on the Southside of Hampton Roads, and called for milling and overlay of asphalt on major roads. Key aspects of both jobs also included safety hardware upgrades, adjustments to drainage structures, pavement markings, and MOT. 2. Oceana Naval Station Runway 5/23 and 14/32 Design-Build, Branscome, Inc., 2010-2012 Construction Manager responsible for all paving matters including safety, timely completion, resource management, scheduling, submittals, and budgets. Worked closely with air traffic control personnel to ensure both flight crews and Branscome's personnel remained as safe as possible. Duties included ensuring the mix delivered to the project met all the specifications and was placed correctly on every inch of the project. Met or exceeded the Client's standards by closely coordinating the activities of both Branscome's asphalt plant supplying the mix and the paving crews laying the asphalt. Minimized impacts to Oceana Air Base operations, one of the largest Naval air bases on the East Coast. Met regularly with Navy's representatives to coordinate construction activities in advance and adjust crew equipment levels when necessary. Met tight deadlines to ensure the airfield remained operational. Branscome was the paving subcontractor to Hourigan Construction on this project. The key elements included milling and resurfacing of two major runways and re-profiling existing surfaces and intersections.



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Similar to the I-64 and I-264 Pavement Rehabilitation Project, this project was a design-build project based on the Southside of Hampton Roads. The projects share numerous key priorities including safety, quality control, and minimizing impact to ongoing activities. Safety is a major factor when working on an active airfield or an active interstate. The main priority is ensuring vehicles moving at high speeds on open sections do not have any obstructions in their path. Quality control is another prominent link. The asphalt mixes used for runways, much like the stone-matrix asphalt used on interstates, are among the most stringently tested in the world.

3. VDOT G-40, Greenville, Branscome, Inc., 2011 Construction Manager and senior person on the site responsible for managing the reconstruction of seven miles of pavement resurfacing on US 58. The project work included extensive PCC repairs, two lifts of SMA, shoulder paving, trench widening, shoulder reconstruction, guardrail, pavement markings, and erosion control. Duties included safety, quality control, and resource management on the project. All subcontractors reported directly to him. Primary point of contact between Branscome and VDOT personnel.

4. VDOT 5A3, Branscome, Inc., 2009-2011 Construction Manager and senior person assigned to the project and on site full time while construction activities were underway and was in charge of safety, quality control, productivity, and timely completion. This project reconstructed seven miles of I-64 from Bower's Hill to Battlefield Blvd. Work on this project included extensive PCC repairs, two lifts of SMA, shoulder paving, trench/shoulder widening of inside lane, guardrail, asphalt curbing, replacement of existing median barrier wall, and pavement markings. All work required night time activity and restrictions to traffic were removed daily.

5. VDOT Order C50, Branscome, Inc., 2010 Project Construction Manager and senior person on site for VDOT Order C50, which included the milling and paving of the HOV lanes on Interstate 64 through Norfolk and Virginia Beach as well as repairs to numerous shoulders and ramps on Interstates 64 and 264. Mr. Norfleet was responsible for safety, quality control, allocation of resources, and scheduling. He was the primary liaison between the operations in the field, the VDOT inspection team, and Branscome's upper management. On this project, Mr. Norfleet negotiated with VDOT's Construction and Traffic Operations teams to modify the planned schedule for the milling and paving of the HOV lanes. Instead of stretching out the construction over many weeks during normal construction hours, the work was instead done entirely over three weekends starting Friday evening and finishing early Monday morning before rush hour. This innovative change minimized the traffic disruption caused by construction and allowed the entire milling and paving requirements of the project on the HOV lanes to be completed before Memorial Day and the start of the busy summer tourist traffic season. This change improved the final quality of the asphalt, since there were fewer joints caused by the paving operation having to be stopped each morning to open the HOV lanes up to traffic. Also, this improved safety on the project, since the public didn't have to drive on milled or uneven lanes during construction.



**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Jerry Mrykalo, PE, Traffic Engineer
b. Project Assignment: Maintenance of Traffic Manager
c. Name of Firm with which you are now associated: Dewberry Consultants LLC
d. Years experience: With this Firm <u>7</u> Years With Other Firms <u>1</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.): Dewberry Consultants LLC, Road Design, Lead Traffic Engineer, 2006 to Present Experience in highway and traffic control design, with significant experience supervising TMP development and Temporary Traffic Control Plan (TCP) design, including large-scale projects on I-64, I-66, and I-95. <ul style="list-style-type: none"> • I-64/Route 285 Design-Build Project, 2012 – 2013 • Route 50 Design-Build Project, 2011 - 2012 • Fairfax County Parkway, Phase III , 2009 - 2012 • I-95 Telegraph Road Interchange (Woodrow Wilson Bridge Project), 2006 to 2009 • I-66/Gainesville Improvements, 2009 - 2011 • InterCounty Connector Contract C Design-Build Project, 2008 –2011
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: The Pennsylvania State University / University Park, PA / BS / 2005 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2010 / Professional Engineer / VA # 047293 (Also: MD, GA, NC) 2009 / Advanced Work Zone Traffic Control Training / # 032409013
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>1. I-64 Exit 91 (Route 285) Interchange Design-Build Project, Dewberry, 2012-2013 Lead Engineer responsible for TMP, TTC, plans, and sign marking for 1.1 miles of widening of Route 285 and improvements to the existing interchange with I-64 at a cost of \$21.0M. The project involved MOT on the Interstate and coordinated construction sequencing to have all of those impacts at the same point in time. Extensive environmental coordination was performed as the improvements required right-of-way from the National Register of Historic Places listed Tinkling Springs Presbyterian Church. Mr. Belcher was involved in public outreach, especially to the adjacent regional hospital and expo center.</p> <p>2. Route 50 Widening Design-Build Project, Dewberry, 2011-2014 Lead Engineer for MOT design and signing and pavement marking design for the reconstruction and widening of 3½ miles of US Route 50 to six lanes between Chantilly and South Riding. Design responsibilities for this design-build project included work zone traffic control plan design, TMP development, work zone traffic analysis, construction sequencing, work zone pedestrian and commuter bus access maintenance, temporary traffic signal design, and crash history analysis. Also responsible for custom guide sign design and pavement marking design.</p> <p>3. I-66 / Route 29 / Linton Hall Road Interchange, Dewberry, 2005-2011 Lead Engineer for MOT design and signing and pavement marking design for this new single point urban interchange project. Design responsibilities included work zone traffic control plan design, TMP development, work zone traffic analysis, work zone impact management, construction sequencing, and temporary traffic signal design. Also responsible for custom sign design for 9 overhead sign structures, ground mounted sign design, highway rail grade crossing traffic control design, and pavement marking design.</p> <p>4. InterCounty Connector Contract C, Dewberry, Project Engineer, 2007-2011 Responsible for signing and pavement marking design and MOT design (including traffic analysis). Design responsibilities for this new construction project included temporary roadway design (plan, profile, cross-section), temporary traffic control design, TMP development, custom sign design, work zone impact management and construction sequencing. This project included local roadway and intersection improvements, pedestrian facility improvements, new freeway construction, and widening along I-95. Design on this fast-track schedule required extensive coordination with owner, sub-consultants, and contractors.</p> <p>5. Route 28 PPTA Corridor Improvements Design-Build Project, Dewberry, 2002-2006 Lead Engineer for the design of signing and pavement markings and MOT plans for several interchanges and urban roadways associated with the VDOT administered PPTA upgrades to the corridor. Coordinated signing plans for several new interchanges along the upgraded freeway. Projects include Route 28/Nokes Boulevard Interchange, Route 28/CIT Interchange, Route 28/Willard Road Interchange, Pacific Boulevard, and Atlantic Boulevard.</p>



**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Sande Snead, Public Relations Manager
b. Project Assignment: Public Relations Manager
c. Name of Firm with which you are now associated: Pulsar Advertising
d. Years experience: With this Firm 6 Years With Other Firms 20 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.): Pulsar Advertising – Sr. Public Relations Supervisor - 2007 – Present Marketing, public relations and advertising. Responsible for developing strategic marketing plans for several clients including Amtrak Virginia and Hampton Roads Transit light rail project. Spearheaded the agency’s Cure SOV campaign for TRAFFIX, a service of Hampton Roads Transit. For this campaign, Single Occupancy Vehicle, a common industry term, was introduced as a disease called “SOV” that affects your health, your wallet and the environment. Both television commercials for this successful marketing and advertising effort won 2008 Telly Awards. The campaign also won first place among entries from three states and the District of Columbia in The Chesapeake Chapter of the Association For Commuter Transportation. The print, radio and TV ads also garnered awards from the National Federation of Press Women’s annual communications contest. Virginia Department of Transportation (VDOT) – Public Affairs Manager - 2002 – 2007 Supervised Employee Communications program including bi-monthly online newspaper, bi-weekly newsletter and Intranet communications; Conducted media relations including writing press releases that generate positive national media coverage including the <i>Washington Post</i> , <i>Good Morning America</i> and <i>CBS Evening News</i> ; Wrote positive stories for national trade publications including cover story; Planned conference for 1,000 southeastern transportation professionals; Conducted communications plan writing for interstate anniversary and Strategic Highway Safety Plan; Administered Highway Safety Corridor grant including managing budget and ad agency; Performed crisis communications including assistance at the Virginia Department of Emergency Management in the aftermath of Hurricane Isabel and Tropical Storm Ernesto. Autorent – Director of Public Relations and Marketing – 1999 - 2002 SC Association of Realtors – Director of Marketing Services – 1987 – 1989 Virginia Power – Associated Public Affairs Representative – 1984 – 1987
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Commonwealth University / Richmond, VA / MS / 1996 / Mass Communications James Madison University / Harrisonburg, VA /BA / 1982 / Communication Arts
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.) 1. Virginia Megaprojects – Employer Outreach, Virginia Megaprojects, 2008-Present Responsible for directing the employer outreach and Transportation Demand Management strategies for the Virginia Megaprojects – particularly in the Tysons Corner and I-495 corridor. Campaign elements include radio, transit, web banner advertising public relations, video and website development. 2. DRPT – Telework!VA, Pulsar Advertising, 2005-2012 Directed Pulsar’s efforts to promote the Telework!VA program among large employers in Northern Virginia through an integrated B2B marketing and advertising program. She worked closely with the program director and employer outreach teams in offering telework as a business strategy for companies dealing with the challenges of construction mitigation in northern Virginia (particularly in Tyson’s Corner). 3. VDOT – Highway Safety Corridor, VDOT/Pulsar Advertising, 2002-2009 Lead the Highway Safety Corridor efforts for the Virginia Department of Transportation when she was employed there and then in an Account Executive role for Pulsar Advertising when she joined the agency in 2007. She was responsible for directing Pulsar’s development of a communications and marketing campaign to support VDOT’s grant from Virginia Department of Motor Vehicles and in cooperation with the Virginia State Police to reduce accidents and fatalities in the three highway safety corridors within the state. The campaign elements included: radio, outdoor, transit, and direct mail.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR -WORK HISTORY FORM

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:I-64 Pavement Rehabilitation Location: Henrico County, VA	Name: VDOT	Name of Client/Owner: VDOT Project Manager: Keith Rider, PE Phone: 804.752.5538 Email: keith.rider@vdot.virginia.gov	November 2010	October 2010	\$35,149	\$34,156	\$34,156

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.

Branscome was selected as prime contractor for the major repairs to I-64 in Henrico County near Richmond, VA. Responsible for oversight of all construction activities, which included, but were not limited to, demolition/replacement of over 60,000 square yards of existing concrete pavement, overlaying the concrete with more than 100,000 tons of SMA, and installation of over 75,000 LF of guardrail. All work was completed within a compressed schedule and performed in one of the most congested, active stretches of I-64 in the Richmond area with a focus on MOT, public outreach, and safety of our team members and the travelling public. Branscome delivered the project ahead of schedule and reached all three major milestone dates on time resulting in the award an early completion bonus of \$400,000.

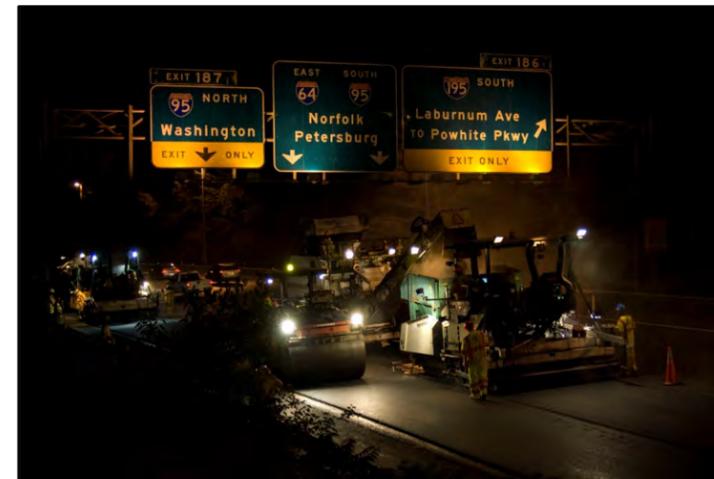
Similarities to the I-64 and I-264 Design-Build Project include both projects require repairs to existing concrete pavements, asphalt overlays, safety improvements, and MOT. Both projects require a dedicated public outreach campaign to ensure the travelling public is informed of when and where travel may be impacted because these projects occur on one of the busiest, active highways in Virginia. Branscome will meet regularly with VDOT to communicate lane and ramp closures on the transportation corridor, so the travelling public is aware in advance of available routes.



Typical Failure requiring full depth concrete repair prior to 2 lift SMA overlay.



The I-64 / I-95 Interchange after construction was completed



Nighttime milling and paving operations on I-64



Project map showing the interstate to interstate high speed ramp interchange

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

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: Commonwealth Railway Mainline Safety Relocation Project Location: Portsmouth/ Suffolk, VA	Name: Moffat & Nichol	Name of Client/Owner: Virginia Port Authority Phone: 757.342.7088 Project Manager: Anthony Konduysar, PE Phone: 757.342.7088 Email: akondysar@portofvirginia.com	December 2010	December 2010	\$54,750	\$52,285	\$52,285

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.

Branscome was the lead contractor on this fast-track design-build project for the Virginia Port Authority (VPA). Known locally as the Median Rail Relocation Project, this project included major reconstruction of Route 17 in Chesapeake and the relocation of five miles of rail line to the medians of the existing Western Freeway (SR 164) and Interstate 664 to avoid at-grade crossings with city streets. Route 17, from College Drive to the I-664 overpass, had to be reconstructed to include approaches to a bridge over the relocated rail line to avoid an at-grade crossing.

Branscome was responsible for material import, grading, asphalt paving, installation of guardrail and other safety hardware, underground utility improvements and adjustments, and pavement markings. Branscome oversaw the subcontractor work to construct the bridge. The relocation of the rail line required extensive traffic control efforts, since the vast majority of the work was performed in the medians of active highways. Branscome's management team and the lead designer's MOT engineers identified suitable access points to allow construction personnel entrance and exit points to the work area to minimize disruption to the travelling public and avoiding proximity of private and construction vehicles. The project included over 15,LF of utility relocations, 20,000 tons of asphalt pavement installation, more than 150,000 cubic yards of excavation, import and placement of over 300,000 cubic yards of borrow, and installation of 85,000 tons of aggregate base. Branscome worked directly with the lead designer and owner to make necessary adjustments to ensure achieve the project goals of on time delivery, within budget, safety, and quality control.

Similar to the I-64 and I-264 Project, the Median Rail Relocation Project required demolition of existing pavements, asphalt paving, striping, and guard rail. Majority of the work was performed directly adjacent to live traffic. Like the requirements for the I-64 and I-264 Project, the Median Rail project also included planning and implementation of a comprehensive traffic control plan. By managing the design and construction schedule and using our assets in the area efficiently, Branscome delivered this design-build project ahead of schedule and within budget.



A train passes underneath the newly reconstructed Route 17



The project team adjusted grade elevations to ensure clearance for double-stacked train cars passing underneath bridges



Between 4 lanes of active traffic, two trains head to their destinations with no obstacles ahead



5 miles of relocated rail line running through the median of Highway 164

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

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: VDOT 5A3 Location: Chesapeake, VA	Name: VDOT	Name of Client/Owner: VDOT Phone: 757-253-5141 Project Manager: C. David Black Phone: 757-592-0990 (mobile) Email: c.david.black@vdot.virginia.gov	08/2011	08/2011	\$12,502	\$14,241	\$14,241

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.

Branscome was selected as lead contractor to repair the east and westbound lanes of a seven mile section of I-64 in Chesapeake, VA. The project stretched from the Rotunda Bridge near Bowers Hill to the Battlefield Boulevard interchange. Branscome oversaw all construction activities on the project. The two largest portions of the contract consisted of a two layer, 3.5" stone-matrix asphalt (SMA) overlay over the existing PCC pavement and the removal and replacement of the median barrier wall on both sides of the High Rise Bridge. Branscome was responsible for patching and sealing existing PPC pavement before performing the SMA overlay. Performing repairs to guardrails, shoulders, and curbs to make certain of compliance with specifications. VDOT added a work order to include a one-foot widening of the inside shoulder in certain areas. The team installed the required temporary and permanent pavement markings and numerous traffic control items.

Branscome divided the job into multiple phases using built-in stopping points such as bridges and underpasses for phase beginning and end points. This strategy allowed 100% completed and usable sections of the project to be turned over to VDOT ahead of the final completion of the project. The project required more than 3,000 square-yards of concrete patching and 144,000 LF of joint sealing. Installed or reused 16,000 LF of guardrail, 4,200 LF of median barrier wall and placed 12,000 LF of concrete curb. Branscome resurfaced roads with 57,000 tons of SMA and 24,000 tons of surface asphalt.

Similarities to the I-64 and I-264 Design Build Project include the major resurfacing of the interstate in Hampton Roads that relied on the capability of Branscome to manage the heavy congestion of public motorists effectively. All work on VDOT Order 5A3 was done at night and reopened for commuters every morning. In addition to sharing the same general location and type of work as the I-64 and I-264 Design Build Project, VDOT Order 5A3 also had to be performed in conjunction with infrastructure projects adjacent areas. Branscome's management team coordinated with VDOT, other contractors, and local government agencies to ensure that the multiple concurrent construction projects had minimal negative impact on each other and the travelling public.



Traffic heading eastbound on the reconstructed I-64 near Battlefield Blvd



The Hampton Roads Beltway near the I-664 Interchange



Motorists proceed smoothly on the new asphalt overlay on I-64 in Chesapeake

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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: Fort Lee Garrison Design Build "A" Gate Roundabout Location: Prince George, VA	Name: Shirley Contracting Company, LLC	Name of Client: FHWA – Eastern Federal Lands Highway Division Project Manager: Mr. James S. Gray, P.E. Phone: 703.404.6269 Email: James.Gray@dot.gov	December 2012	February 2013* * Difference due to Owner added scope.	\$2,294	\$2,388* * Difference due to Owner added scope.	\$267

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.

In 2011, the Design-Build team was selected by the Federal Highway Administration's (FHWA) Eastern Federal Lands Highway Division (EFLHD) to design and construct a single lane roundabout at Fort Lee "A" Gate, a major entrance to Fort Lee. As part of this design-build, Jefferson Park Road, Allin Road and Adams Avenue approaches were realigned and approximately one mile of Bull Hill Road was relocated. The \$2.4 million project was successfully completed, and will benefit multiple end users including Army personnel and the traveling public. The Design-Build team created a fully-integrated and collaborative partnership with FHWA EFLHD, VDOT, Prince George County, and adjacent property owners. This not only allowed the team to adapt quickly to owner directed changes, but also resulted in innovative solutions and minimized impacts to deliver the Fort Lee "A" Gate Roundabout.

Dewberry was responsible for the complete design of the roundabout including utility adjustments and coordination; water quality permit acquisition; cultural resources; maintenance of traffic; roadway design; pavement design; drainage and stormwater management design; and signing and marking. Dewberry also provided construction administration and QC inspection on-site through the duration of the project. The Project design and construction were constrained by cemeteries, residential housing, and major utility infrastructure in close proximity. Construction work included permitting; avoidance of cemetery sites; protection of Columbia Gas Transmission lines; demolition of existing structures; temporary roadway pavements to maintain access to Fort Lee; clearing and grubbing; E&S controls and maintenance; placement of permanent barb wire security fences beyond the relocated roadway prior to security fence removal for construction; 7,000 cubic yards of imported fill; stormwater management basin; roadway lighting; aggregate base; new asphalt paving along with mill and overlay; curb and gutter; median; sidewalk; stamped colored brick concrete truck apron; ; quality assurance and quality control; and overall project management. As part of the team, Branscome completed the final milling, overlay, and general paving which required multiple stages of maintenance of traffic while working within the traffic circle.

Careful planning of the design, sequence of construction and the maintenance of traffic were necessary to construct the project efficiently and effectively while minimizing impacts to the local residents and the travelling public. Dewberry performed the design in such a way that the traffic circle and relocated Bull Hill Road were able to be phased and constructed while all legs remained open to two-way traffic until such a time that the circle could be opened. Since the "A" gate is a major entrance to Fort Lee, the maintenance of traffic had to be thoroughly designed and executed with heavy coordination between the Design-Build Team and major stakeholders. Through discussions with the Fort and VDOT, the team understood that most closures would occur at night due to large volumes of traffic using the gate during the day as well as this gate is the only entrance available to school buses. This will be very similar with the I64/I264 project where a majority of the closures will take place at night and coordination between the team and VDOT will be necessary to minimize the impacts to motorists. Using our past experience designing and implementing transportation management plans, we will coordinate closely with the VDOT Traffic Operations Center to identify any ongoing and adjacent construction in the area.



Dewberry maintained traffic flow throughout the duration of the roundabout construction, minimizing delays to motorists.



Completion of the roundabout simplified intersection geometry while maintaining proper clearances from Dominion and Columbia Gas transmissions.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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: Route 28 Corridor Improvements Project - Phase I Location: Fairfax and Loudoun Counties, VA	Name: Shirley Contracting Company, LLC	Name of Client: VDOT Northern Virginia District Office Project Manager: Susan Shaw, PE Phone: 703.259.1995 Email: susan.shaw@vdot.virginia.gov	May 2007	April 2013 Design Complete 2011	\$168,963	\$350,800**Difference due to Owner added scope, identified as options in original contract four additional interchanges.	\$25,740

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.



Air &Space Museum Parkway Interchange required extensive coordination with the adjacent airport runway, jet fuel lines, and electric transmission lines.

Dewberry, in the role of the Lead Designer as part of the Shirley Design-Build Team, was selected by VDOT on the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. This design-build project includes design and construction of 10 grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. Dewberry is responsible for all preliminary and final roadway and interchange design, bridge design, stormwater management, mapping, surveys, geotechnical investigations, environmental investigations, permitting, lighting design, utility relocation designs, floodplain studies, maintenance-of-traffic design and construction inspections. The original six interchanges were completed and opened to traffic on schedule before May 2007. The success and timely completion of the first six interchanges was a key element in the decision by the Tax District landowners, Loudoun County, Fairfax County and VDOT to extend the contract by issuing a change order for the remaining four interchanges, which were completed and opened to traffic by November 2009.

In addition to the ten interchanges being constructed, the Team was also responsible for design and construction of numerous secondary road improvements including the widening of Centreville Road from two-lanes to four-lanes, a new four-lane section of Loudoun County Parkway from Smith Switch Road to Route 7, a new four-lane section of Atlantic Boulevard (including a new bridge over the W&OD Trail), and two additional sections of Pacific Boulevard, from Sterling Boulevard to Cedar Green Road and Severn Way to Nokes Boulevard. The Team is responsible for all design, permitting, right-of-way acquisition (residential and commercial properties), utility relocations, construction, quality assurance and quality control for all project work.

The Design-Build Team worked diligently to accelerate portions of the interchange and roadway which could be constructed without the need for utility relocations or right-of-way acquisitions. Constant communication between construction and design staff, facilitated by weekly meetings, helped to identify critical packages which needed to be finished early. In several cases this resulted in advanced detour and MOT packages, or stand alone utility packages.

The lessons learned from the construction of the various interchanges and secondary road improvements on the Route 28 project will be utilized to assure expedited delivery of the I-64/I-264 Pavement Rehabilitation Project for VDOT.

The knowledge of how to assess the critical path and prioritize items such as TTC and TMP plan development; phased design development that coincides with construction activities; and proper construction execution and delivery are all processes that our Team has worked through in coordination with VDOT. With ten interchanges and five secondary road projects, the Route 28 Corridor Improvements Project is essentially equivalent to completing fifteen projects simultaneously for VDOT in the expedited design-build delivery mode. Our proven work processes and proven ability to coordinate not only as a design-build team, but with VDOT and all appropriate stakeholders will be utilized to make the I-64/I-264 Pavement Rehabilitation Project a success.

A specific example of how our experience on Route 28 will be utilized on the I-64/I-264 Pavement Rehabilitation Project is the advance consideration of the maintenance of traffic (MOT) issues and opportunities to mitigate them. For instance, at the Route 28/Willard Road Interchange, we recognized that existing northbound traffic turning left to go west on Willard Road was backing up into the mainline travel lane of Route 28. As we initiated design of a detour intersection, we proposed geometry that would allow construction of dual left turn lanes at this location instead of the single left. This additional capacity provided during the MOT phase greatly reduced potential congestion and safety hazards during construction, and in fact provided additional capacity beyond what existed, at no cost to VDOT.

Another example occurred at the Route 28/Westfield Blvd. Interchange where our design and construction teams worked together to establish unique profiles for our detour phase that worked to dramatically reduce the time necessary to switch from the detour phase to the final interchange operation. This significant switch-over phase, which initially was projected to take weeks to accomplish (building up from the temporary detour elevations to the final roadway elevations and then paving) was planned instead to be completed over a three day period. This significantly reduced impact to the public and was only possible as a result of the extensive planning and coordination by the Design, Construction and VDOT Teams.

Additionally, extensive coordination with numerous parties for the replacement Sully Access Road was necessary as part of the Route 28/Barnsfield Road Interchange Project. Significant differences between the Metropolitan Washington Airports Authority (MWAA) and the Fairfax County Park Authority (FCPA) prevented the scheduled construction of the access road. This had the very real potential to have delayed the opening of the interchange, the only access to the newly constructed Air and Space Museum at Dulles Airport. Through close coordination with VDOT, Shirley and Dewberry created and implemented temporary access plans, which allowed the interchange to open on time. Over the next four years, Dewberry, the design-build team, and VDOT worked extensively with MWAA, FCPA, various historic and regulatory agencies, and adjacent property owners to resolve any conflicts to allow design and construction of the access road to move forward.

Finally, on the Route 28/Nokes Blvd. Interchange, the discovery of approximately 49 historical graves in the vicinity of the proposed interchange could have caused significant delays to the schedule for design and construction. Dewberry worked with the Department of Historical Resources (DHR), Loudoun County, and the descendants of the family cemetery to catalog and disinter the remains and relocate them to a cemetery location acceptable to the descendants. This potentially sensitive issue was coordinated swiftly and with appropriate sensitivities, which allowed the gravesites to be relocated and the project to proceed without impact to schedule. Due to the collaboration between Dewberry and the design-build team, the Route 28 PPTA was a success for VDOT, the Route 28 Tax District, and the traveling public who saw immediate benefit in their rides on the corridor.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-66 Improvements Manassas to Gainesville Phase III Location: Manassas, Virginia (East of Exit / Mile Marker 47) Gainesville, Virginia (West of Exit / Mile Marker 43)	Name: Phase I - Gen. Excavation Phase II - Moore Brothers Phase III - Shirley Phase IV - Gen. Excavation Phase V - Shirley	Name of Client: VDOT Northern Virginia District Office Project Manager: Amir Salahshoor, PE Phone: (703) 259-1957 Email: A.Salahshoor@VDOT.Virginia.gov	2004	Phase I – 2004 Phase II – 2006 Phase III – August 2010 Phase IV – October 2011 Phase V – June 30, 2015 (per VDOT contract with awarded contractor)	\$220,000	\$230,000* * Differences due to owner approved option established in original contract to design Phase V (the Rt. 29/Linton Hall Interchange)	\$10,008

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.



The reconstruction of the I-66/Route 29 interchange required the design of multiple construction phases and traffic shifts on this high-volume Interstate route.

In 1997, Dewberry entered into contract with VDOT to design the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville, VA (Exit 43, Route 29). The project widened the existing four-lane section to an eight-lane section, as well as ramp modifications to the Route 234 Business Interchange, ramp modifications to the Route 234 Bypass Interchange, and a complete reconstruction of the Route 29 Interchange in Gainesville. As part of the original contract, preliminary engineering and traffic studies were also completed to identify improvements to Route 29 which would also improve the flow of traffic along I-66. As part of those studies, Dewberry and their subconsultants completed traffic counts, projections, and analysis – all of which indicated the need for a new interchange at the existing intersection of Route 29 and Linton Hall Road, as well as grade separations of two at-grade railroad crossings along Route 29 and Gallerher Road. Additionally, to help the flow of traffic in the area, a new overpass of I-66 and Norfolk Southern Railroad was identified as a needed roadway network improvement. Dewberry completed an interchange justification report (IJR) for the new I-66/Route 29/Linton Hall Interchange, and final engineering services for both the University Boulevard and I-66/Route 29/Linton Hall Interchange were added to the contract. Dewberry served as the engineer of record for each of the roadway improvement projects. Services provided by Dewberry included: Completion of field surveys including aerial mapping, right-of-way and property boundary surveys, existing drainage surveys, utility designations and test pits, and project control, traffic management system (TMS) design, lighting and electrical design, signing and pavement marking design, traffic signal design, transportation management plan (TMP) design, public meeting/hearing preparation and attendance, roadway design, including horizontal geometry and vertical geometry, environmental permit drawings, drainage design, including major hydraulic and hydrologic (H&HA) analysis, and structural design, including 9 new bridges, 1 bridge widening, and several retaining walls.

Due to funding constraints, the design contract was separated into five construction contracts: Phase I – I-66 Widening from Exit 47 (Route 234 Business) to Exit 44 (Route 234 Bypass), Phase II – University Boulevard over I-66; Phase III – I-66 Widening from Exit 44 (Route 234 Bypass) to Exit 43 (Route 29) and complete reconstruction of the I-66/Route 29 Interchange; Phase IV – Advance Detour and Access Road Construction for the I-66/Route 29/Linton Hall Interchange and Railroad Grade Separation; and Phase V – I-66/Route 29/Linton Hall Interchange and Railroad Grade Separation. The total overall construction contract value for these five projects is approximately \$215M. The design of each of the five phases is complete, and more than \$140 million of the construction activities are complete, with only Phase V construction still ongoing.

With five different phases and three different contractors, Dewberry successfully collaborated with each contractor and with VDOT to achieve overall project success. The complex maintenance of traffic along the Interstate and other routes had to not only be phased for each segment, but also to coordinate with work ongoing on adjacent segments. The majority of the work had to be designed to be completed under traffic with only specific lane closure hours allowed due to the heavy volume of commuter and through traffic.

Other challenging elements of the Phase V project were the required right-of-way acquisition and utility relocations. Overall, 16 properties were completely acquired and required relocations, and another 56 properties were impacted and required partial fee acquisition or easement acquisitions. Dewberry also worked with VDOT and approximately 10 utility owners, including power, water, sewer, electric, gas, telephone, and cable TV, to develop utility corridors and common easements which facilitated relocation of utilities around the interchange area. Right-of-way acquisition plans were separated into three phases so that “total take” acquisitions were advanced to allow for early acquisition, and so “partial take” properties could be acquired in a sequence to allow for phased relocation of utilities. This phased approach helped to accelerate the project by almost three years from the original advertisement date. Based on the accelerated schedule, Dewberry also worked with VDOT to develop the Phase IV plans, allowing for advance construction of the access roads and portions of the detour roads before utility relocations were complete.

These five construction projects completed under one design contract with VDOT provided detailed experience for the Dewberry staff in working on an interstate corridor with heavy traffic volumes where multiple construction sequences were required for successful completion of each of the projects.