

QUALIFICATIONS FOR A DESIGN-BUILD PROJECT

Route 7 — Westbound Truck Climbing Lane



*Loudoun County
Virginia*

Submitted to the
Virginia Department of Transportation



State Project No.: 6007-053-133, R201, C501
Federal Project No.: STP-5401(518)
Contract ID Number: C00058599DB54

Submitted by



In association with



From: Route 9
To: West Market Street





Exemplary Business Relationships
Exceptional Performance
Sustained Employee Ownership

January 10, 2013

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

RE: A Design-Build Project, Route 7—Westbound Truck Climbing Lane
From: Route 9 to: West Market Street, Loudoun County
State Project No.: 6007-053-133, R201, C501, Federal Project No.: STP-5401(518)
Contract ID Number: C00058599DB54

Dear Mr. Reichert:

Branch Highways, Inc. (Branch) is pleased to submit our response to your Request for Qualifications (RFQ) dated October 31, 2012 for the above referenced project, and in doing so, offers our Statement of Qualifications (SOQ) and strong interest in being selected to serve as the Design-Builder for this very unique and important project.

Branch has performed highway and heavy construction projects in Virginia for over 45 years and within Northern Virginia for over 25 years. Many of these projects were either similar in nature to, or contained a number of the same unique characteristics of, the Route 7—Westbound Truck Climbing Lane Design-Build Project under consideration. The experienced staff we bring to this Project has extensive expertise in all aspects of the work and the Design Build process, including those features of this Project that are particularly challenging.

Branch Highways is a subsidiary of The Branch Group, Inc., which is a 100% employee-owned company that has been continuously ranked in the *ENR* Top 400 list of contractors for 16 consecutive years (currently #232). As one of the first successful design builders in Virginia, Branch currently is leading the re-construction of 37 miles of Route 58 between Stuart and Hillsville, Virginia under Virginia's PPTA program, along with design-build projects for VDOT in Charlottesville, for Prince William, Stafford, and Augusta Counties, as well as for George Mason University, in Fairfax Virginia.

The Branch Team providing this SOQ is comprised of firms and subcontractors, who have a proven track record in providing specialized services for an array of Virginia transportation projects. In total, the Branch/RDA Team Members have been involved in several Design-Build/PPTA projects. Of those projects, the Branch/RDA Team has worked together as lead contractor and designer on four (4), all within Northern Virginia. We look forward to the opportunity to bring that experience and our expertise to the Route 7—Westbound Truck Climbing Lane Design-Build Project.

3.2.2 Offeror's Point of Contact Information. Mr. Gale Tschuor, Chief Estimator of Branch Highways, Inc., is the official representative and point of contact for the Branch Team for all matters associated with this qualifications submittal. His contact information is as follows:

Gale Tschuor, Chief Estimator Branch Highways, Inc., P.O. Box 40004, Roanoke, VA 24022	Phone: (540) 982-1678, Fax: (540) 982-4216 Email: gale.tschuor@branchhighways.com
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3.2.3 Principal Officer Information. *Mr. J. William Karbach*, President, is a principal officer of Branch Highways, Inc. and the legal entity with whom a design-build contract with VDOT will be written. His contact information is as follows:

J. William Karbach, President Branch Highways, Inc., P.O. Box 40004, Roanoke, VA 24022	Phone: (540) 982-1678 Fax: (540) 982-4216
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3.2.4 Offeror's Corporate Structure. Branch Highways, Inc. is a Corporation registered in the Commonwealth of Virginia. Branch will be the Offeror, the point of contact and legal entity that will execute a final contract with VDOT. Branch will have no liability limitations on this project. Separate sub-agreements will be entered into between Branch, RDA (Lead Designer), Quinn Consulting Services (Quality Assurance Management), and DMY Engineering (Geotechnical Services).

3.2.5 Identity of Lead Contractor and Lead Designer

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

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

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

3.2.8 Offeror's VDOT Prequalification Evidence. Branch Highways, Inc. is prequalified currently with VDOT (Vendor Number: B319, expiring February 28, 2013). A copy of Branch's prequalification certificate is located in the Appendix.

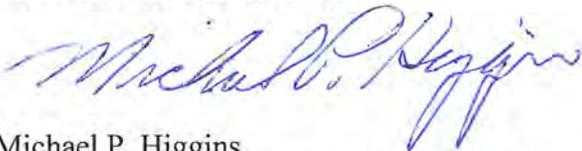
3.2.9 Evidence of Obtaining Bonding. A surety letter from The Hartford Insurance Group is included in the Appendix, indicating their willingness to provide payment and performance bonds for this project.

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

3.2.11 DBE Statement within Letter of Submittal (15%). Branch Highways, Inc. is fully committed to achieving a 15% DBE participation for the entire value of the Project.

The Branch Team appreciates the opportunity to provide our Statement of Qualifications for the Route 7–Westbound Truck Climbing Lane Design-Build Project in Loudoun County to the Department. Our Team of qualified firms looks forward to contributing the expertise gained through our experience with over 19 Design-Build/PPTA projects to fulfill the needs of this uniquely challenging project. We are grateful for your consideration. Should you have any questions, please direct them to *Gale Tschuor, Chief Estimator* at (540) 982-1678.

Sincerely,
BRANCH HIGHWAYS, INC.



Michael P. Higgins
Vice President of Operations and Design-Build Services

3.3 Offeror’s Team Structure

3.3.1 Identity of and Qualifications of Key Personnel

The following individuals from our Team (Key Personnel), below, will be responsible for overseeing the different components in the delivery of this project. It is important to note that our Team has been strategically selected to best deliver the Route 7–Westbound Truck Climbing Lane project to the Department. Our Key Personnel each possesses extensive Design-Build experience including the unique experience of all working together on the Route 15 PPTA/Design-Build project. The Design-Build Project Manager, Design Manager, Construction Manager, and the Quality Assurance Manager (who served as the owner’s representative) were all part of the successful delivery team of this \$55 million project, possessing similar challenges and scope in the Northern Virginia District.



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

Michael (Mike) Higgins will serve as the Design-Build Project Manager and will oversee the project, to include design, construction, construction quality management and contract administration. Mr. Higgins has over 25 years of construction experience and is the Vice President of Operations and Design-Build Services for Branch. His achievements as the Design-Build Project Manager on the extremely successful Route 58 Corridor PPTA projects (Hillsville and Meadows of Dan Bypasses) and the award winning Route 15 PPTA project for the Prince William County Department of Transportation give proof of his qualifications and experiences.

Mike actively participates in the Virginia Transportation Construction Alliance (VTCA), where his industry peers elected him (and he is currently serving as) joint chairman of the Design-Build Committee with Shailendra Patel of VDOT. The Design-Build Committee is a joint committee consisting of both VDOT and industry members whose purpose is to identify and address concerns and issues arising from the design-build procurement and construction process.

As Design-Build Project Manager, Mike will report directly to VDOT at an executive level for all project activities including contract administration, scheduling, design, construction, and quality. He will directly

manage the Key Personnel: Kaushik Vyas, P.E. (Quality Assurance Manager), Mo Kim, P.E., DBIA (Design Manager), and Pete Kramer (Construction Manager). Also reporting to Mr. Higgins will be additional personnel whose roles are instrumental to the project's success.

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

Mr. Kaushik Vyas, P.E. of Quinn Consulting Services, Inc. will serve as the Quality Assurance Manager (QAM) on the Route 7–Westbound Truck Climbing Lane project. In this role, Mr. Vyas will be independent of the Contractor QC team and will be responsible for overseeing compliance with the approved project specific QA/QC Plan as well as the VDOT Minimum Standards for Design-Build and PPTA Projects. As the QAM, Mr. Vyas will have the authority to stop work on the project should it significantly deviate from the QA/QC Plan and will also be responsible for generating Non-Compliance Reports (NCRs) and deficiency logs for non-conforming work.

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

On the Route 7–Westbound Truck Climbing Lane project, Mr. Vyas's responsibilities will include: holding preparatory meetings before the start of each new contractor activity; overseeing QA inspection staff; assuring that the minimum testing and inspection frequencies as defined in the tables of the Minimum Standards for Design-Build projects are met for both QA and QC; reviewing and signing monthly Contractor pay estimates; developing and following through to successful resolution project NCR's and deficiencies; and assuring that all project QA/QC records are kept up-to-date and in accordance with the approved project QA/QC Plan.

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

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

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

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

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

The Construction Manager, Pete Kramer will plan, schedule, and execute the construction work, ensuring the work and materials used on the project meets or exceed the contract requirements and the ‘approved for construction’ plans and specifications. Mr. Kramer has nearly 25 years of roadway construction experience, including 16 years as a Construction Manager for Branch Highways including Route 15 PPTA Design-Build with Prince William County. Mr. Kramer’s proven experience on Route 15 attests to his capabilities of effective communication between Key Team Personnel in delivering an on-time, on-budget project meeting or exceeding the contract requirements.

Mr. Kramer plans to hold weekly progress meetings during the Route 7–Westbound Truck Climbing Lane project as well as implementing an effective quality control plan that ensured materials provided and work performed were in accordance with the contract requirements.

3.3.2 Organizational Chart Narrative

The Project Team Organizational Chart is located in this section on Page 7.

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

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

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

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

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

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

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

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

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

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

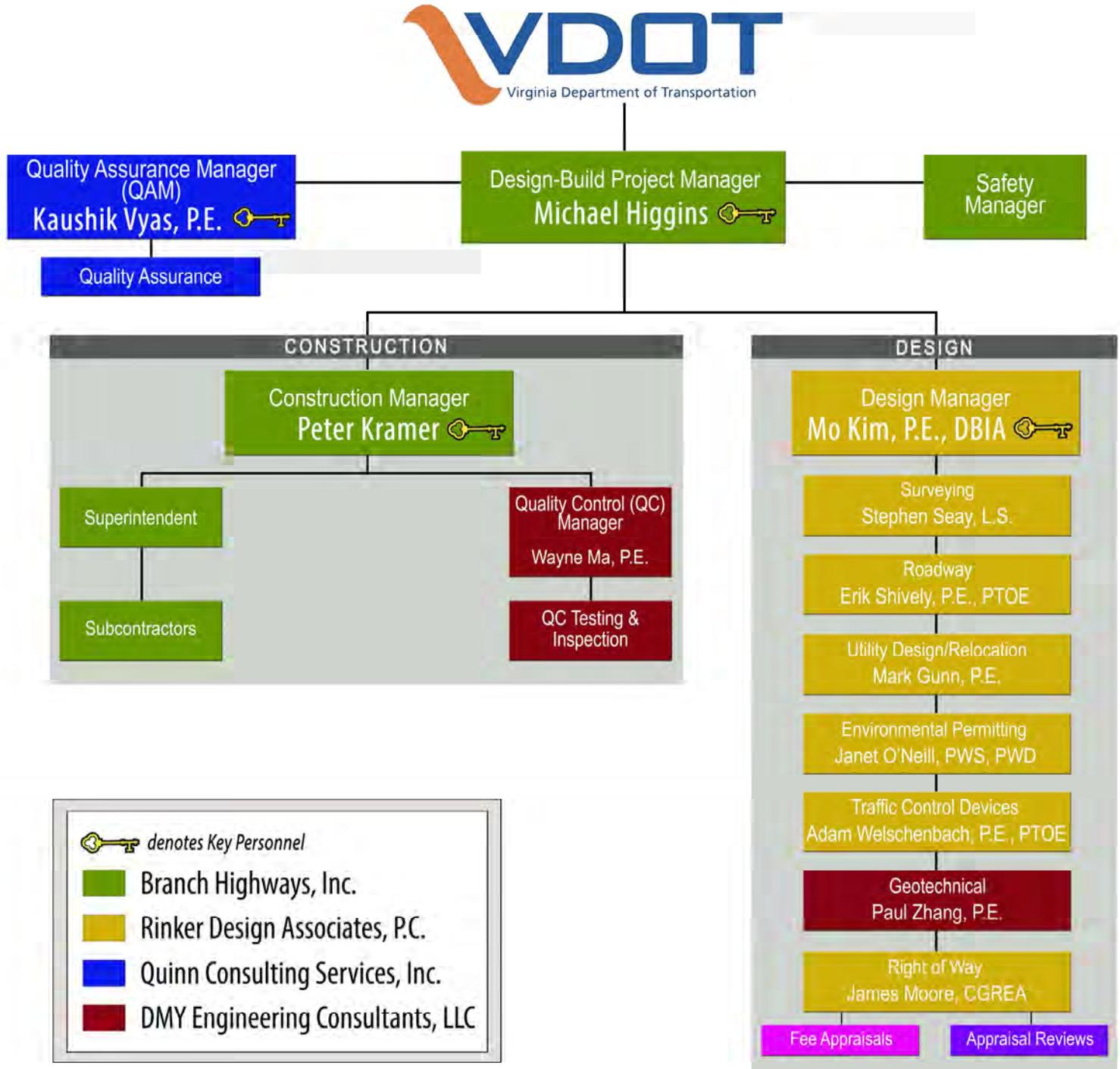
Communications of Participants with VDOT and Stakeholders. **Design-Build Project Manager, Mike Higgins**, will be the single point of contact dealing with VDOT at an executive level on all project matters. Also, several of the Key Personnel and other team members will be in direct contact with outside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

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

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

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

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



3.4 Experience of Offeror’s Team

The Route 7–Westbound Truck Climbing Lane Project presents unique challenges not always associated with a VDOT Design-Build project. In accordance to the identified scope of work, elements such as the acquisition of Right of Way along with the access management for the adjacent properties and neighborhoods, during and post construction, will require meticulous details and a thorough understanding of the project. The cohesive partnership that Branch and RDA have developed through our PPTA and Design-Build projects in this region with similar challenges will serve as an asset to the Department. Together we have the proven experience of delivering these challenges while maintaining sensitivity to stakeholder and the public.



Branch Highways, Inc. (Branch), a wholly-owned subsidiary of The Branch Group, Inc. (an employee-owned Virginia corporation), is the Team Leader for this project (Offeror), submitting this Statement of Qualifications to the Virginia Department of Transportation.

Headquartered in Roanoke, Branch has been constructing transportation infrastructure since the mid-1960s (later incorporated as ‘Branch Highways’ in 1986). Our business experience has covered civil construction works in Virginia, North Carolina, Tennessee, Mississippi, Pennsylvania, West Virginia and Maryland. The firm provides design and construction services for both public and private owners, including numerous large and complex projects such as: Route 58 PPTA, Prince William County Route 15 PPTA, Port Republic Road Improvements, I-81/Route 460 Christiansburg Interchange, Route 460/South Main Street Blacksburg Interchange, and the Route 262 Staunton Bypass, which earned VDOT’s State Quality Award in 2003. Branch is one of five subsidiary operating companies of The Branch Group, Inc., currently ranked No. 232 overall nationally by *Engineering News-Record (ENR)*. Branch and the other operating companies of The Branch Group regularly maintain a backlog of bonded contracts between \$300–\$400 million. Throughout its history and experience with VDOT and other state agencies and owners, Branch has grown an unmatched level of success in completing large, complex projects with very high levels of clients’ satisfaction. The individuals within Branch’s management team have a wealth of experience in transportation projects.

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

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

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



Branch has selected **Rinker Design Associates, P.C. (RDA)**, a local Virginia-certified SWaM firm, as the Lead Designer for their proven efforts in providing value-added solutions and

innovations in their approach to D-B projects. RDA and Branch share a similar philosophy focused on integrity and quality. Branch has a strong history with RDA in Northern Virginia, which includes a very successful working relationship on the Route 15 Widening PPTA (for Prince William County) and George Mason University’s Campus Drive design-build projects, in which both firms gained valuable first-hand, local D-B experience. RDA’s project experience also includes the Sudley Manor Drive PPTA/Design-Build project (for Prince William County) and the Stringfellow Road (Route 645) Widening, I-81 Exit 310 Improvements, Middle Ground Boulevard Extension, Route 36 Improvements and I-581/Elm Avenue Interchange Improvement projects (for VDOT). RDA exhibits overall strength in managing multi-discipline D-B projects with a thorough understanding of the Department’s design and D-B requirements. RDA has recently managed the design of numerous PPTA and D-B projects exceeding \$150M in Virginia.

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

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



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

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

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



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

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

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

3.5 Project Risks

The Branch Team has carefully considered the key elements of work for the Route 7–Westbound Truck Climbing Lane project to determine the following three critical Project Risks. In our risk assessment, we considered numerous potential risks to the project including geotechnical conditions, utility coordination, and environmental coordination but concluded that [Maintenance of Traffic/Transportation Management Plan](#), [Right of Way Impacts](#), and [Stormwater Management \(Drainage Design\)](#) may be the most critical to the success of this Project.

RISK 1—MAINTENANCE OF TRAFFIC/TRANSPORTATION MANAGEMENT PLAN

Risk Description and Criticality. Of all the risks associated with roadway construction, the safety of the traveling public and those tasked with helping to provide roadway improvements, is most essential. This segment of Route 7 between West Market and Route 9 possesses numerous safety concerns that will require well planned and executed traffic maintenance and management plans. In just three years, between 2008 and 2011, there were 76 recorded accidents along this roadway segment. There is no doubt that the substandard ingress and egress points, complicated by grades exceeding those established for the Maximum Grades for Rural Arterials and limited sight distances, contributed in large measure to those numbers. With the current ADT through the project in excess of 66,500 vehicles per day anticipated to reach 72,000 vehicles per day by 2014, those accident rates and the conditions surrounding them will present issues during the construction process as well.

Impact. The impacts associated with existing and anticipated safety risks involve additional planning and preparation specifically targeted at eliminating as many hazards associated with construction activities for both local and thru traffic. While every project must provide accommodations for traffic maintenance and traffic management, this particular stretch of roadway requires some unique efforts and innovative solutions. Our specific mitigation efforts, described below, provide a blend of temporary and permanent measures that will bring added value to the Project with nominal cost impacts. The end result of following our recommendations will prove to be a much safer and less intrusive construction zone and finished roadway improvement.





Mitigation. When dealing with high-speed facilities that already contain substandard features such as Route 7, finding ways to increase reaction and response time is vital. One way that the Branch Team anticipates enhancing reaction and response time is to follow the logic of the final design and stage our construction activities to eliminate existing hazards to the greatest extent possible. Our initial efforts will focus on building the connector roadway system to channel local traffic to the safest areas of ingress and egress. We will accentuate these areas with additional lighting as needed and provide clear and concise traffic control devices in order to move traffic through the work zone safely.

While construction vehicle access points will be needed at multiple locations due to the significant length of the Project, we will keep these to a minimum and utilize those points eliminated by the final design for our construction traffic only after we have completed the connector roadway system for local traffic. In addition to construction vehicle access points, we will maintain the existing cross-over at Roxbury Hall Road for emergency vehicle access along with maintaining the right in/right out access for emergency vehicles at Leeland Orchard and Beechnut Roads.

Our Traffic Maintenance and Sequence of Construction Plans will complement each other as the Branch Team has proven on other projects. Through our teaming experience, the Branch Team has a well-integrated MOT/TMP strategy that smoothly transitions from design to implementation. Our MOT/TMP team is comprised of VDOT certified professionals and practitioners in the Advanced Work Zone Traffic Control Training. The Design Manager, Roadway Design Lead, and the MOT/TMP Design Lead will ensure compliance with VDOT’s Road Design Manual and the Instructional and Informational Memoranda.

VDOT’s Role. As with every aspect of the Project, The Department’s role is anticipated to be one of partnership, particularly in matters of safety. Much as we have done with other projects, the Branch Team will start by engaging VDOT personnel at the onset of design to ensure that we are providing ample opportunity for input in the processes involved. By allowing participation and “over-the-shoulder” opportunities to reviewers to vet concerns early, we’ll ensure that the review process flows smoothly and multiple submittals are eliminated. Stakeholder meetings to inform municipalities and citizens as well as web-based outreach to further reinforce those efforts will be part and parcel to our approach. We’ll simply ask that the Department be engaged in those efforts and supportive of our Team’s commitment to providing the safest situation for all parties.

RISK 2—RIGHT OF WAY IMPACTS

Risk Description and Criticality. When a roadway project requires a number of acquisitions, the eminent domain process can be extremely time consuming and could present a significant risk to the schedule and overall cost to the project. Specifically, should condemnation proceedings occur, a combination of both schedule and cost impact is increasingly likely. Virginia passed the Virginia Eminent Domain Amendment in November 2012. This amendment states:

Section 11 of Article I (Bill of Rights) of the Constitution of Virginia shall “be amended (i) to require that eminent domain only be exercised where the property taken or damaged is for public use and, except for utilities or the elimination of a public nuisance, not where the primary use is for private gain, private benefit, private enterprise, increasing jobs, increasing tax revenue, or economic development; (ii) to define what is included in just compensation for such taking or damaging of property; and (iii) to prohibit the taking or damaging of more private property than is necessary for the public use”.

Although on the surface it appears that this constitutional amendment is intended to prevent private entities to gain through the use of eminent domain, the passing of this amendment also presents a significant risk to all

projects that propose impacts to properties. In prior cases, the courts have upheld that certain impacts were not deemed compensable for transportation improvement projects. It’s not clear how the courts will determine what constitutes compensable damages of property based on this new amendment.

Impact. The Department has identified 23 parcels that will be impacted and could be subject to condemnation as part of the Route 7–Westbound Truck Climbing Lane Project. The project currently proposes one total take of a vacant property along with fee simple takes of right of way and easement along the limits of the project. In addition to the physical impacts for land acquisitions needed for right of way and easements, the proposed improvement will impact numerous access points for the adjacent neighborhoods while leaving residue areas along the corridor. Given some of the takes identified, the potential for lengthy negotiation could jeopardize the ability to mobilize construction in areas without clearance. The assessed compensation for damages could be interpreted as being far greater under the current amendment and even though the cost of the land is not the responsibility of the Design-Builder; the overall project would be impacted by these costs. Careful consideration must be given prior to expediting to condemnation proceedings knowing that no precedence has yet been established for the Virginia Eminent Domain Amendment.



Mitigation. The Branch Team will mitigate the Right of Way risk by prioritizing critical path parcels needed for the early stages of construction as well as those with significant impacts. The experience of our Right of Way acquisition team will be instrumental in executing the strict federal process for all acquisitions. In addition, our lead designer, RDA, has been assisting VDOT in eminent domain cases throughout this region for many years. Having served as expert witnesses in support of the Department, RDA has always taken consideration in working through project designs to mitigate and where feasible avoid significant impacts to property owners. The Branch Team recently completed the Route 15 PPTA project which impacted 46 parcels with 3 total takes with similar risks and concerns as the Route 7–Westbound Truck Climbing Lane project. Our cooperative efforts of working with the property owners throughout the process including but not limited to negotiating and providing additive mitigations such as landscaping, fencing, entrance and other improvements allowed for our Team to advance final settlements. Only one parcel proceeded to condemnation out of the 46 parcels and was ultimately settled prior to going to court. The Branch Team will be mindful of the Public Hearing commitments

for landscaping as well as working with the property owners early and often to attain amicable negotiations and settlement.

VDOT’s Role. In order to meet the Project schedule and budgets associated with this Right of Way risk, the Branch Team will request that the Department to be prepared to commence condemnation following the federal process. We would also ask for timely reviews and approval of our packages once we have completed the proper steps and exhausted our efforts for settlement. We do not anticipate the need for additional Department support during negotiations or other agency involvement.

RISK 3—STORMWATER MANAGEMENT (DRAINAGE DESIGN)

Risk Description and Criticality. Stormwater management criteria for many current projects is in transition to respond to changes in the Department’s VSMP responsibilities from a “net increase” criteria associated with prior IIM 195 regulations to a “total post-construction impervious area” methodology. This generally requires assessment of “grandfathering” status, design documentation to verify full or partial compliance with current guidelines, or redesign to comply. Given the anticipated Design-Build RFP date of April 2013, at a minimum, full implementation of total post development impervious area methodology will be applicable to this project. As noted in the Preliminary Engineering Drainage Analysis, additional measures/facilities will be needed to meet the DCR standard for compliance effective January 1 2013. A revised SWM design will be provided using performance-based (DCR) criteria to establish facility locations to optimize not only water quality and pollutant control value but to facilitate maintenance and operation for the Department. The Branch Team deems this risk to be critical due to the potential for additional right of way impacts after completing the Public Hearing milestone.

Impact. Widening or expansion of an existing roadway in rolling terrain such as Route 7 create multiple isolated outfalls which tend to complicate a project-wide approach to SWM. The prior methods of using a few large facilities to compensate for numerous small uncontrolled areas are generally no longer applicable given current criteria. Additional facilities must be provided to capture and treat a larger portion of existing and proposed pavements which may require offsite improvement and additional land acquisition.



Mitigation. A comprehensive stormwater treatment strategy early in the design phase is vital to effective roadway drainage design. An early assessment of water quality coverage requirements will provide design guidance which can be implemented throughout roadway planning stages and allow coordination with the Department to meet operation and maintenance needs. It would be imperative for our team to assess the RFP plans at the “Technical Phase” should we be given the opportunity, to ensure that the new regulation can be met within the limits of proposed acquisition without need for any adjustments to the proposed and existing right of way of the RFP documents.

Based upon our experience with numerous current projects, the Branch Team is very familiar with the transition of project design to meet the latest Stormwater Management Regulations. Our approach is to find innovative methods to maximize treatment coverage within limited Right of Way which reduces offsite impacts and resulting damage claims. Our Drainage Team includes professionals and LEED-certified designers fully versed in the latest regulations and innovative compliance methodologies to provide constructible and simply maintained stormwater management plans. These innovative measures may be appropriate on this project to eliminate any additional right of way impacts from what was previously identified at the design Public Hearing.

VDOT’s Role. The Department’s role in mitigating the stormwater management risk will be to assist with stormwater design reviews as the Branch Team develops our design concepts. These may include bio filtration facilities to supplement conventional systems to accommodate the new regulations and to conform to the Department of Conservation and Recreation’s guidelines. As the holder of the MS-4 permit, the Department will be the authority in approving any land disturbance activities for this project. By partnering to find the best case scenario for the entire Project, we can minimize offsite impacts by providing a balanced maintenance and operation effort that meets the newly revised stormwater requirements.

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

ATTACHMENT 3.1.2

Project: 6007-053-133, R201, C501

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Experience of Offeror's Team				8
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	10

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00058599DB54
PROJECT NO.: 6007-053-133, R201, C501

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 10/31/12
(Date)
2. Cover letter of Addendum #1 – 12/14/12
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

12/19/12

DATE

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

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

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

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

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

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

 11-8-12

Signature

Date

Vice President

Title

Branch Highways, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

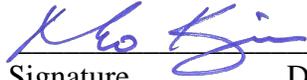
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

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



Signature

Date

Title

Name of Firm

ATTACHMENT NO. 3.2.7(b)

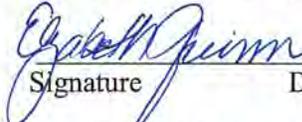
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

	December 2, 2012	President
Signature	Date	Title
<u>Quinn Consulting Services, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

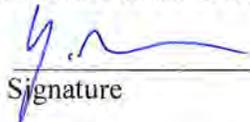
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

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



Signature

November 12, 2012

Date

President and CEO

Title

DMY Engineering Consultants, LLC

Name of Firm



COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

BRANCH HIGHWAYS, INC.

Vendor Number: **B319**

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

PREQUALIFIED

Work Classes: GRADING; MAJOR STRUCTURES; UNDERGROUND UTILITIES

Issue Date: 02/29/2012

This Rating and Classification will Expire: 02/28/2013

Handwritten signature of Suzanne FR Lucas in cursive.

Suzanne FR Lucas Prequalification Officer

Handwritten signature of Don E. Silies in cursive.

Don E. Silies, State Contract Officer

TRNSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 11/02/2012
- B -

11/02/2012
2:01 PM
PAGE 64

=====

B319
BRANCH HIGHWAYS, INC.
PREQ. EXP : 02/28/2013

--PREQ ADDRESS -----	WORK CLASSES (LISTED BUT NOT LIMITED TO)
P. O. BOX 40004	002 - GRADING
ROANOKE, VA 24022-0004	003 - MAJOR STRUCTURES
PHONE : 540-982-1678	045 - UNDERGROUND UTILITIES
FAX : 540-982-4217	

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

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

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

=====

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

Employee Owned



Est. 1864

Charlotte
Greensboro
Knoxville
Lynchburg
Nashville
Raleigh
Richmond

December 20, 2012

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

Re: Branch Highways, Inc.
Project: Route 7 – Westbound Truck Climbing Lane
State Project No.: 6007-053-133,R201,C501
Federal Project No.: STP-5401(518)
Contract ID No.: C00058599DB54

Dear Mr. Reichert:

Branch Highways, Inc. has been a client of The Hartford Insurance Group for nearly 20 years. During that time, we have supported The Branch Group in their pursuit of projects in the \$100,000,000 range and total programs in excess of \$750,000,000.

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

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

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

This letter will expire 180 days from this date.

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

Sincerely,

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

Theresa S. Stump

cc: Branch Highways, Inc.
Hartford Fire Insurance Company scottins.com

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

ATTACHMENT 3.2.10

State Project No. 6007-053-133, R201, C501

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Branch Highways, Inc.	02956183	Corporation	Active	PO Box 40004 442 Rutherford Ave NE Roanoke, VA 24016	Contractor (Class A)	2701-029434	March 31, 2013
Rinker Design Associates, P.C.	02270627	Corporation	Active	9385 Discovery Blvd Suite 200 Manassas, VA 20109	Professional Corporation	0405000502	December 31, 2013
					Appraisal Business	4008001684	February 28, 2013
Quinn Consulting Services, Inc.	04925517	Corporation	Active	14160 Newbrook Dr Suite 220 Chantilly, VA 20151	Business Entity	0407003733	December 31, 2013
DMY Engineering Consultants, LLC	S3134972	Limited Liability Company	Active	45662 Terminal Dr Suite 110 Dulles, VA 20166	Business Entity	0407005631	December 31, 2013

3.2.10.1 SCC Registrations



SCC eFile
Business Entity Details

[Help](#)

BRANCH HIGHWAYS, INC.

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Principal Office

P O BOX 40004
442 RUTHERFORD AVE NE
ROANOKE VA24016

Registered Agent/Registered Office

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

Select an action

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

Screen ID: e1000



SCC eFile
Business Entity Details

[Help](#)

Rinker Design Associates, P.C.

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Principal Office

9385 DISCOVERY BOULEVARD
SUITE 200
MANASSAS VA20109

Registered Agent/Registered Office

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

Select an action

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



SCC eFile
Business Entity Details



QUINN CONSULTING SERVICES INCORPORATED

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Principal Office

14160 NEWBROOK DRIVE
 SUITE 220
 CHANTILLY VA20151

Registered Agent/Registered Office

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

Select an action

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



SCC eFile
Business Entity Details



DMY Engineering Consultants, LLC

SCC eFile

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

Business Entities

UCC or Tax Liens

Court Services

Additional Services

General

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

Principal Office

45662 TERMINAL DR STE 110
 DULLES VA20166

Registered Agent/Registered Office

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

Select an action

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

3.2.10.2 DPOR (APELSCIDLA) Licenses for Offices

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

EXPIRES ON
12-31-2013

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

NUMBER
0405000502

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

PROFESSIONS: ENG, LS

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



 Gordon N. Dixon, Director

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

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

EXPIRES ON
12-31-2013

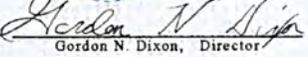
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0407003733

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

PROFESSIONS: ENG

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



 Gordon N. Dixon, Director

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

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

EXPIRES ON
12-31-2013

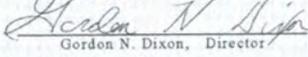
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0407005631

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

PROFESSIONS: ENG

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



 Gordon N. Dixon, Director

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

3.2.10.3 DPOR (APELSCIDLA) Licenses for Key Personnel

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

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

EXPIRES ON
07-31-2013

NUMBER
0402032943

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

CHUN M KIM
12530 BRENMILL LANE
MANASSAS, VA 20112



Gordon N. Dixon
Gordon N. Dixon, Director

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

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

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

EXPIRES ON
06-30-2014

NUMBER
0402039004

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

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



Gordon N. Dixon
Gordon N. Dixon, Director

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3.2.10.4 DPOR (Non-APELSCIDLA) Licenses for Offices

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

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

EXPIRES ON
03-31-2013

NUMBER
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**BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE**

BRANCH HIGHWAYS INC

PO BOX 40004
ROANOKE VA 24022 0004

***CLASSIFICATIONS* SDS H/H**

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Gordon N. Dixon
Gordon N. Dixon, Director

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

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

EXPIRES ON
02-28-2013

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**REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION**

RINKER DESIGN ASSOCIATES PC

9385 DISCOVERY BOULEVARD SUITE 200
MANASSAS VA 20109

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Gordon N. Dixon
Gordon N. Dixon, Director

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	MICHAEL P. HIGGINS (MIKE) / VICE PRESIDENT OF OPERATIONS AND DESIGN-BUILD SERVICES
b. Project Assignment:	DESIGN-BUILD PROJECT MANAGER
c. Name of Firm with which you are now associated:	BRANCH HIGHWAYS, INC. 
d. Years experience: With this Firm <u>13</u> Years With Other Firms <u>14</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p><i>Branch Highways, Inc. [Vice President of Operations and Design-Build Services, February 2010–Present]</i>—Responsible for operational functions within the company including operational, logistics, training and safety at all levels of operations and in all divisions of the company, resource assignment, employee staffing, scheduling, production and positive cash flow while enforcing company policy and encouraging best practice application in the field. In conjunction with the President and the Vice President of Estimating, will develop, implement, and monitor the company’s business plan and overall goals, including Vision 2020. Current role brings all of Branch’s resources to bear on the Route 7 DB project to ensure that staffing levels are adequate to meet all contractual deadlines and completion dates. Duties and responsibilities as Director of Design-Build Services still apply as outlined below. Mr. Higgins is an active participant in the Virginia Transportation Construction Alliance (VTCA), having served as a member of the Board of Directors and as co-chairperson of the Design-Build Committee.</p> <p><i>Branch Highways, Inc. [Director of Design-Build Services/Senior Project Manager, March 2008–February 2010]</i>—Managing large, complex construction projects as well as providing oversight and direction of the company's design-build procurement/construction process and operations. Responsibilities include development of company’s procurement process for design-build projects as well as developing and overseeing management practices and reporting for company’s ongoing design-build projects. Project management responsibilities include serving as the primary point of contact with the owner and local public entities, oversight and management including both the construction knowledge and requirements associated with right-of-way acquisitions, environmental permitting and mitigation, as well as utility relocations both in house and those associated with 3rd party utility owners. He has a proven track record with both the Route 58 and Rt15 PPTA projects.</p> <p><i>Branch Highways, Inc. [Director of Project Management/Project Manager, January 2003–March 2008]</i>—Managed various projects for company including Route 58 PPTA as well as providing oversight and direction for the company's project management operations. Responsibilities included establishment and development of project management means and methods along with mentoring current project management/engineering staff. Many of the guidelines mirror those established by VDOT for design build project and assisted Branch in its efforts to create clear lines of accountability for our organization and the Design Build Team for this project.</p> <p><i>Branch Highways, Inc. [Senior Estimator, October 1999–December 2002]</i>—Performed any and all activities and duties required for the company's procurement process in acquiring new work. These procurements included design-bid-build and design-build procurements in Virginia and North Carolina. Responsibilities included bid preparation, quantification, subcontractor/vendor solicitation and procurement, identification of new business opportunities and development of potential projects.</p> <p><i>The Lane Construction Corporation [Project Engineer in Charge January 1997–September 1999]</i>—Performed project management duties for the reconstruction of the Buena Vista Floodwall Project for the Norfolk District of the USACE in Buena Vista, Virginia. Responsibilities included development, implementation and oversight of the project Quality Control plan and operations as well as serving as the primary point of contact with the owner and local public entities, oversight and management of all contract requirements for documentation, payment process, project scheduling and updating, public information, subcontractor and vendor procurement and management. Provided oversight and management for a field staff of over 10 supervisors (superintendents and foremen) and office staff consisting of six engineers/office personnel.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	West Virginia Institute of Technology (Montgomery, WV) / BS / 1985 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Not Applicable
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<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.)

Route 58 Hillsville Bypass PPTA, VDOT

Route 58 Meadows of Dan Bypass PPTA, VDOT

Mr. Higgins served as the **Design-Build Project Manager** on both the Route 58 Hillsville Bypass and Route 58 Meadows of Dan PPTA Projects. As the authorized representative for the Branch on the 58 Project, his responsibilities included the coordination and oversight for overall project design, construction, quality management, and contract administration. He conducted many project specific information meetings with local and state government agencies, businesses, and residents to coordinate ROW acquisitions, utility relocation activities, environmental permitting, and environmental monitoring. These interactions addressed design and construction concerns and provided a format for keeping the various Project Stakeholders engaged, informed, and accountable. His duties and role as the Design Build Project Manager on the Route 7 Project will be nearly identical to his role on these two highly successful Route 58 project.

Hillsville Bypass: Company: *Branch Highways, Inc.* Dates: *October 2007–November 2011*

Meadows of Dan Bypass: Company: *Branch Highways, Inc.* Dates: *March 2004–December 2005*

I-64/Route 895 Connector at the Richmond International Airport

As the **Project Manager** on the I-64/Route 895 Connector, Mr. Higgins was Branch Highways' primary point of contact for the Owner and the Owner's Design Engineer. Much like the Route 7 Project, his duties included coordination with Owner and Design Engineer for constructability issues, coordination and tracking of EEO and DBE/MBE reporting requirements. Along with those duties, Mr. Higgins helped develop, track, and update the project schedule. That process necessitated interaction with subcontractors and major material suppliers from the onset. Those early interactions also assisted in the development of the project Quality Control plan and engendered a sense of responsibility among the Project Team. These same methods, refined over years of use, will be implemented on the Route 7 Project under consideration.

Company: *Branch Highways, Inc.* Dates: *June 2007–February 2009*

Centrepoint Parkway, Stafford County, VA

Mike Higgins's position as overall **Project Manager** tied him closely to the Owner and their Design Engineer on an ongoing basis. The same attention to detail and recognition of the mutual best interests of all parties involved led to an exemplary relationship with Stafford County which he will carry over to the Department on the Route 7 Westbound Truck Climbing Lanes. By actively engaging the Department and other stakeholders in the development of the QA/QC Plan and in the establishment of protocols for interactions regarding ongoing activities, the same level of success, a project delivered safely, on-time, and on-budget, can be anticipated.

Company: *Branch Highways, Inc.* Dates: *August 2004–October 2005*

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

Mr. Higgins's efforts as the **Design-Build Project Manager** for Route 15 in Prince William County were similar to those to be expected on the Route 7 Westbound Truck Climbing Lanes Project. The two projects both share the similar problems of heavy and fast-moving traffic, high accident ratings, and community involvement; complicated by unique design and construction considerations affected by local property and business owners. Coordination with third party reviewers coupled with ROW acquisitions, utility relocation activities, and environmental permitting and monitoring, made the preparation and execution of a "Grand Plan" [Branch Highways' overall project schedule and operations planning process] all the more critical. Branch will incorporate this proven project planning method on the Route 7 Project to ensure that storm water management, traffic maintenance, and all construction activities, along with the aforementioned coordination categories, are scrutinized and taken into account. Mr. Higgins's ability to help coordinate and ensure the *Grand Plan* was both established and followed is evidenced by the success of the Route 15 PPTA and a clear indicator of probable future success on the Route 7 Project.

Company: *Branch Highways, Inc.* Dates: *February 2007–December 2009*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	KAUSHIK VYAS, P.E. / QUALITY ASSURANCE MANAGER
b. Project Assignment:	QUALITY ASSURANCE MANAGER (QAM)
c. Name of Firm with which you are now associated:	QUINN CONSULTING SERVICES, INC.
	
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>24</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	
<i>Quinn Consulting Services [Quality Assurance Manager, March 2010–Present]</i> —As Quality Assurance Manager, worked exclusively on VDOT design-build projects in lead QA and QC roles.	
<i>TRC (formerly Site-Blauvelt) [Transportation Engineer, April 2001–March 2010]</i> —As Transportation Engineer, performed overall Quality Assurance Control, in line with VDOT PPTA Project QA/QC Guidelines.	
<i>Gujarat Electricity Board [Civil Engineer, January 1997–July 2000]</i> —As Civil Engineer, Worked as a Civil Engineer in Power Plants (Generation Wing), dealt with construction, maintenance of plant and technical matters of Thermal power plant project.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Gujarat University (Ahmedabad, India) / BS / 1983 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2004 / Professional Engineer / #0402 039004
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	
<i>I-495 HOT Lanes Design-Build Project (Fairfax County, VA)</i> Resident Area Engineer on this nearly 2 billion dollar public-private Capital Beltway Project that includes widening of approximately 14 miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and interpreting project plans and specifications; participating in weekly progress meetings; working closely with contractors to identify and resolve problems; monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports; ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects; working directly with General Contractor, Engineering and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems. Company: <i>Quinn Consulting Services, Inc.</i> Dates: <i>November 2010–Present</i>	
<i>James Madison Highway (Route 15) PPTA/Design-Build Project (Prince William County, VA)</i> Quality Control Manager for this project that included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involved Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and also with public relations in regards to the project. Company: <i>TRC (formerly Site-Blauvelt)</i> Dates: <i>November 2007–November 2010</i>	
<i>Route 895 PPTA Project (Richmond, VA)</i> Quality Control Manager for this project that involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork. Responsible for studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings in order to methodically check and inspect the reinforcement of the critical river crossings. Also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data. Company: <i>TRC (formerly Site-Blauvelt)</i> Dates: <i>April 2001–July 2002</i>	

Linton Hall Road Widening Project (Prince William County, VA)

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

Company: *TRC (formerly Site-Blauvelt)*

Dates: *November 2007–November 2010*

Spriggs Road Improvements Project (Prince William County, VA)

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

Company: *TRC (formerly Site-Blauvelt)*

Dates: *May 2006–October 2007*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: MO KIM, P.E., DBIA / DIRECTOR OF TRANSPORTATION	
b. Project Assignment: DESIGN MANAGER	
c. Name of Firm with which you are now associated: RINKER DESIGN ASSOCIATES, P.C.	
d. Years experience: With this Firm <u>18</u> Years With Other Firms <u>1</u> Year Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <i>Rinker Design Associates, P.C. (formerly Rinker-Detwiler and Associates, P.C.) [Director of Transportation, 2003–Present]—</i> Principal-In-Charge of overseeing and managing all elements of roadway design, hydrology and hydraulics, construction plans and overall direction of RDA’s Transportation Department. Duties include Quality Control and Quality Assurance (QA/QC) for all professional services and oversight of all subconsultant work. Strong emphasis is placed on constructability reviews and best value solutions for recent D-B projects with hands on integrated techniques. Recently became a DBIA professional and previously served as the President of the American Society of Highway Engineers–Potomac Section. Served on the ASHE Board of Directors for nearly eight consecutive years (most recently as the Past-President). Also served as a member of the Technical Advisory Committee for the Northern Virginia Transportation Alliance. <i>Rinker-Detwiler and Associates, P.C. [Project Manager, 2000–2003]—</i> Primary Point of Contact on numerous roadway improvement projects. Responsible for managing all aspects of design and performing IGRDS to Geopak migration for the firm. Project Manager/Lead Designer on several VDOT L&D projects. Duties included performing geometric layouts, drainage design, stormwater management, flood studies, maintenance of traffic, value engineering and quality control. Also responsible for providing bid assistance, construction support and review of shop drawing as the Engineer of Record. <i>Rinker-Detwiler and Associates, P.C. [Senior Transportation Engineer, 1997–2000]—</i> Responsible for elements of roadway design production associated with large widening and infrastructure projects. Duties included reviewing cross sections and performing take-off on construction plans. Team Leader for preparing and assembling plans for constructions, as well as developing the technical capabilities of the junior staff. Provided all elements of geometric and drainage design on an array of projects throughout the Commonwealth. <i>Rinker-Detwiler and Associates, P.C. [Transportation Engineer, 1997]—</i> Assisted in the first migration of projects developed in IGRDS, MicroStation and metric design criteria. Developed electronic files and data for roadway projects and assisted VDOT in developing the IGRDS software development through the IGRDS Task Force. Generated cross sectional data for geometric design, prepared plans, developed storm and ditch calculations and prepared plan quantities. Also developed earthwork quantities and grading diagrams while utilizing and manipulating multi-surface DTMs.	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Virginia (Charlottesville, VA) / BS / 1993 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001 / Professional Engineer / #0402 032943	
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	
<i>James Madison Highway (Route 15) PPTA Design-Build, Prince William County (Haymarket), VA</i> Design Manager and Engineer of Record responsible for the oversight of all disciplines encompassed under the design elements of work as identified in the Design-Build contract with Branch Highways including Quality Control and Quality Assurance for all design services, work being performed by subconsultants (including work being performed by subconsultants), which included two bridges. Responsible for executing timely design while meeting VDOT and AASHTO design criteria. Also responsible for facilitating coordination meetings between the various stakeholder on the project and overseeing the CEI efforts for construction Quality Control, ensuring design intent is being carried out in the field. The specific responsibilities and authorities associated with this \$54M Design-Build project are similar, if not identical, to the scope set forth in the Route 7 Westbound Truck Climbing Lanes RFQ. Although this project is a Prince William County administered project, responsibilities as the Design Manager included close coordination with VDOT for ultimate acceptance and maintenance of a quality product. Company: <i>Rinker Design Associates, P.C.</i> Dates: <i>February 2007–January 2010</i>	

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

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

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

Dates: *July 2004–September 2006*

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

Project Manager providing engineering services for this 2.02-mile project for right of way and construction plans including roadway design, hydraulic design, traffic engineering design (including traffic data collection and analysis), sign, signal, pavement marking, lighting plans and ITS, retaining wall design, permit sketches, coordination of utility design and supplemental survey data with roadway design and construction coordination and support. Responsible for administering the contract and overseeing all elements of the professional engineering design services. Serve as the primary point of contact for VDOT and responsible for all aspects of design quality and oversight of personnel and subconsultants. Responsible for extensive stakeholder coordination and developing a best value solution to the geometric design due to heavy utility impacts and Fairfax County stewardship. Included the development of detailed traffic management plans to ensure constructability and safety during construction similar to what is anticipated on the Route 7 Westbound Truck Climbing Lanes project.

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

Dates: *October 2005–Present*

Linton Hall Road PPTA, Prince William County (Manassas), VA

Design Manager for segments C-502, C-503 and C-504, which were adopted by Prince William County as a PPTA by way of a bond referendum in association with The Lane Construction Corporation and CH2MHILL. Served as Project Manager on the original VDOT project, which was a 9.5-kilometer urban minor arterial improvement project, including roadway widening, intersection improvements, sound walls, box culverts and installation of asphalt trails and curb and gutter. 4.8 kilometers were constructed under the bid-build guideline, and the remaining 4.7 kilometers as a PPTA/Design-Build. Responsible for overall management and design QA/QC of geometric design and the oversight of all subconsultants encompassing hydrologic/hydraulic analyses, flood studies and traffic. Performed detailed geometric design for horizontal and vertical geometry and prepared design waiver and exception requests to the Department. Responsible for the review of all stormwater management and drainage design to ensure adequate outfall and BMP applications. Also led the development of detailed sequence of construction, maintenance of traffic and noise abatement plans.

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

Dates: *July 2001–December 2008*

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

Design QA/QC Lead responsible for the quality assurance and quality control for multi-discipline construction plans. Duties and responsibilities included the review of roadway widenings and new alignments. Project responsibilities also included the review of open and closed storm drain systems, SWM, TMP, Signals and utility coordination/design. Acted as design QA/QC manager to review the overall submissions and provide review guidance on all design elements for both RDA and subconsultants. Also responsible for coordinating with Design Manager to ensure that Abernathy Construction had the largest available time to construct the project—efficiently and under budget.

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

Dates: *November 2008–2010*

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	PETER R. KRAMER / AREA MANAGER
b. Project Assignment:	CONSTRUCTION MANAGER
c. Name of Firm with which you are now associated:	BRANCH HIGHWAYS, INC. 
d. Years experience: With this Firm <u>16</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p><i>Branch Highways, Inc. [Senior Project Manager/Area Manager, March 2009–Present]</i>—Responsibilities included oversight of all northern Virginia projects including both public and private sectors. These projects included site and road work for the Frederick Douglas Elementary School (Leesburg), Route 15 PPTA, Spriggs Road, Lowe’s and Eli Lilly (Prince William County), Port republic Road (Harrisonburg), and Route 123 in Lorton (Fairfax County). Currently serving as the Area Manager for Northern Virginia. Duties include field operations and production management as well as Value-Engineering Proposal development and administration. Also, as the Design-Build Project Manager for the Route 15 James Madison Highway PPTA project for Prince William County, was responsible for traditional project management duties including contract administration, owner relations, internal reporting and overall project monitoring along with oversight authority for design, utility relocation, environmental permitting, ROW procurement, and all construction activities. These efforts required close coordination of all aspects of the PPTA process and a full understanding of the complexities of each aspect. Also required interfacing directly with landowners regarding specific proffer terms and conditions as well as acting as the point person for specific project-related property owner interactions for the Owner.</p> <p><i>Branch Highways, Inc. [Project Manager, January 1998–February 2009]</i>—Responsible for overall management duties for several construction projects including the I-81/Route 460 Christiansburg/Blacksburg Interchange. Also served as the Bridge Construction Manager concurrently with other project management duties for approximately three dozen bridge structures throughout North Carolina and Virginia. Duties included all scheduling, requests for information, and submittal preparations/monitoring, along with crew and equipment scheduling for all bridge crews as well as overall contract management and oversight including correspondence, owner and subcontractor notifications, and compliance issues.</p> <p><i>Branch Highways, Inc. [Superintendent/Project Engineer, January 1997–December 1997]</i>—Duties included direct responsibility for the management and construction of Beulah Street/Telegraph Road in Fairfax, as well as the management of final construction and closeout activities for various ongoing Branch Highways projects including Liberia Avenue (Manassas), Fairfax County Parkway between Route 123 and Hooes Road, and Backlick Road (Fairfax County), and significant slope stabilization work on previously constructed portions of the Fairfax County Parkway. Duties focused on managing crews and equipment on a daily basis for multiple projects, schedule preparation, materials scheduling, submittal/RFI preparation and monitoring, as well as all correspondence and contract administration activities, budget monitoring and reporting.</p>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Military Institute (Lexington, VA) / BS / 1988 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2006 / VDOT Erosion & Sediment Control Contractor Certification (ESCCC) / #3156C 2012 / Virginia Department of Conservation and Recreation (DCR)—Responsible Land Disturber (RLD) / #38667 2009 / Certified LEED AP, United States Green Building Council / 10444816 2009 / U.S. Army Corps of Engineers—Construction Quality Management for Contractors / CENAO-09-1170
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and end dates for each assignment. (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>James Madison Highway (Route 15) PPTA/Design-Build, Prince William County, VA</p> <p>In addition to familiarity with the specific construction elements, Mr. Kramer has extensive PPTA/DB experience, gained while serving as the Construction Manager for the Route 15 PPTA in Prince William County. Mr. Kramer directly managed all environmental permitting, land acquisition, utility relocations, and acted as the Project’s liaison with landowners and other project stakeholders. Branch received the “Construction Excellence Award” from Prince William County for this Project. Though locally administered, VDOT was actively involved in the design reviews and ongoing inspections, all of which required Mr. Kramer’s active</p>

management and engagement. This completed \$53 million project is a prime example of how Branch, along with our current Design partner, RDA, successfully navigated the PPTA/DB waters to deliver a quality project, safely, on time, and within budget, in a highly congested and politically sensitive environment.

Company: *Branch Highways, Inc.*

Dates: *February 2007–December 2009*

Frederick Douglas Elementary School, Town of Leesburg, VA

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

Company: *Branch Highways, Inc.*

Dates: *November 2005–October 2007*

Route 123 & Hoops Road, VDOT

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

Company: *Branch Highways, Inc.*

Dates: *July 2004–May 2006*

Christiansburg/Blacksburg Route 460 Interchange, VDOT

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

Company: *Branch Highways, Inc.*

Dates: *September 1998–April 2003*

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: JAMES MADISON HIGHWAY (ROUTE 15) PPTA DESIGN-BUILD Location: Prince William County, VA	Name: RINKER DESIGN ASSOCIATES, P.C.	Name of Client: Prince William County Dept. of Transportation Address: 5 County Complex Court Prince William, VA 22192 Project Manager: Mr. Thomas Blazer Phone: (703) 792-6825 Email: tblaser@pwcgov.org	December 2009	December 2009	\$52,139	\$54,126	\$54,126

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

Branch Highways was the Design-Build Contractor providing design, construction, right of way, utility relocation for Route 15 (James Madison Highway) Improvements under the authority of the Virginia Public-Private Transportation Act of 1995 for Prince William County (PWC). Similar to the Route 7 – Westbound Truck Climbing Lane, the Route 15 project required a series of environmental permits and mitigation action for streams and wetlands, all of which were managed by Branch. The project consisted of improvements to Route 15 beginning north of the I-66 interchange and extending to the existing four-lane section by the Dominion Valley Subdivision and then starting at the intersection of Dominion Valley Drive/Graduation Drive and extending north beyond the intersection with Sudley Road/Route 234. The Project also consisted of improvements to portions of Waterfall Road, Sudley Road (Route 234), Shelter Land and Old Carolina Road along with a new section of Heathcote Boulevard between Old Carolina Road and Route 15. The project included nearly 22 lane-miles of construction along with five new bridge structures and a major box culvert.

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

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

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

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

Relevant and verifiable evidence of good performance:

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

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

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

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

Lead Contractor qualifications to successfully construct this Project:

This relevant project clearly demonstrates that Branch is fully qualified to be the lead contractor for the construction of the Route 7 project. The project was equal in complexity and larger than the Route 7 project. Branch, in partnership with RDA, completed the Route 15 project to the broad satisfaction of all stakeholders.



LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: MAIN STREET IMPROVEMENTS Location: Blacksburg, VA	Name: RUMMEL, KLEPPER & KAHL, LLP	Name of Client: Town of Blacksburg Address: 141 Jackson St., Blacksburg, VA 24060 Project Manager: Mr. Brandon Steele Phone: (540) 961-1172 Email: bsteele@blacksburg.gov	April 2011	October 2011	\$6,034	\$6,069	\$6,069

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.

The Main Street Improvements (locally-administered) Project for the Town of Blacksburg (“the Town”) involved a half mile of road and utility improvements, reducing the existing roadway from two lanes in each direction to one lane in each direction with a shared center for left turns, from College Avenue to just past the intersection with Prices Fork Road. Additional improvements included replacing the intersection of North Main Street and Prices Fork road with a roundabout allowing for better traffic flow and to provide a gateway into the downtown area. In keeping with Blacksburg’s Downtown Master Plan the sidewalks were widened to allow more activities like outdoor dining and public gathering; other improvements included seating walls, landscaping, pedestrian and traffic signals, street lighting, community patios, and streetscape amenities. As a result, the interactions with business and community groups as well as with local governmental and political entities were extensive. Branch Highways was able to engage those shareholders individually and collectively throughout the construction process to ensure that their concerns were addressed with the urgency and proficiency dictated by each.

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

Branch obtained this project through a traditional hard-bid procurement. Coordination and cooperation with the Town were critical for construction sequencing. The project crossed the old Main Street Entrance to Virginia Tech, and had small business owners, restaurants, and churches along the entire length of the project. Pedestrian traffic was massive and required the entire team maintain an incessant awareness of site conditions and proactive management of potential hazards.

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

- Branch and the Town faced multiple utility conflicts, caused by insufficient, erroneous, and outdated as-built information. Many of the utilities were many decades old and were typically servicing and immediately adjacent to old structures housing small and very active businesses. Branch worked with the Town effectively and coordinated this work in such a manner that we minimized the impact to the Town and the stakeholders.
- There were significant periods of time during which large portions of sidewalks and roadways were in a condition of reduced capacity. Branch and the Town jointly coordinated their communications with Virginia Tech, Virginia Tech Police, and Town Police to protect the balance between accommodating the school events that increased vehicular and pedestrian traffic volumes versus the needs of the project.
- Adjacent Business “Eats”. This business owner opposed the project from the outset, including during the design phase, concerned about the negative impacts to its business. When construction began, it was clear that they were going to be obstructionists. At the behest of Branch’ onsite manager, he and the Town’s Project Manager engaged this business owner directly and openly, hearing out their concerns, both legitimate and fear-based, and took business needs into consideration by modifying our own construction phasing plans to accommodate their needs. This affected when we would be allowed to work in certain areas on certain tasks. Branch constructed a delivery loading and loading area at our own costs. Additionally Branch installed multiple business open/business access signs also at our own costs. The Town was helped us engage the property owner in a constructive manner, but the Town needed Branch to cooperatively accommodate the business owner’s needs without creating additional, unbudgeted cost for the Town.
- Construction of the roundabout was performed under full traffic. This required an integrated coordination effort among all the parties for an intense period of time, including first responders.

Relevant and verifiable evidence of good performance:

Despite the fact the project experienced so many early utility conflicts; the project was completed several months ahead of schedule and well below the original bid amount.

Mr. Steele wrote as follows in his project acceptance letter: “I appreciate the hard work and dedication [Branch] gave to this project. As a result of your dedication and the hard work of your crews the project ended up being a great success. Thank you for working so well with the Town of Blacksburg on this monumental and historic project. “

Branch enjoyed and continues to enjoy an outstanding working relationship with the Town, and in particular, Brandon Steele, Blacksburg’s Urban Transportation Manager. Branch was able to assist Mr. Steele with the planning of future projects, similar in scope and location, and how their construction could be phased and coordinated in a manner that would minimize impacts to vehicular and pedestrian traffic. Our efforts ultimately resulted in Branch’s selection for a project that was based on best value.

Lead Contractor qualifications to successfully construct this Project:

The Route 7 project will require a high level coordination of complementary competencies. The Blacksburg Main Street was a project that put our management style on full display: Trust, cooperation, engagement, care, diligence, innovation, and intelligence. It’s the way we work with every client.



ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: ROUTE 58 CORRIDOR IMPROVEMENTS Location: Meadows of Dan and Hillsville, VA	Name: HNTB CORPORATION	Name of Client: VDOT Address: P.O. Box 3071, Salem, VA 24153 Project Manager: Mr. Robert Williams Phone: (540) 387-5345 Email: Robbie.Williams@VDOT.Virginia.org	Phase 1: December 2005	Phase 1: December 2005	Phase 1: \$19,972	Phase 1: \$19,972	Phase 1: \$19,972
			Phase 2: November 2011	Phase 2: November 2011	Phase 2: \$83,000	Phase 2: \$83,195	Phase 2: \$83,195

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

Branch Highways is the Design-Build Contractor providing design, construction, right of way acquisition, utility relocation, permitting and wetlands/environmental mitigation for the development, design and construction of the Route 58 Corridor from Hillsville to Stuart under the authority of the Virginia Public-Private Transportation Act of 1995 for Virginia Department of Transportation. The Project begins at a point just west of Little Reed Island Creek on the southwest side of the Town of Hillsville and continues generally east, through Carroll, Floyd and Patrick Counties, to approximately one mile west of the town limits of Stuart, at which point the project ties into four lanes of existing Route 58. The Project will be designed and constructed in phases.

- Phase 1: Blue Ridge Parkway Crossing at Meadows of Dan (Department Project 0058-070-E02):** The western terminus of Phase 1 is approximately 0.3 miles west of the existing intersection of Route 58 and Route 600. The alignment is approximately three miles long and the eastern terminus is less than 0.1 miles east of the existing intersection of Route 58 and Route 795. Phase 1 of the Project will be a four-lane, divided highway. It consists of two lanes in each direction separated by a median. This Project Phase value was \$19,971,672 with a completion date of December 15, 2005. The Phase was completed ahead of schedule and on budget (zero change requests/orders).
- Phase 2: Hillsville Bypass (Department Project 0058-017-E13):** The western terminus of the Hillsville Bypass of Phase 2 is approximately 0.1 miles east of Route 714. The alignment is approximately 5.2 miles long and the eastern terminus is approximately 0.1 miles west of Route 820. The Hillsville Bypass will be a four-lane, divided highway. It consists of two lanes in each direction separated by a median. This Project Phase volume is \$83,000,000 with a completion date of November 2011.



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

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

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

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

Relevant and verifiable evidence of good performance:

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

Lead Contractor qualifications to successfully construct this Project:

As one of the first contractors to engage the Department in the PPTA/DB arena, Branch has shown that we have the experience to successfully navigate the perils involved in the design build. Our proven track record, as exemplified in the two Route 58 Projects discussed herein, among others, is a clear indication that the Department should have full confidence in our ability to be an ideal design builder for the Route 7 Project under consideration.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: SUDLEY MANOR DRIVE PPTA/DESIGN-BUILD Location: Prince William County, VA	Name: THE LANE CONSTRUCTION CORPORATION & CH2M HILL	Name of Client: Prince William County Dept. of Public Works Phone: (703) 792-6826 Project Manager: Mr. Khattab Shammout, PE Phone: (703) 792-6826 Email: kshammout@pwcgov.org	September 2006	September 2006	\$30,000	\$30,000	\$2,000

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

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

Delivery Method: DESIGN-BUILD

Category of Work: Roadway Design, Hydraulic Design, Grade-Separated Railroad Crossing, Public Involvement, Environmental Permitting

PROJECT SCOPE: Four-Lane Divided Highway, Urban Typical Section with Curb and Gutter, and Raised Median; 10,000 linear feet, Urban Minor Arterial

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

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

The Sudley Manor Drive project provided many challenges for the project team. The accelerated schedule required RDA to assemble construction plans within 7 months of project kickoff while incorporating directives from the Contractor, VDOT and Prince William County into the design. Design issues that needed special consideration included: a bridge with MSE walls over a railroad; coordination of the project with several large fuel pipelines, the construction and access requirements of a new firehouse, and several site developments; floodplain analysis and environmental considerations related to major stream crossings; and a traffic analysis and design. The project team also worked closely with VDOT to ensure a seamless transition between this PPTA project and the adjoining VDOT administered construction project on Linton Hall Road.

As part of this contract, RDA also provided survey services including complete boundary and topographic surveys, in addition to plat preparation for more than 50 properties. The right of way acquisitions for both commercial and residential properties including the access management for the ingress and egress were comparable to challenges identified on the Route 7 WB TCL DB project.



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

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

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

Delivery Method: DESIGN-BID-BUILD

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

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

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

RDA has received significant positive feedback on this project through VDOT's Consultant Performance Reports. VDOT's Project Manager (from Northern Virginia District Location and Design Division) noted that:

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



ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: MIDDLE GROUND BOULEVARD EXTENSION DESIGN-BUILD Location: City of Newport News, VA	Name: AMERICAN INFRASTRUCTURE-VA (AI-VA)	Name of Client: VDOT Phone: (757) 253-5367 Project Manager: Mr. Thomas Druhot, P.E. Phone: (757) 253-5367 Email: Thomas.Druhot@vdot.virginia.gov	October 2014	October 2014 (est.)	\$32,654	\$32,654 (est.)	\$2,515

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

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

Delivery Method: DESIGN-BUILD

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

PROJECT SCOPE: Design a Four-Lane, Raised Median roadway on new location, Urban Typical Section with Curb & Gutter; 6,500 LF Urban Minor Arterial; Design a 2-span curved bridge with concrete, bulb-tee girders over the CSXT

PROJECT DESCRIPTION: RDA is the Lead Designer providing engineering design services, right-of-way acquisition services, environmental permitting, and utility coordination for the Middle Ground Boulevard Extension Design-Build project in the City of Newport News. The project is predominantly on new location. However, improvements at either end involve widening of highly congested primaries (Jefferson Avenue and Warwick Boulevard). The main alignment crosses the CSXT Railroad and requires that we obtain an aerial permit from them in addition to a track crossing permit for accessing railroad right of way during construction. Utilities are heavily concentrated along the primary routes at either end. Utility coordination with DVP, Verizon, Level 3, Virginia Natural Gas, Newport News Public Schools, Sprint, AT&T, HRSD, etc. RDA is serving as the Prime Consultant to American Infrastructure-VA who is responsible for construction. The project is being performed as a Design-Build project.

As the Lead Designer for the Middle Ground Boulevard Extension, RDA is responsible for the following critical project elements:

- *Roadway Design:* included typical section development, horizontal and vertical geometry, traffic management plans, signage and marking, signalization plans and lighting plans
- *Structural Design:* performed by a subconsultant, includes bridge type selection, coordination with CSXT, design of MSE Walls
- *Right of Way Acquisition:* responsible for right of way and easement acquisition from 17 affected parcels
- *Utility Relocation Coordination:* responsible for holding UFI meeting, developing easement requirements, evaluating UT-9 forms to determine cost responsibility, reviewing utility plan and estimates, and monitoring the relocation of affected utilities
- *Drainage Design:* included roadway drainage, cross drainage (culvert design), erosion/sediment control plans, and storm water management (quantitative and qualitative)
- *Environmental Permitting:* permit drawings for all wetland (permanent and temporary) impacts and stream impacts
- *Geotechnical Investigations:* pile recommendations, consolidation strategies, pavement recommendations, subgrade stabilization
- *Subconsultant Management:* activities performed by subconsultants reporting to RDA included geotechnical, traffic signal design and underground utility designation and location.

The design has proceeded expeditiously and aggressively by preparing work packages (e.g., Phase 1 E&S, Grading & Drainage, Signals & Lighting, etc.). Furthermore, the work packages are broken down into multiple areas to provide the contractor the greatest ability to initiate and proceed with construction without concern that an issue in one area holding up the entire project. The process has worked quite well and the collaborative effort between Lead Contractor and RDA has afforded several cost-saving measures.

