

A DESIGN-BUILD PROJECT

ROUTE 659

(BELMONT RIDGE ROAD)

RECONSTRUCT TO 4 LANES

FROM: ROUTE 642 (HAY ROAD) TO: ROUTE 2150 (GLOUCESTER PARKWAY)

STATEMENT OF QUALIFICATIONS

Prepared for



State Project No.: 0659-053-262, R204, C504, B670, B671
Contract ID Number: C00076244DB76

July 22, 2014

Submitted by



3.2 Letter of Submittal



3.2 Letter of Submittal

July 22, 2014

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 659 (Belmont Ridge Road)—Reconstruct to 4 Lanes
From: Route 642 (Hay Road) To: Route 2150 (Gloucester Parkway)**
Loudoun County, Virginia
State Project No.: 0659-053-262, R204, C504, B670, B671
Contract ID Number: C00076244DB76

Dear Mr. Reichert:

The Design-Build (DB) team of **Branch Highways, Inc. (Branch) and Rinker Design Associates, P.C. (RDA)** is pleased to submit our response to your Request for Qualifications (RFQ) dated June 23, 2014 for the above referenced project, and in doing so, offer our Statement of Qualifications (SOQ) and strong interest in being selected to serve as the Design-Builder for this unique and important project.

Branch has performed highway and heavy construction projects in Virginia for over 50 years and specifically within Northern Virginia for over 30 years. Many of these projects were either similar in nature to, or contained a number of the same unique characteristics of the Route 659 (Belmont Ridge Road) Project. The experienced staffs we bring to this Project have extensive expertise in all aspects of the work and with the DB process, including those features of this Project that are particularly challenging.

Branch, a subsidiary of The Branch Group, Inc., is a 100% employee-owned company that has been continuously ranked in the *ENR Top 400 Contractors* for over 15 years (currently #195). 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 DB projects for VDOT in Culpeper, for Prince William, Stafford, and Augusta Counties, as well as for George Mason University in Fairfax.

The Branch/RDA Team providing this Statement of Qualifications is comprised of firms and subcontractors, who have a proven track record in providing specialized services for an array of Virginia transportation projects. Both Branch and RDA have excellent reputations in the design and construction of similar projects, with proven prior experience in delivering quality DB Projects for VDOT. Of those projects, the Branch/RDA Team has worked together as Lead Contractor and Lead Designer on four, all within the Northern Virginia District.

3.2.1 Offeror's Full Legal Name and Address. The full legal name and address of Branch is as follows:

Branch Highways, Inc. P.O. Box 40004, Roanoke, VA 24022	Phone: (540) 982-1678 Fax: (540) 982-4216
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3.2.2 Offeror's Point of Contact Information. *Mr. Gale Tschuor*, Chief Estimator at Branch Highways, Inc., will be our Point of Contact. His contact information is as follows:

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

3.2.3 Principal Officer Information. *Mr. Michael P. Higgins*, Vice President of Design-Build Services at Branch Highways, will serve as the Principal Officer of the Offeror. His contact information is as follows:

Michael Higgins, Vice President of Design-Build Services	Phone: (540) 982-1678
Branch Highways, Inc.	Fax: (540) 982-4216
P.O. Box 40004, Roanoke, VA 24022	Email: mikeph@branchhighways.com

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 and RDA (Lead Designer).

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. All affiliated and subsidiary companies are identified on Attachment 3.2.6 in the Appendix.

3.2.7 Debarment Forms. Executed Certification Regarding Debarment Forms are included in the Appendix.

3.2.8 Offeror's VDOT Prequalification Evidence. Branch Highways, Inc. is prequalified currently with VDOT (Vendor Number B319, expiring February 28, 2015). A copy of VDOT's Prequalified Vendors Listing showing Branch's certification is included in the Appendix.

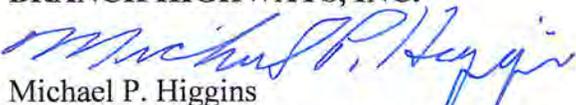
3.2.9 Evidence of Obtaining Bonding. Branch has the capability to obtain a performance and payment bond for the \$59.8 million estimated contract value of the Project, as exhibited by the surety letter from Branch's insurance carrier, which is included in the Appendix.

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 (13%). Branch has excellent relationships with many DBE subcontracting firms and is fully committed to achieving or exceeding a 13% DBE participation goal for the entire value of the Project.

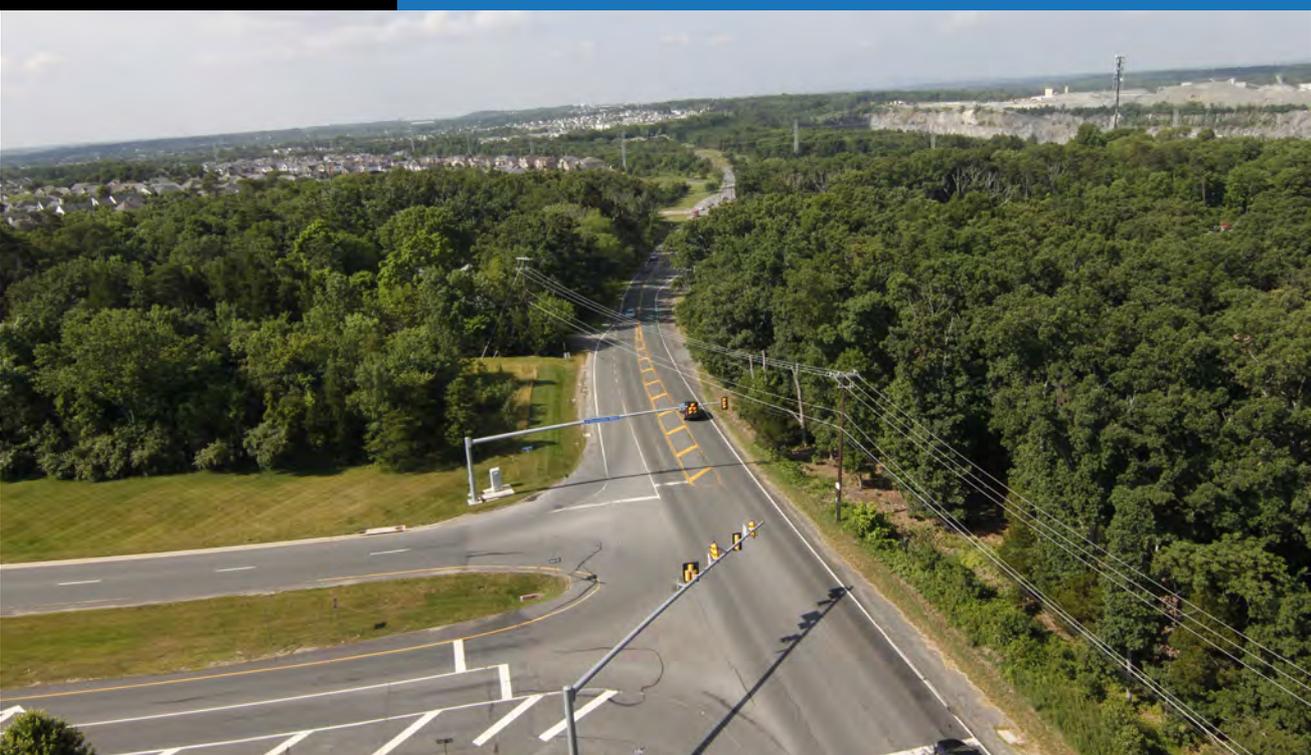
The Branch/RDA Team extends our thanks to you and the Department for the opportunity to submit this Statement of Qualifications. We look forward to being shortlisted for this project and greatly appreciate your time and consideration. If you have any questions please contact, Michael P. Higgins, at (540)982-1678 or via email, MikePH@branchhighways.com.

Respectfully submitted,
BRANCH HIGHWAYS, INC.



Michael P. Higgins
 Vice President of Design-Build Services

3.3 Offeror's Team Structure



3.3 Offeror's Team Structure

The Branch/RDA Team will provide VDOT with an experienced and integrated DB team for the Route 659 (Belmont Ridge Road) Project. Branch has selected individuals from across our organization to provide the most qualified staff for this Project. These individuals will report to executive management of Branch throughout construction.

3.3.1 Identity of and Qualifications of Key Personnel

The Branch/RDA Team's key personnel are comprised of experienced and knowledgeable design and construction professionals who are committed to delivering this important project to VDOT and to the surrounding residents. Both design and construction Key Personnel have a long history working with VDOT on transportation projects as well as experience working on recent DB projects in Northern Virginia. Our organizational approach emphasizes integration of the design and construction teams to promote collaboration and partnership. The Branch/RDA Team will keep these Key Personnel as well as all identified support team members on this project for the duration of this contract. For the Route 659 (Belmont Ridge Road) Project, the Branch/RDA Team commits the following four Key Personnel.

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. For the Route 659 (Belmont Ridge Road) Project as Design-Build Project Manager, Mr. Higgins 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 Project's Key Personnel including the Quality Assurance Manager, the Design Manager, and the Construction Manager and will be responsible for overall project design, construction quality management, contract administration and ensuring that adequate personnel and other resources are made available for the Route 659 (Belmont Ridge Road) Project.

Mr. Higgins is Vice President of Operations and Design-Build Services with over 25 years of construction experience. His experiences as Design-Build Project Manager include the successful Route 58 PPTA projects (Hillsville Bypass, Meadows of Dan Bypass, and Laurel Fork) and the award-winning Route 15 PPTA project for Prince William County. In addition to his project experience, Mr. Higgins actively participates in the Virginia Transportation Construction Alliance (VTCA), where his industry peers elected him Joint Chairman of the Design-Build Committee consisting of both VDOT and industry members.

3.3.1.2 Quality Assurance Manager—Richard Allen, P.E. (Quinn Consulting Services, Inc.)

Richard Allen, P.E. will serve as the Quality Assurance Manager (QAM) on the Project. In this role, Mr. Allen will have not be involved in the construction operations for the project, but will be responsible for quality assurance (QA) inspection and testing of all materials used and worked performed on the Project, including overseeing compliance with the approved project specific QA/QC Plan as well as the VDOT Minimum Standards for Design-Build and PPTA Projects. He will ensure that all work and materials, testing, and sampling are performed in conformance with the contract requirements and the "approved for construction" plans and specifications. As the QAM, Mr. Allen will have the authority to stop work on the project should it 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. Allen has a Master's Degree in Civil Engineering and is a licensed professional civil engineer. His professional record includes over 20 years of experience in quality assurance and engineering with a heavy emphasis in the transit and transportation disciplines. His DB transit and transportation experience includes Quality Assurance on both the design and construction phases of the Washington DC Silver Line Metro Extension and Quality Assurance during the construction phase of the I-95 Express Lanes South of Washington, DC. Mr. Allen has provided professional services on both DB and Design-Bid-Build transit and transportation

projects holding the positions of Quality Assurance Manager (QAM), Resident Engineer, Regional Engineer, and Senior Structural Engineer. His responsibilities have included Quality Assurance Management, supervision of Quality Assurance inspection staff, supervision of Structural Design engineering staff, and light rail station Structural Design (which includes structural, architectural, and utility coordination design elements).

On this Project, Mr. Allen'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 DB 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, PE, DBIA will be responsible for coordinating the individual design disciplines and ensuring the overall Project design is in conformance with the Contract Documents. He will also 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 DB project versus a traditional bid-build project, having served previously as the Design Manager on several PPTA/DB projects and high volume roadway improvement projects throughout Northern Virginia and those similar to the Route 659 (Belmont Ridge Road) Project.

Mr. Kim shall be responsible for overall management of the QA/QC programs for design and will report directly to the Design-Build Project Manager. He will be responsible for overseeing all QA/QC activities associated with multi-discipline design elements of this project. Mr. Kim shall maintain close communication with the Design-Build Project Manager and shall ensure the Project is completed in accordance with the requirements of the contract documents. He will be assisted by Mr. John Giometti, PE, who will provide an independent QA review; Mr. Giometti is not part of the day-to-day production team. Mr. Giometti fully understands the QA role having most recently served as the L&D Engineer for the Culpeper District in nearly 20 years of service to VDOT. Mr. Kim shall perform all of the design oversight reviews along with Mr. Giometti. Design QC will be performed at the office where the work will be conducted by a qualified independent staff person of each team member [per section 4.1.4 of the current minimum requirements] but will also be technically reviewed by Mr. Giometti for QA. Under this procedure, Mr. Kim will provide VDOT with draft design plans for review and approval to confirm that the design work complies with the requirements of the Contract Documents, prior to initiation of construction activities on the Project. Emphasis will be placed on providing high quality in the development of construction plans. In the design process, Mr. Kim is responsible for project design management, compilation of plan assembly and determination of when plans have been developed to the point that Quality Reviews are to be made. He is both responsible and accountable for the quality of all of the plans.

Mr. Kim, Vice President and Director of Transportation, is a certified DBIA professional with 20 years of experience in the design and management of roadway projects. He has served in the role of Design Manager and Project Manager for several DB and many Design-Bid-Build roadway projects throughout Virginia. His experience as Design Manager includes James Madison Highway (Route 15) PPTA/DB, Sudley Manor Drive PPTA/DB, and VDOT's I-66/Route 15 Interchange DB.

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

Pete Kramer will be on site for the duration of construction operations, will be responsible for managing the construction process, to include, all quality control (QC) activities to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He will hold a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification

and a VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.

Mr. Kramer has over 26 years of roadway construction experience serving in the role of a Construction Manager on many projects including the award-winning Route 15 PPTA/Design-Build Project for Prince William County. He has served as Construction Manager on the following additional projects that undoubtedly prove his capabilities for success; Route 288 (Richmond), I-95 HOT Lanes, Prince William County Parkway, Heritage Center Parkway, and George Mason University (Campus Drive). Mr. Kramer’s proven successful 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. In addition to his project experience, Mr. Kramer is a former member of VTCA’s Contractor Leadership Committee and the Contract Administration Committee. For the Route 659 (Belmont Ridge Road) Project, Mr. Kramer will implement an effective quality control plan that ensures materials provided and work performed is in accordance with the contract requirements.

3.3.2 Organizational Chart and Narrative

The Project Team Organizational Chart is located in this section on Page 7. This Team organization will provide superior services through effective communication with our clients and within the Team.

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

- **Flat Organizations:** Both companies’ respective senior executives work closely with the day-to-day activities of their companies, enabling quick decision-making.
- **Cultural Alignment:** Both companies 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 throughout the Project.

Our organizational chart demonstrates clear lines of **accountability and responsibility** for each key Team member. Team members mutually expect from one another a strong commitment to perform and deliver quality and timely results. Our well-defined organization, relationships, responsibilities, and expectations, along with continual interaction and communication among all Team members, provides 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. Team members and other parties, including VDOT and other third parties, will function in an **“open but formal”** environment through personal interaction with Key Personnel. This kind of environment will **optimize understanding, mutually protect** the parties from contractual nonconformities, and **empower** our respective **personnel** 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, Mr. Higgins will be the final authority for company accountability ensuring the successful outcome of the Route 659 (Belmont Ridge Road) Project.

“Open but formal” provides outstanding functional balance: lines of authority and responsibility are limited and clear, but communication and interaction are encouraged 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.

An open work environment will be developed to minimize problems and mistakes that are often associated with poor communication by structuring the interaction of participants in a manner that addresses planning, progress, and issues on a regular basis. 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 Construction Manager.
- **Topical Meetings** to discuss specific project issues.
- **End of Shift Meetings** conducted by Construction Manager 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 Design-Build Project Manager 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, participating 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 including safety, traffic, environmental, and community issues. Project goals, constructability, and efficient and effective phasing will also be addressed. The Team 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 Design-Build Project Manager is essentially the communication hub to the rest of the Key Personnel, a *critical role* in the success of the project. Where formal communication or interaction is needed, Mr. Higgins will be the Single Point of Contact for VDOT's representatives.

Design Manager, Mo Kim, P.E., DBIA, will interact directly with the 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.

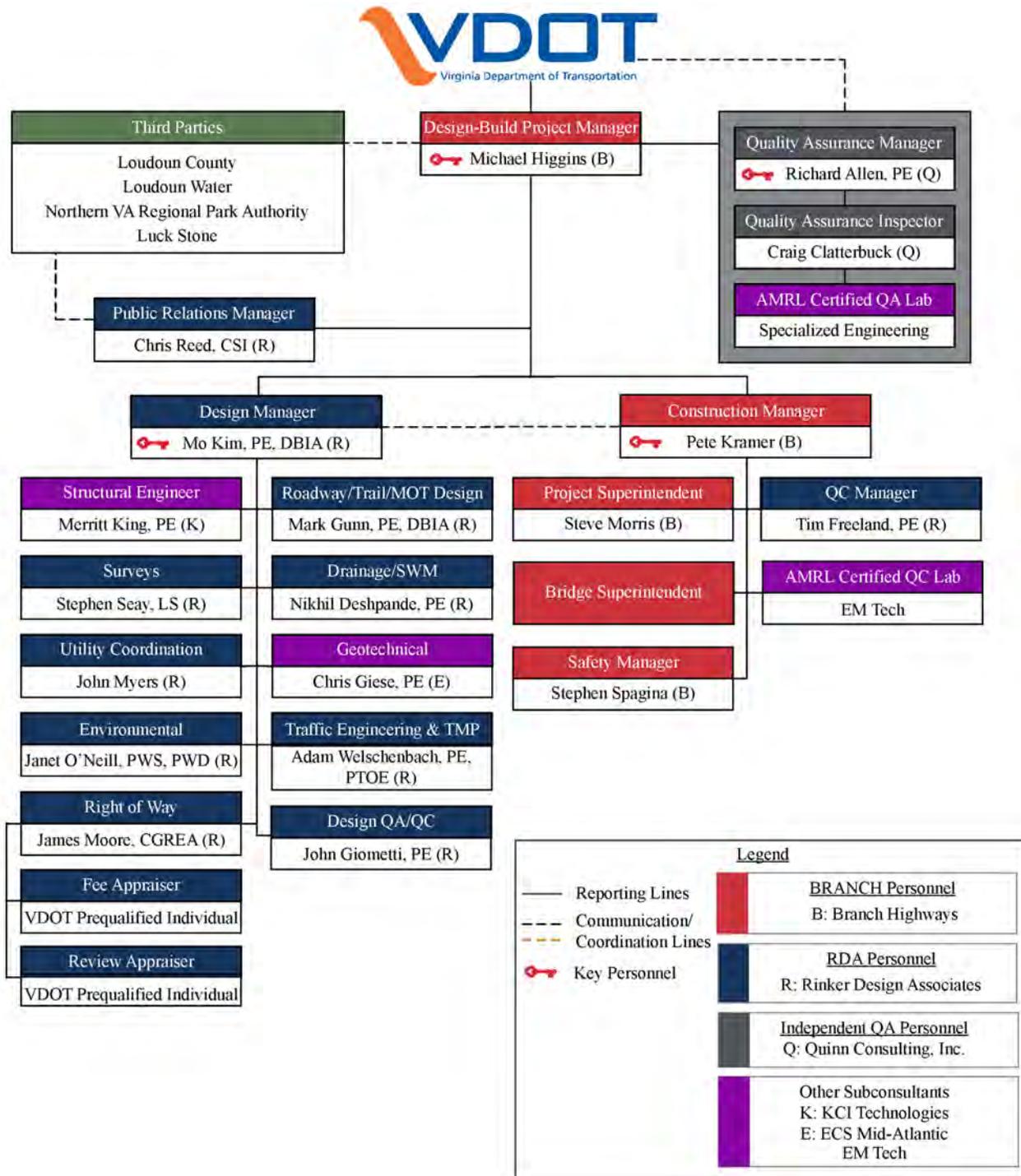
Structure of Our Team. For the Route 659 (Belmont Ridge Road) Project, it is imperative that the lead contractor, lead designer and especially the Key Personnel are well versed in DB project delivery. The Branch/RDA Team brings a strong bond, having successfully completed similar projects together, serving in similar if not identical capacities. While our Team provides the leadership and experience of a proven DB team, we also have a proven track record of construction innovation in both the design and build phases bringing the best value to the Department.

Right of Way Acquisition. 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. A VDOT-prequalified appraisal reviewer will perform appraisal reviews. The Branch/ RDA 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.

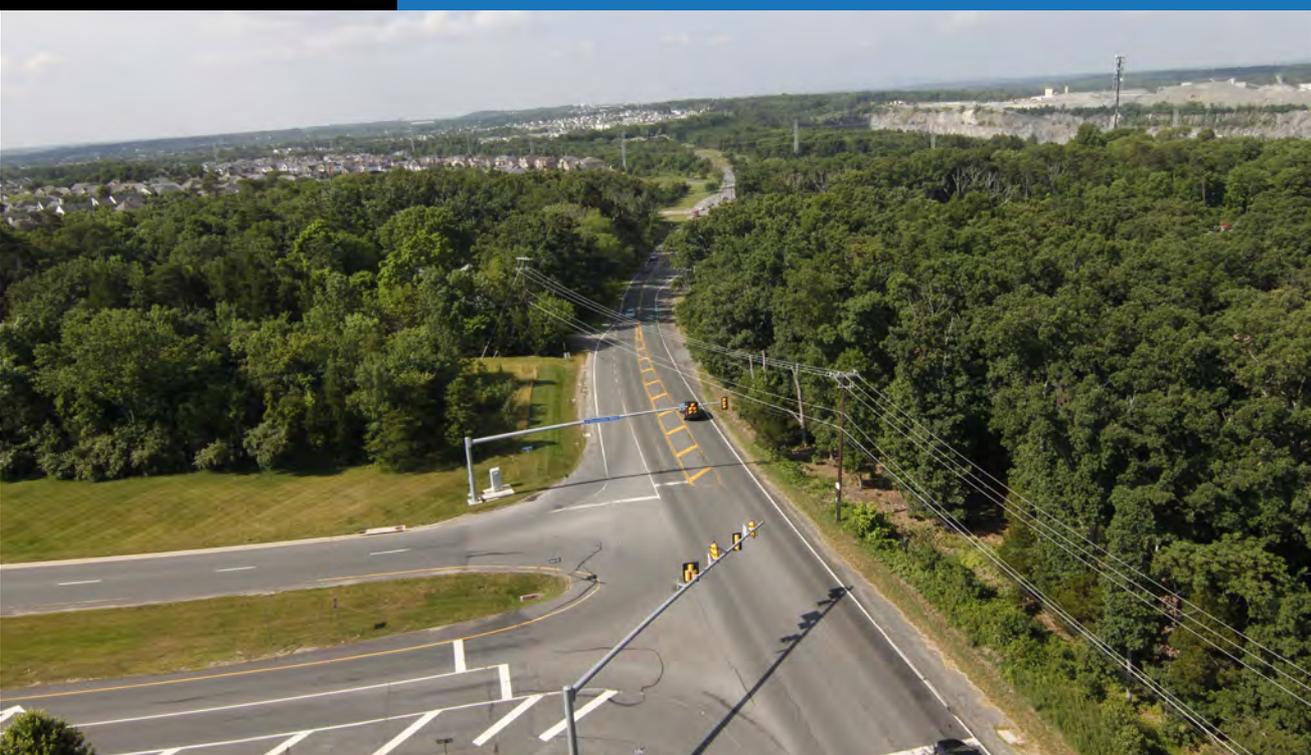
Team Members. The following firms will support Branch and RDA on this Project:

- **Quinn Consulting Services, Inc. (QCS)** will provide the Quality Assurance Manager, QA inspection services, and oversight of the QA DBE laboratory (Specialized Engineering).
- **KCI Technologies, Inc. (KCI)** will provide structural engineering design services.
- **Engineering & Materials Technologies, Inc. (EM Tech)** will provide QA laboratory testing services.
- **ECS Mid-Atlantic, LLC (ECS)** will provide geotechnical drilling and laboratory services for design and Construction QC services.

The Branch/RDA Team organizational structure shows the chain of command and identifies major functions to be performed for the Project. The Project Team Organizational Chart is located below.



3.4 Experience of Offeror's Team



3.4 Experience of Offeror’s Team

The Branch/RDA Team’s collective experience with DB projects and reconstruction of existing roadway projects, as well as our proven cooperative work history, provides VDOT with a strong team for the Route 659 (Belmont Ridge Road) Project. This organizational experience is supported by key personnel that have successfully managed similar risks on the projects included on the Work History Forms, which are located in the Appendix (Attachments 3.4.1(a) and 3.4.1(b)).



Branch Highways, Inc. is a member of The Branch Group of employee-owned companies, incorporated in 1986. Company headquarters are located in Roanoke, Virginia with a regional office located in the Manassas area of Northern Virginia. Branch is a full service heavy highway contractor with hundreds of successfully delivered projects to numerous public and private clients throughout the mid-Atlantic region, including completed projects of similar size and scope to the Route 659 (Belmont Ridge Road) Project. Branch has been able to maintain a high level of client satisfaction and is well acquainted with working closely with both public and private owners on large and complex projects.

Branch continuously makes the *Engineering News-Record (ENR)* Top 400 Contractors in the US, currently ranked No. 195 overall nationally. As one of the largest Virginia-based contractors, a Branch goal is to efficiently and fully serve our clients through a highly developed sense of commitment to project success. Branch’s specific DB experience includes managing designers, ROW acquisition, utility relocation and coordination and environmental permit acquisition and monitoring.

With over 300 personnel on payroll including managers, engineers, field supervisors, equipment operators and other support staff, Branch has a wealth of experience in delivering successful transportation projects along with a strong understanding of the DB procurement method.

Branch’s late model equipment fleet is valued at over \$36 M and includes over 130 major pieces of heavy equipment and over 150 pieces of support equipment. Branch operates a complete maintenance and support facility that includes mechanics, lube specialists, transportation coordinators, and equipment maintenance managers.

Branch has the full capabilities to complete this project successfully, as evidenced by, our current manpower staff and extensive equipment fleet. In addition to our staff and equipment fleet, Branch has ample financial worth and additional assets in place to handle more than twice our current backlog of \$250 M+.

Branch has a sizeable resume of DB experience, having performed or in the process of performing over \$230 million worth of DB work, all of which has resulted in the client’s satisfaction and praise. Some of these projects include:

- Route 58 Meadows of Dan
- Route 58 Hillsville By-Pass
- Route 58 Laurel Fork
- Stafford County – Truslow Road PPTA
- Stafford County – Garrisonville Road PPTA
- GMU Campus Drive
- James Madison Highway (Route 15) PPTA
- Augusta County Route 636 PPTA
- Route 3 Widening Culpeper
- Heritage Center Parkway
- Prince William Parkway
- I-95 Express Lanes



Rinker Design Associates, P.C. (RDA) will be the lead designer for the Project and provide roadway, utility, pedestrian access, and drainage design as well as utility coordination and right of way acquisition (as needed). RDA is a mid-sized firm of over 100 employees with locations in Manassas, Fredericksburg, and Glen Allen. RDA has been providing professional services throughout Virginia for over 32 years. RDA is a Virginia-Certified Small Business and a leading provider of professional civil engineering, transportation engineering, environmental, surveying, right of way acquisition, utility design and coordination, and permitting services. RDA consistently receives “exceeds expectations” on their consultant performance reports from the Department, including scores ranging from 3.76 to 4.0 on the Stringfellow Road project.

RDA’s DB experience includes 17 projects in the last 10 years. Projects include:

- Route 36 Roadway Improvements
- Middle Ground Boulevard Extension
- I-581/Elm Avenue Interchange Improvements
- Crosspointe Centre Roadway Improvements
- James Madison Highway (Route 15) PPTA
- I-66/Route 15 Interchange Reconstruction
- GMU Campus Drive
- Mark Center/I-395 HOV Ramp
- Prince William Parkway
- Sudley Manor Drive PPTA
- Linton Hall Road PPTA
- Rolling Road/Franconia-Springfield Interchange Improvements
- Heritage Center Parkway
- Stafford County – Truslow Road PPTA
- Stafford County – Garrisonville Road PPTA
- I-95 Express Lanes
- Route 460 Improvements PPTA GEC



Quinn Consulting Services Incorporated (QCS) is a 100% woman-owned DBE/WBE engineering consulting firm that will provide QA services on this DB project. QCS has supported their clients from all perspectives on large and small DB 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 DB projects in Virginia include:

- Dulles Metrorail Extension, Phases 1 and 2
- I-495 HOT Lanes
- Fairfax County Parkway, Phase III
- I66/Route 15 Interchange Reconstruction
- Waxpool Road
- I-81 Truck Climbing Lanes
- Route 50 Traffic Calming near Gilberts Corner



KCI Technologies, Inc. (KCI) is an employee-owned, full-service engineering firm with more than 1,100 professionals operating in 26 locations, including Richmond, VA. KCI was established in 1955 and has consistently been placed among *ENR*’s top 100 engineering firms in the country. Employing engineers, planners, inspectors, and scientists, our experienced staff can provide services in a wide range of disciplines, including bridge engineering and inspection, roadway design, traffic engineering, transportation planning and design, environmental studies and documentation, utilities design, water resources, field inspection, materials testing, surveying, electrical and mechanical engineering, and landscape architecture.

KCI has excelled in providing management and design services for fast track DB projects and has extensive experience in providing services for both public and private sectors, including substantial bridge design experience similar to the requirements for the Route 659 (Belmont Ridge Road) Project. KCI’s experience includes 35 major transportation DB projects, either completed or currently under construction for numerous owners such as VDOT, MDOT, NCDOT, SCDOT, MoDOT, and ODOT which includes VDOT projects such as Route 288 PPTA and Region II Bridge Replacement Program.



Engineering & Materials Technologies, Inc. (EM Tech) is a full service engineering firm providing geotechnical, structural and forensic engineering, consulting, materials testing, and construction quality control (QC) and quality assurance (QA) services. Since its establishment in

January 1997, EM Tech has been committed to providing high quality service to our clients in the Virginia, Maryland, and Washington, DC region and has become one of the area’s most respected full- service engineering consulting firms. EM Tech is registered as a Disadvantaged Business Enterprise (DBE) with the Commonwealth of Virginia, the Metropolitan Washington Airports Authority (MWAA), and the Washington Metropolitan Area Transit Authority (WMATA). EM Tech has provided (or is currently providing) QA/QC inspections and testing services, laboratory services, and/or structural design services for projects at Washington Dulles International Airport, Ronald Reagan Washington National Airport, Baltimore Washington International Thurgood Marshall Airport, Manassas Regional Airport, WMATA Metro Bridges, and the Dulles Metro Rail Silver Line extension.

EM Tech is currently providing QA/QC inspections and testing for several roadway projects including:

- Prince William Parkway Widening
- Mountain View Road Realignment

- Route 1 North Improvements
- Heritage Center Parkway
- Truslow Road West Improvements
- Garrisonville Road Improvements



ECS Mid-Atlantic, LLC (ECS) is a leader in geotechnical, construction materials, environmental consulting, and facilities engineering. More than 26 years ago, their goal was to raise the standards of professional consulting engineering by hiring industry professionals who understood the complexities of building and maintaining modern infrastructures. ECS's success spans multiple industry sectors. Their steady growth comes from a deep belief in developing the people, systems, and expertise required to focus on client needs. With over 1,000 employees, ECS has grown to more than 45 offices and testing facilities spread across the Mid-Atlantic, Southern, and Midwestern states and is ranked the 103rd largest Engineering firm by *Engineering News-Record's* Top 500 Design Firms (ENR, April 2014). Transportation projects for which ECS has completed geotechnical engineering services include:

- Dulles Corridor Metrorail Project–Phase 2
- Claiborne Parkway (Ashburn)
- Route 653 over Tuscarora Creek (Arcola)
- Route 50 Improvements at Stone Ridge (Arcola)
- Sycolin Road–Phase IV (Leesburg)
- Century Boulevard (Sterling)
- Route 659–Phase II (Broadlands)
- Garrisonville Road Improvements
- Poland Road/Route 50 Improvements, Terminal
- Lexington Drive–Phase II (Lansdowne)

Design-Build Approach

The Branch/RDA Team has a structured approach to the DB process. This approach has been refined over the years with our experiences in the DB arena. Our approach includes:

- Selecting teaming partners we have worked successfully with on similar projects.
- Committing key personnel experienced at managing project risks.
- Continuously analyzing and mitigating risks during the proposal, design, and construction phases.
- Utilizing innovative designs to avoid and minimize potential impacts to the traveling public, utilities, environmental resources, and ROW acquisition requirements while maintaining the highest quality standards in design and construction.
- Incorporating construction means and methods and phasing approaches into the proposal/design process and continuing through detailed construction planning and implementation.
- Partnering with VDOT and project stakeholders to achieve project objectives and coordinate effectively.

Our approach uses frequent communication methods including design/construction task force meetings and management meetings to successfully execute our DB approach.

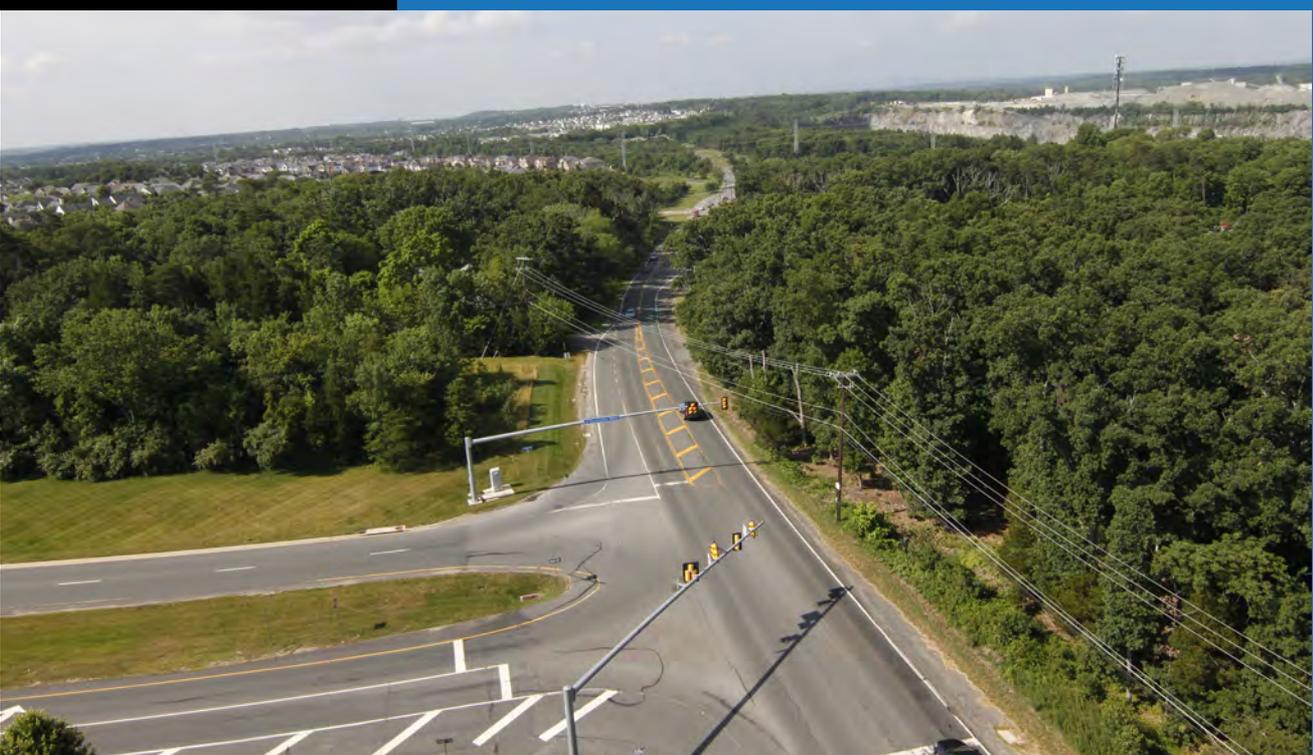
Collective Work Experience of Lead Contractor and Lead Designer

Branch and RDA, along with the individual staff members of these firms, including the key personnel listed for this pursuit, have a solid, long-term work history of teaming, partnering, and successfully delivering multiple transportation projects to clients over the years.

The following is a list of projects on which Branch and RDA have successfully partnered, demonstrating that our Team possesses the skills and knowledge to provide VDOT with the confidence that we can successfully deliver the Route 659 (Belmont Ridge Road) Project.

- James Madison Highway (Route 15) PPTA/DB
- GMU Campus Drive DB
- Prince William Parkway DB
- Route 123 Improvements (Fairfax County)
- Stafford County PPTA—Truslow Road
- Stafford County PPTA—Garrisonville Road
- Route 28 Improvements (Prince William County)
- Heritage Center Parkway DB

3.5 Project Risks



3.5 Project Risks

The Branch/RDA Team has carefully considered the key elements of work for the Route 659 (Belmont Ridge Road) Project to develop a risk assessment strategy. In our risk assessment, we considered numerous potential risks to the project including geotechnical conditions, environmental coordination, and right of way acquisition and concluded that **DRAINAGE**, **UTILITIES**, and **MAINTAINING ACCESS** are the most relevant and critical risks to manage to ensure the success of this Project.

RISK 1: DRAINAGE

Risk Description and Criticality. The Route 659 (Belmont Ridge Road) Project is within a developed and high land-value area of Loudoun County. Proposed/potential stormwater management (SWM) sites are all located in new Right of Way (ROW) acquisition areas. Based on the timing of the project, it falls under the new SWM regulations, which will be a learning curve for all parties (design, review and approval). Additionally, the level of detail provided on the RFQ Plans is limited except to show permanent drainage easements (PDE) and five SWM locations that may be required.

Aside from the proposed SWMs, there is one existing facility, Belmont Ridge Community Association SWM, which was designed under older criteria and will be significantly impacted by the current RFQ alignment. The embankment, outlet riser and emergency spillway are directly impacted by proposed improvements.

SWM design to maximize efficiency and minimize acquisition area/costs will be of critical importance to project success.

Impacts. Impacts associated with SWM layout and approach includes: high property acquisition costs; outfall impacts which may need to be mitigated by increased storm sewer, restoration and channelization; regulatory restrictions imposed by local ordinance and new regulations; and potential alignment profile adjustments to mitigate easement acquisition. Additionally, the close proximity of Goose Creek Reservoir and the direct outlet of project drainage to the reservoir may cause significant impact due to local ordinances as noted above. Loudoun County has zoning regulations limiting and controlling land use in portions of the project area and is expected to exercise close scrutiny in review of design, permit procedures and construction.

Finally, specific observational impacts associated with the preliminary SWM design provided are as follows:

- Pond site 61+00 left, Loudoun Water.* This basin and the project R/W from station 45+00 to 75+00 are within a Loudoun County “Reservoir Protection Area” which is associated with the Goose Creek reservoir and Dam. Given that the Categorical Exclusion is being updated from 2007, it is possible that criteria more stringent than normal could be imposed upon the drainage and outfall in this area. The outfall for this pond will drain west and is in series with a large impoundment controlled by Loudoun Water. Available topographic information does not indicate the presence of a satisfactory outfall channel from the site to the Reservoir or existing downstream pond.
- Pond site 77+00 left, Belmont Forest Comm. Assoc.* A basin site is located in the residue parcel between the existing and new road alignment. This area appears adequate; however, it is in a higher topographic location than the



adjacent roadway. In order to collect roadway drainage, additional excavation would be required to drain contributing areas. According to PDE's shown, the pond outfall is east of the project in a private development drainage system (Parcel 54). This outfall does not appear reasonable given the existing roadway flow pattern and the potential for impact claims by the receiving commercial development property.

- *Pond site 92+00, Luck Stone Corp.* The viability of the pond site located across from the Portsmouth Place intersection is questionable due to the impact to the existing berm adjacent to the quarry. The pond outfall PDE crosses the berm and represents a discharge to the vertical face of the quarry. This does not honor natural divides and will not be allowed. The pond site is also in line with a major drainage channel conveying offsite runoff from Luck Lane. The current pond location will require additional capacity to accept the offsite drainage.
- *Pond site 125+00 left, Luck Stone Corp.* The pond site between Jackpit Lane and Route 659 is too narrow to provide useable storage volume based upon current alignments and profiles of Route 659, the shared use path and Jackpit Lane. The elevation difference between the shared use path and Jackpit Lane is approximately 10'. This will not work without extensive retaining walls or adjustment of the alignment resulting in additional ROW.
- *Existing Belmont Ridge Community Association SWM.* Impact to this facility will result in increased ROW costs to replace the facility in-kind. Additionally, additional storm drainage facilities will need to be constructed to replace and/or realign the pond outfall systems, which in turn affect construction and ROW costs.

Mitigation Strategies. An early, comprehensive, SWM strategy incorporating Environmental Site Design (ESD) techniques under the Runoff Reduction Method (RRM) is vital to minimization of offsite impacts and land acquisition. Integrated into this SWM strategy will be an assessment of SWM coverage requirements to provide design guidance, which will be implemented throughout roadway planning stages, and facilitate coordination with the Department to meet operational and maintenance needs. Our team will assess the RFP plans at the "Technical Phase" to ensure that new VSMP regulations can be met within the limits of proposed acquisition without the need for adjustments to the proposed and existing ROW of the RFP documents.

Based upon our experience with numerous current projects, the Branch/RDA Team is very capable of using innovative design approaches to meet the latest VSMP Regulations. Our approach is to find and implement BMP Clearinghouse methods to maximize treatment coverage within limited ROW, 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 SWM plans. These innovative measures may be appropriate on this project to eliminate additional ROW impacts from what was previously identified at the design Public Hearing. Design features may include vegetated channel facilities utilizing the open medians and bio filtration facilities to supplement conventional systems to accommodate the new regulations and to conform to the Department of Environmental Quality's (DEQ) guidelines. Our initial steps for mitigating the impacts associated with the existing Belmont Ridge Community Association SWM facility and related drainage systems will begin with assessment of the existing pond operation. The Branch/RDA Team will utilize record information to determine the original design service of the pond and then compare them to impacted or reduced operations in the proposed condition. The resulting difference will be offset by additional credits or detention required for new facilities in the watershed. It is intended that this mitigation will be shared across separate proposed facilities to minimize required acquisition and easement impacts.

Role of VDOT and Other Agencies. The Department's role in mitigating the stormwater management risk will be to assist with stormwater reviews as the Branch/RDA Team develops our design concepts. Our Team will work with the Department to coordinate input from project stakeholders, associated agencies (such as Loudoun County and the Loudoun Water), and adjacent property owners (including Luck Stone and the Belmont Community Association) to facilitate implementation of input and suggestions. As the holder of the MS-4

permit, the Department will be the authority in approving 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 and minimizes impact to adjacent property.

RISK 2: UTILITIES

Risk Description and Criticality. Utilities are a major risk with any roadway improvement project. Cost and Schedule impacts are inevitable. As much as we would like to avoid all of the utilities on a project, impacts are inevitable. Where conflicts cannot be avoided, coordination with the utilities involved will play a large role in reducing the risks involved. A description of each potential utility impact is provided below:

- **Communications.** Communication lines are the single biggest utility risk item. The long durations of relocations and the unknown wire size for cost implications are complicated by concerns of undesignated underground lines. For example, the intersection of Chesterton Street shows multiple telephone cabinets and equipment with no underground lines designated. The extent of these unknown or unidentified facilities is a major concern.
- **Sanitary Sewer.** During the RFQ Meeting with VDOT, there was mention of an existing drain field being removed and a sewer hookup being included in the project. Without additional information, this could pose a significant risk—uncertainty that the grades will work for a gravity sewer connection.
- **Power.** Overhead transmission lines at the proposed bridge location pose a serious concern regarding constructability. Additionally, there are areas of the project where no power designations are shown which is highly unlikely in such a developed area.
- **Water.** According to information provided at the RFQ informational meeting, Loudon Water has a 20” and a 30” concrete water line, both of which may be old and brittle. These facilities may be problematic and dangerous to work around. In similar situations, Loudon County has expressed the desire to upgrade these lines through this project.
- **Gas.** An 8” gas facility runs the majority of the project under and/or beside the existing road. This line will be impacted in areas throughout the alignment and will need to be relocated in large sections.
- **CATV.** The lack of designation of CATV, similar to the communications facilities, creates concern over whether these facilities exist on the project and how they may be impacted.

Impacts. The potential for specialty equipment (sewer system if gravity flow does not work), work area constraints (transmission lines over the bridge), aged and potentially failing infrastructure (waterline systems), time of year concerns (gas main relocation during the winter), and the documented concern of an incomplete utility designation (power, communications, and CATV) may all have an impact on schedule. Some may impact the schedule due to long lead times. Others may require slower production rates in order to complete the work. A major potential impact is managing utilities that do not have an obligation to meet project schedules.

Mitigation Strategies. Early coordination will be the key to success. Coordination will begin the day our Team is notified that we are shortlisted. We will contact Loudoun Water to obtain detailed information regarding the sewer systems and the aging waterlines to include inspection reports if available. This information will be invaluable in assessing the need for something more than the obvious (i.e., potential for grinder pumps, complete waterline replacement, etc.). Virginia Power (transmission and distribution), Verizon and CATV will be contacted to obtain additional information regarding their facilities along the corridor in hopes of supplementing the designation provided. Washington Gas may have concerns over peak period shutdowns or cutovers. Our Team will integrate their work into our CMP Schedule to provide the greatest flexibility to avoid construction of their facility in the winter. For all of the private utility relocations (DVP, Verizon, Washington Gas, or CATV), our team will provide engineering support to enable their relocation designs. Quite often, we are in the best position to specify the alignment each utility should take to ensure that additional impacts are not encountered. Furthermore, our team has experience and expertise in the design of each of these utilities, to

ensure that the designs are appropriate of each individual utility company. Finally, if additional designation is not provided in the RFP, our Team will invest in supplementing the information with our own designation during the RFP phase. This is an added cost that we would prefer not to incur but may be required to ensure that we can provide a responsible bid.

Role of VDOT and other Agencies. VDOT will provide oversight throughout our coordination efforts. They will assist in final determination of prorates for the project and will only be asked to take an active role if utility companies are non-responsive or are creating undue delays. The Northern Virginia Regional Park Authority (NVRPA) will need to review and work with our team in defining adequate easements or permitted uses for impacted utilities (i.e., Verizon, Washington Gas, Loudoun Water, etc.) along the Washington & Old Dominion (W&OD) trail to avoid any 4f and 6f issues.



RISK 3: MAINTAINING ACCESS

Risk Description and Criticality. One of the major risks anticipated by the Branch/RDA Team is maintaining travel and access throughout the Project during construction for the various stakeholders. These stakeholders are numerous and each has a unique set of needs that must be considered. Managing these risks is critical in order to maintain safe passage and minimize disruption to families and businesses as they travel, recreate, and provide the goods and services to the community construction of the project is affecting. We have identified three major stakeholder categories: Local Citizens and Commuters, Adjacent Businesses and Facilities, and W&OD Trail Users. Once complete, the Route 659 (Belmont Ridge Road) Project will provide better access for these stakeholders.

Impacts. From the onset of construction, the most heavily impacted set of stakeholders will be the residents of the many neighborhoods along the project route and the traveling public who use this road as a part of their daily commute. During the planned improvements, there will be several areas where the existing and proposed roadway will be transitioned as traffic is maintained during construction. While the Virginia Work Area Protection Manual and the MUTCD offer guidance regarding traffic control and maintenance, the careful placement and daily inspection of the devices to be used will be critical.

Another group of shareholders are the businesses along the project including Luck Stone and the Loudoun County Water Treatment Facility. Daily traffic from employees and deliveries generated by these businesses in the midst of a construction zone will require close coordination with these stakeholders to ensure that their concerns are heard and addressed during both design and construction.

The third group of stakeholders impacted during construction of the Project includes those using the W&OD Trail. Our Team understands the sensitive nature of the work to keep the Trail active for its users during construction. On previous projects, the Branch/RDA Team has coordinated with the NVRPA to maintain the W&OD Trail in both Loudoun County and the Town of Leesburg. We understand the complexities of maintaining the equestrian, pedestrian and bike traffic as well as the additional requirements of the NVRPA. Key elements, such as bridge construction over the W&OD Trail, present challenges during construction.

Mitigation Strategies. To mitigate the risk of the impact from these events, and to minimize VDOT’s efforts, the Design-Builder will employ the following strategies for each affected group, as described, below:

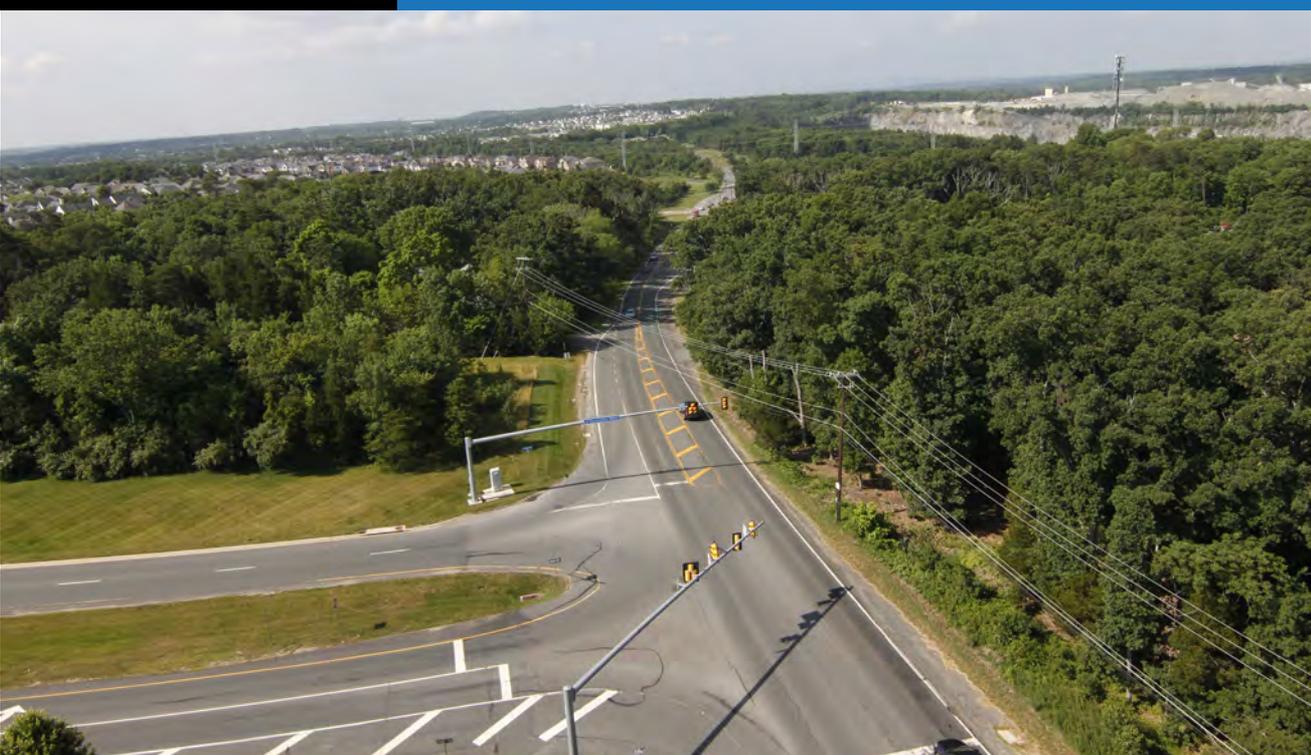
- **Local Citizens and Commuters.** The Branch/RDA Team will ensure that the design and implementation of an effective Traffic Management Plan including daily inspections and monitoring will be developed and implemented. Variable Message Boards for traffic notifications on the project will be installed. A comprehensive address listing will be compiled for use in notifying residents and businesses of planned changes in traffic patterns. These efforts will enhance the effectiveness of the daily lane closure notifications required by the Department.
- **Adjacent Businesses and Facilities.** The Branch/RDA Team has encountered similar risk exposure on other projects. Through lessons learned on those projects, we plan to involve affected businesses and facilities in early informational meetings to present and review the overall project schedule and phasing. We will request input from these stakeholders to mutually determine the best methods to minimize impacts prior to beginning construction. Additionally, we will hold coordination meetings during construction to address new issues to these stakeholders arising from the work.
- **Washington & Old Dominion Trail Users.** Prior to design, the Branch/RDA Team will meet with NVRPA and discuss specific elements of the work that will affect trail users. In an effort to mitigate these types of hazards during construction of the bridge, elements such as debris/hazard protection will be implemented. All construction that interfaces with trail users will be coordinated with the NVRPA.



Role of VDOT and Other Agencies. VDOT’s role will involve review and oversight from design through construction in an effort to assist our Team as we strive to provide best-case scenarios for the risk described above. In addition, the Branch/RDA Team anticipates that the Department’s Project Manager will be available to accompany us and offer input as we discuss the varied needs of these stakeholders and look for ways to provide safe travel, egress, and ingress, throughout the work zone.

Our past project experience in engaging different groups of stakeholders and our proven ability to identify and address their concerns while finding reasonable solutions have allowed our Team to successfully mitigate these risks.

Appendix



Attachment 2.10: Form C-78-RFQ
Acknowledgement of Receipt of RFQ, Revisions, and/or Addenda

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

RFQ NO. C00076244DB76
 PROJECT NO.: 0659-053-262, R204, C504, B670, B671

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 05/29/2014
(Date)
2. Cover letter of Addendum No. 1 – 06/23/2014
(Date)
3. Cover letter of _____
(Date)



 SIGNATURE

6/30/14

 DATE

ATTACHMENT 3.1.2

Project: 0659-053-262, R204, C504, B670, B671

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	1, 2
Offeror's point of contact information	NA	Section 3.2.2	yes	2
Principal officer information	NA	Section 3.2.3	yes	2
Offeror's Corporate Structure	NA	Section 3.2.4	yes	2
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	2
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

ATTACHMENT 3.1.2

Project: 0659-053-262, R204, C504, B670, B671

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	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: 0659-053-262, R204, C504, B670, B671

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	11

Attachment 3.2.6: Affiliated and Subsidiary Companies of the Offeror

Attachment 3.2.7: Certification Regarding Debarment Forms
(a) Primary Covered Transactions & (b) Lower Tier Covered Transactions

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0659-053-262

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

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

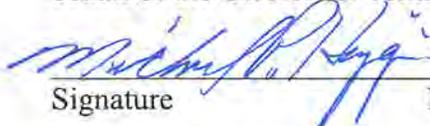
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

 6/30/14
Signature Date

Vice President of Design-Build Services
Title

Branch Highways, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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

7/2/2014

Date

VP of Operations / Director of Transportation

Title

Rinker Design Associates, P.C.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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

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

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

 June 17, 2014 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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

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

<u>David S. Spalding</u>	<u>6-19-14</u>	<u>President</u>
Signature	Date	Title
<u>Specialized Engineering</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

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.

W. Meia K. 06/24/2014
Signature Date

Vice President
Title

KCI Technologies, Inc.

Name of Firm

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS
(To be completed by a Sub-consultant)

Project: Route 659 (Belmont Ridge Road) 0659-053-262, R204, C504, B670, B671

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

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

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

	June 30, 2014	Vice President
Signature	Date	Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0659-053-262

- 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.

M. J. [Signature] 6.25.14 PRINCIPAL ENGR.
Signature Date Title

ENGINEERING & MATERIALS TECHNOLOGIES, INC. (E.M. TECH)
Name of Firm

Attachment 3.2.8: VDOT Prequalification Supporting Documentation

Received

JUN 16 2014

Branch Highways



COMMONWEALTH OF VIRGINIA



Scanned

JUN 16 2014

CERTIFICATE OF QUALIFICATION

BRANCH HIGHWAYS, INC.

Vendor Number: **B319**

In accordance with the Regulations of the Virginia Department of Transportation, your firm is hereby notified that the following Rating has been assigned to your firm:

PREQUALIFIED

Your firm specializes in the noted Classification(s):

GRADING; MAJOR STRUCTURES; UNDERGROUND UTILITIES

Issue Date: February 28, 2014

This Rating and Classification will Expire: February 28, 2015

Handwritten signature of Suzanne FR Lucas in blue ink.

Suzanne FR Lucas, State Prequalification Officer

Handwritten signature of Don E. Silies in blue ink.

Don E. Silies, State Contract Officer

It is not permissible to alter this document, use after posted expiration date, or use by persons or firms other than those named on this certificate.

=====
B319
BRANCH HIGHWAYS, INC.
PREQ. EXP : 02/28/2015

--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: GALE.TSCHUOR@BRANCHHIGHWAYS.COM

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

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

=====
B850
BRANSCOME INC.
PREQ. EXP : 02/28/2015

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

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

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

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

=====

June 4, 2014



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

Re: Branch Highways, Inc.
Roanoke, VA

Project: Route 659 (Belmont Ridge Road) – Reconstruct to 4-Lanes
From: Route 642 (Hay Road) To: Route 2150 (Gloucester Parkway)
State Project No.: 0659-053-262, R204, C504, B670, B671
Contract ID No.: C00076244DB76

To whom it may concern:

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

We are prepared to provide a 100% Performance and Payment Bond on the referenced project, provided Branch Highways, Inc. accepts an award of the contract and makes application to us on or about the time the work is to commence, and we are satisfied with the prevailing underwriting conditions, including but not limited to acceptable contract terms and job specifications, acceptable bond forms, and confirmation of full financing.

Branch Highways, Inc. bonds are issued through Hartford Fire Insurance Company which is listed on the U. S. Treasury Department List and has an A. M. Best Rating of A.

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

This letter will expire one hundred and eighty (180) days from the above date.

Sincerely,

William D. Taylor
Regional Director

cc: Scott Insurance
Branch Highways, Inc.

Bond Department
Richmond Branch Office
4480 Cox Road, Suite 200
Glen Allen, VA 23060-6751
Office (804) 747 7000 x2
Toll-Free (800) 552 3429 x2
Fax (866) 212 4423

Attachment 3.2.10: SCC and DPOR Information Table

ATTACHMENT 3.2.10

State Project No. 0659-053-262

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	P.O. Box 40004 Roanoke, VA 24022	Class A Contractor	2701029434	03-31-2015
Rinker Design Associates, P.C.	02270627	Corporation	Active	9385 Discovery Blvd, Suite 200 Manassas, VA 20109	Professional Corporation	0405000502	12-31-2015
					Real Estate Appraisal Business	4008001684	02-28-2015
				927 Maple Grove Dr, Suite 105 Fredericksburg, VA 22407	Professional Corporation Branch Office	0410000156	02-29-2016
				4301 Dominion Blvd, Suite 100 Glen Allen, VA 23060	Professional Corporation Branch Office	0410000220	02-29-2016
Quinn Consulting Services, Inc.	04925517	Corporation	Active	14160 Newbrook Dr, Suite 220 Chantilly, VA 20151	Business Entity	0407003733	12-31-2015
DIW Group dba Specialized Engineering	F1281908	Foreign	Active	4845 International Blvd, #104 Frederick, MD 21703	Business Entity	0407004748	12-31-2015
KCI Technologies, Inc.	F0598690	Foreign	Active	3014 Southcross Blvd Rock Hill, SC 29730	Business Entity Branch Office	0411000956	02-29-2016
Engineering & Materials Technologies, Inc.	04786331	Corporation	Active	7857 Coppermine Dr Manassas, VA 20109	Business Entity	0407005994	12-31-2015
ECS Mid-Atlantic, LLC	S1208216	Limited Liability Company	Active	14026 Thunderbolt Pl, Suite 100 Chantilly, VA 20151	Business Entity	0407004628	12-31-2015

Attachment 3.2.10.1: SCC Supporting Documentation

Please note: The SCC website will be unavailable Thursday, June 12, from 6 p.m. until 11 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

SCC
Contact Us



CISM0180

CORPORATE DATA INQUIRY

06/12/14

13:05:09

CORP ID: 0295618 - 3 STATUS: 00 ACTIVE STATUS DATE: 11/25/86
CORP NAME: BRANCH HIGHWAYS, INC.

DATE OF CERTIFICATE: 11/25/1986 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: MELANIE F WHEELER

STREET: 442 RUTHERFORD AVE NE AR RTN MAIL:

CITY: ROANOKE STATE : VA ZIP: 24016
R/A STATUS: 2 OFFICER EFF. DATE: 01/11/08 LOC : 217
ACCEPTED AR#: 213 16 7645 DATE: 11/20/13 ROANOKE CITY
CURRENT AR#: 213 16 7645 DATE: 11/20/13 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That BRANCH HIGHWAYS, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 25, 1986;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 10, 2014

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Please note: The SCC website will be unavailable Thursday, June 12, from 6 p.m. until 11 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

SCC
Conta
Si



Virgin

CISM0180

CORPORATE DATA INQUIRY

06/12/14

13:03:06

CORP ID: 0227062 - 7 STATUS: 00 ACTIVE STATUS DATE: 04/22/91
CORP NAME: Rinker Design Associates, P.C.

DATE OF CERTIFICATE: 02/24/1982 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JOHN S WISIACKAS

STREET: ODIN FELDMAN & PITTLEMAN PC AR RTN MAIL:
1775 WIEHLE AVENUE STE 400
CITY: RESTON STATE : VA ZIP: 20190
R/A STATUS: 4 ATTORNEY EFF. DATE: 08/27/12 LOC : 129
ACCEPTED AR#: 214 03 0074 DATE: 01/30/14 FAIRFAX COUNTY
CURRENT AR#: 214 03 0074 DATE: 01/30/14 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
14 190.00 20,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Rinker Design Associates, P.C. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 24, 1982;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
January 28, 2014*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Please note: The SCC website will be unavailable Thursday, June 12, from 6 p.m. until 11 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

SCC
Contact Us



Virgin



CISM0180

CORPORATE DATA INQUIRY

06/12/14

13:04:13

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08
CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST

AR RTN MAIL:

CITY: ARLINGTON

STATE : VA ZIP: 22202 2134

R/A STATUS: 4 ATTORNEY

EFF. DATE: 10/24/97 LOC : 106

ACCEPTED AR#: 213 12 8953

DATE: 08/21/13

ARLINGTON COUNT

CURRENT AR#: 213 12 8953

DATE: 08/21/13

STATUS: A

ASSESSMENT INDICATOR: 0

YEAR

FEES

PENALTY

INTEREST

TAXES

BALANCE

TOTAL SHARES

13

100.00

5,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That QUINN CONSULTING SERVICES INCORPORATED is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is October 24, 1997;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
October 22, 2013*

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

Please note: The SCC website will be unavailable Thursday, June 12, from 6 p.m. until 11 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

SCC
Contact
Support



Virgin

CISM0180

CORPORATE DATA INQUIRY

06/12/14

12:58:57

CORP ID: F128190 - 8 STATUS: 00 ACTIVE STATUS DATE: 01/30/97
CORP NAME: DIW GROUP, INC.

DATE OF CERTIFICATE: 01/30/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 COX ROAD AR RTN MAIL:
SUITE 285

CITY: GLEN ALLEN STATE : VA ZIP: 23060

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143

ACCEPTED AR#: 214 50 1162 DATE: 12/12/13 HENRICO COUNTY

CURRENT AR#: 214 50 1162 DATE: 12/12/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00					2,000,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That DIW GROUP, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on January 30, 1997; and

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

Nothing more is hereby certified.



Signed and Sealed at Richmond on this Date:

June 12, 2014

Joel H. Peck

Joel H. Peck, Clerk of the Commission



Virginia.gov

06/24/14

CISM0180 CORPORATE DATA INQUIRY

09:34:26

CORP ID: F059869 - 0 STATUS: 00 ACTIVE STATUS DATE: 01/18/06
CORP NAME: KCI TECHNOLOGIES, INC.

DATE OF CERTIFICATE: 12/19/1988 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: DE DELAWARE STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CORPORATION SERVICE COMPANY

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

CITY: RICHMOND STATE : VA ZIP: 23219

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

ACCEPTED AR#: 213 55 4661 DATE: 11/15/13 RICHMOND CITY

CURRENT AR#: 213 55 4661 DATE: 11/15/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					1,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

KCI Technologies, Inc., a corporation existing under the laws of DELAWARE, holds a certificate of authority to transact business in Virginia, and is in good standing.

The certificate was issued on December 19, 1988.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:
March 19, 2010*



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

ENGINEERING & MATERIALS TECHNOLOGIES, 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: 04786331
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 1/29/1997
Status: Active
Shares Authorized: 5000

Principal Office

7857 COPPERMINE DRIVE
MANASSAS VA20109

Registered Agent/Registered Office

SHAHZAD S MOOSA
7857 COPPERMINE DR
MANASSAS VA 20109
PRINCE WILLIAM COUNTY 176
Status: Active
Effective Date: 7/20/2006

Select an action

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

New Search

Home

Commonwealth OF Virginia



State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That ENGINEERING & MATERIALS TECHNOLOGIES, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is January 29, 1997;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
April 16, 2012*

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

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, January 29, 1997

This is to Certify that the certificate of incorporation of

ENGINEERING & MATERIALS TECHNOLOGIES, INC.

*was this day issued and admitted to record in this office
and that the said corporation is authorized to transact its business
subject to all Virginia laws applicable to the corporation and its
business. Effective date:*

January 29, 1997



State Corporation Commission

William J. Bridge
Clerk of the Commission

ECS - Mid-Atlantic, 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: S1208216
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/16/2004
Status: Active

Principal Office

14026 THUNDERBOLT PL STE 100
CHANTILLY VA20151

Registered Agent/Registered Office

JAMES A ECKERT
14026 THUNDERBOLT PL STE 100
CHANTILLY VA 20151
FAIRFAX COUNTY 129
Status: Active
Effective Date: 4/16/2004

Select an action

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

New Search

Home

Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

**Engineering Consulting Services - Mid-Atlantic,
LLC**

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 16, 2004



State Corporation Commission

Attest:

Joel H. Peck
Clerk of the Commission

**COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION**

AT RICHMOND, AUGUST 5, 2004

The State Corporation Commission has found the accompanying articles submitted on behalf of

ECS - Mid-Atlantic, LLC
(formerly known as Engineering Consulting Services - Mid-Atlantic, LLC)

to comply with the requirements of law, and confirms payment of all required fees. Therefore, it is ORDERED that this

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective August 5, 2004.

STATE CORPORATION COMMISSION

By

A handwritten signature in black ink that reads "Mark L. Christie". The signature is written in a cursive style with a large initial "M".

Commissioner

Attachment 3.2.10.2: DPOR Supporting Documentation for Offices

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2015

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

NUMBER
2701029434

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H SDS

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



Gordon N. Dixon
Gordon N. Dixon, Director

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
12-31-2015

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
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
02-29-2016

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

NUMBER
0410000156

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

PROFESSIONS: ENG, LS

RINKER DESIGN ASSOCIATES PC
927 MAPLE GROVE DR STE 105
FREDERICKSBURG, VA 22407



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

EXPIRES ON
02-29-2016

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

NUMBER
0410000220

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

PROFESSIONS: ENG

RINKER DESIGN ASSOCIATES PC
4301 DOMINION BOULEVARD, SUITE 100
GLEN ALLEN, VA 23060



Nick A. Christner
Nick A. Christner, Interim 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
12-31-2015

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
14160 NEWBROOK DR
SUITE 220
CHANTILLY, VA 20151



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

EXPIRES ON
12-31-2015

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

NUMBER
0407004748

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

PROFESSIONS: ENG

DIW GROUP INC
SPECIALIZED ENGINEERING
4845 INTERNATIONAL BLVD
#104
FREDERICK, MD 21703



Nick A. Christner
Nick A. Christner, Interim 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
02-29-2016

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

NUMBER
0411000956

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

PROFESSIONS: ENG

KCI TECHNOLOGIES INC
3014 SOUTHCROSS BLVD
ROCK HILL, SC 29730



Nick A. Christner
Nick A. Christner, Interim 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
12-31-2015

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

NUMBER
0407005994

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

PROFESSIONS: ENG

ENGINEERING & MATERIALS TECHNOLOGIES, INC
7857 COPPERMINE DR
MANASSAS, VA 20109



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

EXPIRES ON
12-31-2015

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

NUMBER
0407004628

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

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC
LEO J TITUS JR PE
14026 THUNDERBOLT PL STE 100
CHANTILLY, VA 20151



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.

Attachment 3.2.10.3: DPOR Supporting Documentation for Key Personnel

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
11-30-2015

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

NUMBER
0402036809

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

RICHARD MEINRAD ALLEN
10128 ELLISTON COURT
BRISTOW, VA 20136



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

EXPIRES ON
07-31-2015

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

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.

Attachment 3.2.10.4: DPOR Supporting Documentation
for Non-APELSCIDLA Regulated Services

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-28-2015

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

NUMBER
4008 001684

REAL ESTATE APPRAISER BOARD
BUSINESS REGISTRATION

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



Gordon N. Dixon
Gordon N. Dixon, Director

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.

VDOT Prequalified Right of Way Acquisition Consultants

PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS
INCLUDES P3, DESIGN BUILD AND
LOCALLY ADMINISTERED PROJECTS**

<u>COMPANY NAME</u>	<u>CONTACT</u>	<u>TELEPHONE NO.</u>
AECOM 4840 Cox Road Glen Allen, VA 23060	Richard Leininger, P.E.	(804) 515-8469
American Acquisition 5600 Mariner St., Suite 104 Tampa, Florida 33609	Wade Brown W. C. Miller	(813) 287-8191 (813) 287-8191
Cardno TBE 1100 Athens, Suite A Richmond, VA 23227-1145	Mike Woods	(804) 285-4811
Coates Field Service, Inc. 4800 N. Santa Fe Oklahoma City, OK 73118	Joe Coates	(405) 528-5676
Continental Field Services P. O. Box 915 (32 E. Field Rd.) Bedford, NY 10506 6320 Augusta Dr., Suite 401 Springfield, VA 22150	Michael Hill Paul Shray	(914) 234-4194 (703) 451-5577
Diversified Property Services 20 E. Timonium Road, Suite 111 Timonium, MD 21093	Patricia E. Dablock	(410) 252-5075 or (800) 996-5499
Stantec Consulting Services Inc., (formerly Greenhorne & O'Mara) 10800 Midlothian Turnpike, Suite 310 Richmond, VA 23235	Tim Copeland Project Director	(804) 897-6309 (757) 647-8474 (cell)

PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS
INCLUDES P3, DESIGN BUILD AND
LOCALLY ADMINISTERED PROJECTS**

KDR Real Estate 2500 Grenoble Road Richmond, Virginia 23294	Allen G. Dorin	(804) 672-1368 Ext. 302
O. R. Colan 22710 Fairview Center Drive Fairview, Ohio 44126	Catherine Muth Kevin Robison Steve Toth	(704) 529-3115 Ext. 255 (440) 827-6116 Ext. 202 (440) 827-6116
Pinnacle Consulting Management 1141 N. Robinson, Ste 402 Oklahoma City, OK 73103	Jennifer Harrison	(405) 879-0600
Vaughn & Melton Consulting Engineers, Inc. P. O. Box 1425 109 S. 24th Street Middlesboro, Kentucky 40965	Randolph Scott	(606) 248-6600
Volkert & Associates 5400 Shawnee Road, Suite 301 Alexandria, VA 22312	Dennis Morrison	(703) 642-8100
Universal Field Services P. O. Box 35666 (74153-0666) 6666 South Sheridan Rd., Suite 230 Tulsa, Oklahoma 74133-1763	Steve Benson Leslie Pacheco	(918) 494-7600 (856) 795-1314
Rinker Design Associates, P. C. 9385 Discovery Boulevard Suite 200 Manassas, VA 20109	Christopher R. Reed, CSI	(703) 368-7373
Telics PO Box 830 Statesville, NC 28687	Steve Nichols David Bailey, Senior Mgr. Taylor Keith, Manager	(704) 872-5060 (919) 356-6695 (252) 375-5010
Bowman Consulting Group 9813 Godwin Drive Manassas, VA 20110	Ronnie Van Cleve Senior Project Manager	(703) 302-8740 (703) 867-5197

PANEL OF RIGHT OF WAY ACQUISITION CONSULTANTS

**FIRMS WHO ARE PREQUALIFIED FOR VDOT ADMINISTERED CONTRACTS
(INCLUDES P3 AND DESIGN BUILD)**

<u>COMPANY NAME</u>	<u>CONTACT</u>	<u>TELEPHONE NO.</u>
Gulf Coast Property Acquisition, Inc. 4339 Stuart Andrew Blvd. Suite 220 Charlotte, NC 28217	Paul W. McMahan	(704) 529-3949
Johnson, Mirmiran & Thompson, Inc. 9201 Arboretum Parkway Suite 310 Richmond, VA 23236	G. Lee Cooper	(804) 267-1272
CDM SMITH 2112 West Laburnum Suite 100 Richmond, VA 23227	Wesley O. Stafford, P. E.	(304) 345-2339 (804) 377-2300

Attachment 3.3.1: Key Personnel Resumes

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.		
a.	Name & Title: MICHAEL P. HIGGINS (MIKE) VICE PRESIDENT OF OPERATIONS AND DESIGN-BUILD SERVICES	
b.	Project Assignment: DESIGN-BUILD PROJECT MANAGER	
c.	Name of Firm with which you are now associated: BRANCH HIGHWAYS, INC.	
d.	Years experience: With this Firm 14 Years With Other Firms 14 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <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 659 (Belmont Ridge Road) 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. <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 DB procurement/construction process and operations. Responsibilities include development of company’s procurement process for DB projects as well as developing and overseeing management practices and reporting for company’s ongoing DB 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 third party utility owners. He has a proven track record with both the Route 58 and Rt15 PPTA projects. <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. <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 DB 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. <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 of six engineers/office personnel. Summary of Relevant Experience <ul style="list-style-type: none">• 28 years of Roadway/Bridge Construction & Management• 14 years of DB & PPTA Management• Design-Build Manager on 10 Design-Build/PPTA Projects• Environmental, Utility, and ROW Management• QA/QC Management for design and construction• Contract Administration of over 30 Projects including 10 Design-Build/PPTA Projects	
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 #: <i>Not Applicable</i>	

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your specific responsibilities and authorities for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.*

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

US Route 58 Corridor, Phase II, Hillsville Bypass, Carroll County, VA (\$83.1 million)

1. **Design-Build Project Manager** responsible for coordination and oversight for overall project management including being the authorized representative for contractor and PPTA Project Manager for overall project design, construction quality, management and contract administration, and planning and scheduling of all project activities, design coordination, ROW acquisitions, utility relocation activities, permitting and environmental monitoring, QA/QC procedure and implementation and construction management. Conducted public meetings to provide local government, business and residents with information about the project, and will continue to interact with both parties to address questions or concerns during the construction progress. Additionally responsible for subcontractor and vendor procurement, project tracking and reporting.

- Relevance to the Project**
- ✓PPTA/Design-Build
 - ✓Stakeholder Coordination
 - ✓Phased Construction
 - ✓Complex TMP/MOT
 - ✓ROW/Utility/Environmental Coordination
 - ✓Bridge Construction

2. *Branch Highways, Inc., Design-Build Project Manager* 3. *August 2012–January 2014*

I-64/Route 895 Connector at the Richmond International Airport (\$17 million)

1. **Project Manager** responsible for overall project management, including company's primary point of contact with the Owner and the Owner's Design Engineer. Duties included contract administration activities such as coordination with Owner and Design Engineer for constructability issues, coordination and tracking of EEO and DBE/MBE reporting requirements, oversight of grand plan development, development of project schedule, schedule updating and reporting, subcontractor and major material procurement including contractual paperwork, development of project QC plan, oversight and coordination of QC testing and reporting program, and construction oversight and submittals.

- Relevance to the Project**
- ✓Stakeholder Coordination
 - ✓Phased Construction
 - ✓Complex TMP/MOT
 - ✓Utility Coordination
 - ✓Bridge Construction

2. *Branch Highways, Inc., Project Manager* 3. *June 2007–February 2009*

US Route 58 Corridor, Phase I, Meadows of Dan, Patrick County, VA (\$19.9 million)

1. **Design-Build Project Manager** responsible for initial PPTA negotiation including analysis and pricing on this project. Authorized representative for contractor and PPTA Project Manager for overall project design, construction quality, management and contract administration, coordination and oversight for overall project planning and scheduling, design, ROW acquisitions, utility relocation activities, permitting and environmental monitoring, QA/QC procedures and implementation and construction management. Conducted public meetings to provide local government, businesses and residents with information about the project. Also responsible for subcontractor and vendor procurement, project tracking and reporting, and negotiations with Owner.

- Relevance to the Project**
- ✓PPTA/Design-Build
 - ✓Stakeholder Coordination
 - ✓Phased Construction
 - ✓Complex TMP/MOT
 - ✓ROW/Utility/Environmental Coordination
 - ✓Bridge Construction

2. *Branch Highways, Inc., Project Manager* 3. *March 2004–December 2005*

Centrepont Parkway, Stafford County, VA (\$6.9 million)

1. **Authorized representative for contractor and overall project manager** responsible for contract administration activities such as coordination with Owner and Design Engineer for constructability issues, coordination and tracking of EEO and DBE/MBE reporting requirements, oversight of grand plan development, development of project schedule, schedule updating and reporting, subcontractor and major material procurement including contractual paperwork, development of project QC plan, oversight and coordination of QC testing and reporting program and construction oversight and submittals. Also actively engaged the Owner regarding ongoing construction and specific project needs.

- Relevance to the Project**
- ✓Stakeholder Coordination
 - ✓Utility Coordination
 - ✓Environmentally Sensitive Work Area

2. *Branch Highways, Inc., Project Manager* 3. *August 2004–October 2005*

James Madison Highway (Route 15) PPTA/Design-Build, Prince William County, VA (\$54.1 million)

1. **Design-Build Project Manager** responsible for the design and construction of improvements to Route 15 in Prince William County. Responsibilities included, overall project management, roadway and bridge design, design/construction quality assurance and control, contract administration, planning and scheduling of all project activities, design coordination with third party reviewers, ROW acquisitions utility relocation activities, permitting acquisitions and environmental monitoring, development of quality assurance and quality control procedure and implementation for design and construction. Also, supporting owner in the development and implementation of public awareness processes to provide local government, business and residents with information about the project along with continued interaction with parties to address questions or concerns during construction progress.

- Relevance to the Project**
- ✓PPTA/Design-Build
 - ✓Stakeholder Coordination
 - ✓Phased Construction
 - ✓Complex TMP/MOT
 - ✓ROW/Utility/Environmental Coordination
 - ✓Bridge Construction

2. *Branch Highways, Inc., Design-Build Project Manager* 3. *February 2007–December 2009*

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: RICHARD ALLEN, 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>1</u> Years With Other Firms <u>18</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <i>Quinn Consulting Services, Inc. [Quality Assurance Manager, October 2013–Present].</i> In charge of all Quality Assurance activities and monitored Quality Control for compliance with the approved QA/QC Plan, the Minimum Requirements as set forth in the VDOT QA/QC Design-Build Manual, and other relevant documents incorporated into the contract. <i>Dulles Transit Partners [Senior Civil Structural Engineer, December 2007–October 2013].</i> Worked on the \$1.6 billion Dulles Metrorail (Phase 1–Silver Line) Design-Build PPTA Project in Northern Virginia. <ul style="list-style-type: none">• During the design phase of the project, oversaw a group of design engineers with the overall goal of providing a quality design package with respect to completeness, accuracy, and consistency between various design package submittals. Specific responsibilities included the review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards and applicable specifications and codes such as WMATA, VDOT, AREMA, AASHTO, ASCE, ACI, PCI, and IBC.• During the construction phase, performed site inspections and monitored quality of materials and workmanship and assisted the construction team in addressing field issues as they arose on the project. Also, developed remedial solutions to correct non-conformance issues. <i>The Reinforced Earth Company [Senior Civil Design Engineer, May 2000–December 2007].</i> Worked for this national leader in Mechanically Stabilized Earth (MSE) wall design and material supply as a Senior Civil Design Engineer. Responsibilities included final design of MSE wall shop drawings for specific regions of the United States. Also responsible for addressing both field design and quality control issues as related to both MSE and noise walls. <i>PA Department of Transportation [Project Manager/Lead Construction Inspector, June 1999–May 2000].</i> Project Manager (Lead Construction Inspector) position in the District 1-0 Construction Unit responsible for supervising a construction inspection staff of approximately three to six inspectors on-site during active road repair and rehabilitation projects. Summary of Relevant Experience <ul style="list-style-type: none">• Over 20 years of experience in Quality Assurance and Engineering• Heavy emphasis in the construction of transportation and transit facilities• Master's degree in Civil Engineering• Licensed PE in Virginia, Maryland, Pennsylvania, and DC	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University, Norfolk, VA / MS / 1995 / Civil Engineering The Pennsylvania State University, State College, PA / BS / 1992 / Civil Engineering	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001 / Professional Engineer / #0402 036809	
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 project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	
VDOT I-95 Express Lanes, Fairfax, Prince William, & Stafford Counties, VA (\$900 million)	
1. Quality Assurance Manager (QAM) for this nearly one billion dollar project financed, constructed and operated under Virginia's Public-Private Transportation Act (PPTA). The I-95 Express Lane project was/is divided into the following four segments: <ul style="list-style-type: none">• Segment 1 (8.3-miles): Garrisonville Road to Dumfries Road, 2-lane reversible section on new location (7 new bridges, inclusive of 2 flyovers & NB slip ramp)• Segment 2 (7-miles): Dumfries Road to Prince William Parkway, Maintained Geom. of Existing Roadway.	Relevance to the Project ✓ <i>Performed Quality Assurance Management Services that are identical as those required under the RFQ including the use of VDOT's Design-Build Manual and the procedures and rates specified for</i>

- **Segment 3 (11.9-miles):** Prince William Parkway to I-495, added 3rd Lane.
- **Segment 4 (2.2-miles):** I-495 to North of Edsall Road, added 3rd Lane.

inspection, testing, preparatory meetings, and non-conformance issues.

Mr. Allen was/is responsible for overseeing project QA staff and for verifying that all work performed on the project was inspected and tested in accordance with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects and the Project Specific QA/QC Plan.

2. *Quinn Consulting Services, QAM*

3. *October 2013–December 2014 (projected)*

MWAA Dulles Metro Rail, Silver Line, Northern VA (\$1.6 billion)

1. **Senior Civil Structural Engineer** responsible for:

Relevance to the Project

✓ Experience gained on this project is relevant due to the use of VDOT Specifications and the experience gained in both the design and construction phases of design-build projects.

- Oversight of four design engineers and four to six designer/draftsmen with high focus on contract due dates, completeness, accuracy, and consistency between various design package submittals.
- Review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards, and applicable building codes such as WMATA, VDOT, AASHTO, ASCE, ACI, PCI, and IBC.
- Coordination and review of subcontractor submitted shop drawings.
- As Lead Structural Engineer for the McLean Station, coordination of station specific interdisciplinary engineering issues to deal with special engineering or construction problems such as conflicting utilities, mislocated structural connections, rebar interference with connections, honeycombing of concrete and develop and/or review remedial solutions to correct unforeseen issues.
- Conducting periodic visits to active construction sites to investigate, conduct reviews, and provide sound engineering advice and solutions to field issues encountered during the construction phase of the project.
- Greatly involved in the final design of 17 miles of cast-in-place retaining walls and assisted Construction Unit with field issues arising during the material fabrication and construction phases of the walls.

2. *Quinn Consulting Services, Senior Civil Structural Engineer*

3. *December 2007–October 2013*

I-15 Now DB Project, Utah Department of Transportation

1. **Regional Engineer** who oversaw the complete and final design of all MSE wall drawings and calculations including internal, external, and occasionally global stability. Coordinated work assignments with Regional Manager and assisted Project Managers with engineering related issues arising at the construction site. Performed site visits to investigate reasons, collect data, and observe extent of occasional settlement issues that arise on rare occasions working with Project Managers to formulate corrective procedures and perform any additional engineering calculations necessary to address the modified conditions. Worked closely with Owner's (i.e., primarily State DOT's) Engineering and Construction staff personnel to address field issues as they arose expeditiously but with sound engineering judgment and review of the causes to the issues.

Relevance to the Project

✓ Experience gained in this position is directly relevant to the project as it pertains to the structural engineering and construction processes that VDOT follows when designing and constructing project structural elements including MSE walls and bridges.

2. *The Reinforced Earth Company, Regional Engineer*

3. *February 2006–December 2007*

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

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>20</u> Years With Other Firms <u>1</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <i>Rinker Design 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. Currently engaged in several projects serving as the Design Manager and Project Manager for complex roadway projects. Strong emphasis is placed on constructability reviews and best value solutions for recent DB projects using hands-on, integrated techniques. A certified DBIA professional and former President of the American Society of Highway Engineers–Potomac Section. Served on the ASHE Board of Directors for 8 consecutive years. Also served as a member of the Technical Advisory Committee for the Northern Virginia Transportation Alliance identifying projects of regional significance and promoting the transportation industry. <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, 1999–2000].</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. Summary of Relevant Experience <ul style="list-style-type: none">• 20 years of Transportation Design• 11 years of Design Build Experience• 17 DB/PPTA Roadway projects in Virginia• Five VDOT DB Projects• Design Manager on 6 DB/PPTA Projects• Registered Licensed PE in Virginia• Integrated Utility & ROW Management• Design QA/QC• Complex TMP/MOT Plan Development• Phased Construction• Innovative BMP Design• 4f/6f Coordination Experience	
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 #: 1999 / Professional Engineer / #0402 032943	
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 project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) James Madison Highway (Route 15) PPTA/Design-Build Project, Prince William County, VA (\$54 million) 1. Design Manager and Engineer of Record responsible for the oversight of all disciplines encompassed under the design elements of work as identified in the DB contract with Branch Highways including Quality Control and Quality Assurance for all design services (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 stakeholders on the project and overseeing the CEI efforts for construction Quality Control, ensuring design intent is being carried out in the field. Managed the project bridge replacements at three separate locations, two along Little Bull Run and one across Catharpin, each with characteristics similar to Flatlick Branch. Although this project was a County-	

- Relevance to the Project**
- ✓PPTA/Design-Build
 - ✓Nearly Identical Scope Section
 - ✓Bridge Construction
 - ✓Utilization of Proffered ROW and Acquisitions
 - ✓Geotechnical Challenges
 - ✓Complex TMP/MOT
 - ✓Utility Coordination

administered project, responsibilities as the Design Manager included close coordination with VDOT for ultimate acceptance and maintenance of a quality product.

2. *Rinker Design Associates, P.C., Design Manager*

3. *February 2007–January 2010*

Sudley Manor Drive PPTA/Design-Build, Prince William County (Manassas), VA (\$30 million)

1. **Design Manager** for the first project in Prince William County contracted and constructed in accordance with the Public Private Transportation Act (PPTA) 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 H/H design on the project and the preparation of the overall construction plans including in plan utility design for VDOT approval. Responsible for coordinating field revisions with CH2MHILL and ensuring the proper stakeout of the revised facilities for The Lane Construction Corporation. Duties included managing and coordinating the new bridge construction over the Norfolk Southern Railroad, which required a detailed permitting and acquisition process.

Relevance to the Project

- ✓PPTA/Design-Build
- ✓Geotechnical Challenges (Shallow Rock)
- ✓Overpass over the NS RR
- ✓Utility Coordination
- ✓ROW Acquisition
- ✓Stakeholder Coordination
- ✓4-lane/40-foot Depressed Median Design

2. *Rinker Design Associates, P.C., Design Manager*

3. *July 2004–September 2006*

VDOT Stringfellow Road (Route 645) Widening Project, Fairfax County, VA (\$22.3 million)

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

Relevance to the Project

- ✓Complex TMP/MOT
- ✓Park Authority Coordination
- ✓Geotechnical Challenges
- ✓Complex TMP/MOT
- ✓Complex Utility Coordination
- ✓Construction Phase Partnering

2. *Rinker Design Associates, P.C., Project Manager*

3. *October 2005–Present*

George Mason University (GMU) Campus Drive Design-Build, Fairfax, VA (\$15 million)

1. **Design QA/QC Manager** responsible for the quality assurance and quality control for multi-discipline construction plans. Duties and responsibilities included the review of roadway widenings and new alignments. Project responsibilities also included the review of open and closed storm drain systems, SWM, TMP, signals and utility coordination/design. Reviewed the overall submissions and provided review guidance on all design elements for both RDA and subconsultants including bridge plans and phased maintenance of traffic for Route 123. Also responsible for coordinating with Design Manager and project team to ensure that Branch Highways had the largest available time to construct the project—efficiently and under budget. Close coordination with VDOT was essential to begin construction for both ends of the project with in the public right of way.

Relevance to the Project

- ✓Design-Build
- ✓Stakeholder Coordination
- ✓Underpass of Route 123
- ✓Phased Construction
- ✓Complex TMP/MOT

2. *Rinker Design Associates, P.C., Design QA/QC Manager*

3. *August 2012–January 2014*

Route 28 (Nokesville Road) Phase I, Prince William County (Manassas), VA (\$23.8 million)

1. **Design QA/QC Manager** for the widening of Route 28 to a six-lane urban divided section from Linton Hall Road to Realigned Fitzwater Drive (approximate length=3,600 LF). From Realigned Vint Hill Road to Fitzwater Drive (approximate length=14,500 LF), Route 28 will be widened from its existing two-lane configuration to a four-lane divided section. Responsible for administering the contract and ensuring design quality for all elements of work. Worked closely with various stakeholders such as Brookfield Homes and the City of Manassas Public Works. Responsible for overall management and design QA/QC of geometric design and the oversight of all subconsultants encompassing survey, roadway design, traffic analysis, environmental permitting, air and noise studies, signal design, geotechnical services, structural (bridge) design, traffic management plans, public involvement assistance, utility relocation, bid assistance, H/HA, and requirements for locally-administered federally funded projects. RDA is providing management and drainage design to ensure adequate outfall and BMP applications. In addition to overseeing the flood studies and traffic. Performed detailed geometric design for horizontal and vertical geometry. Project was awarded to **Branch Highways** in June 2014.

Relevance to the Project

- ✓Federally Funded
- ✓Sound Barriers
- ✓Complex TMP/MOT
- ✓Innovative BMPs
- ✓Development Proffers
- ✓Manassas Water Betterment
- ✓Utility Coordination
- ✓ROW Acquisition

2. *Rinker Design Associates, P.C., Design Manager*

3. *July 2004–September 2006*

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.							
a. Name & Title: PETER KRAMER (PETE) VICE PRESIDENT							
b. Project Assignment: CONSTRUCTION MANAGER							
c. Name of Firm with which you are now associated: BRANCH HIGHWAYS, INC.							
d. Years experience: With this Firm 18 Years With Other Firms 8 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <i>Branch Highways, Inc. [Vice President, NOVA Region, March 2014–Present].</i> Duties include overall responsibility for Northern Virginia Region [NOVA] operations, including resource assignment, employee staffing, scheduling, production, training, and safety compliance. Shared responsibilities with BHI Corporate Offices include NOVA work procurement, Design Build and PPTA Project oversight, contract execution and monitoring, and client relations. <i>Branch Highways, Inc. [Senior Project Manager/Area Manager, March 2009–February 2014].</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). 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 Construction 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. <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. Summary of Relevant Experience <ul style="list-style-type: none"> • 26 years of Roadway/Bridge Construction & Management • 8 years of Design Build & PPTA Management • Construction Manager on 6 DB/PPTA Projects • Environmental, Utility, and ROW Management • QA/QC Oversight for design and Construction • Complex TMP/MOT Plan Development • Scheduling and Oversight on multi-phased, highly coupled, public and private projects 							
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. <i>Note your specific responsibilities and authorities for each project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) James Madison Highway (Route 15) PPTA/Design-Build, Prince William County, VA (\$54.1 million) 1. 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 <table border="0" style="float: right; margin-left: 20px;"> <tr> <td style="border-right: 1px solid black; padding-right: 5px;"><i>Relevance to the Project</i></td> <td></td> </tr> <tr> <td style="border-right: 1px solid black; padding-right: 5px;"><i>✓PPTA/Design-Build</i></td> <td></td> </tr> <tr> <td style="border-right: 1px solid black; padding-right: 5px;"><i>✓Stakeholder Coordination</i></td> <td></td> </tr> </table>		<i>Relevance to the Project</i>		<i>✓PPTA/Design-Build</i>		<i>✓Stakeholder Coordination</i>	
<i>Relevance to the Project</i>							
<i>✓PPTA/Design-Build</i>							
<i>✓Stakeholder Coordination</i>							

relocations, and acted as the Project’s liaison with landowners and other project stakeholders. Branch received the “Construction Excellence Award” from Prince William County for this Project. Though locally administered, VDOT was actively involved in the design reviews and ongoing inspections, all of which required Mr. Kramer’s active management and engagement. This completed \$53 million project is a prime example of how Branch, along with our current Design partner, RDA, successfully navigated the PPTA/DB waters to deliver a quality project, safely, on time, and within budget, in a highly congested and politically sensitive environment.

- ✓ *Phased Construction*
- ✓ *Complex TMP/MOT*
- ✓ *ROW/Utility/Environmental Coordination*
- ✓ *Bridge Construction*

2. *Branch Highways, Inc., Construction Manager*

3. *February 2007–December 2009*

Frederick Douglas Elementary School, Town of Leesburg, VA (\$5 million)

1. 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 Belmont Ridge 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.

- Relevance to the Project**
- ✓ *Geotechnical Challenges including unsuitable and rock materials*
 - ✓ *Utility Installation & Coordination*
 - ✓ *NVRPA/W&OD Trail Construction & Coordination*
 - ✓ *Loudoun County/Town of Leesburg Coordination*

2. *Branch Highways, Inc., Construction Manager*

3. *November 2005–October 2007*

VDOT Route 123 & Hoes Road (\$19.8 million)

1. As the **Project Manager** for Branch’s 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 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 Belmont Ridge Project, the traffic and access issues complicated the everyday business of improving a roadway segment in dire need. Also as anticipated in the Belmont Ridge 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 VDOT NOVA District Construction Engineer, and Ken Connors, currently the Culpeper District Construction Engineer (formerly assigned to NOVA District) and Avtar Singh, Project Manager (currently employed by CES Consulting, LLC).

- Relevance to the Project**
- ✓ *Geotechnical Challenges including unsuitable and rock materials*
 - ✓ *Complex TMP/MOT*
 - ✓ *Utility Coordination*
 - ✓ *County Utility Integration & Construction*
 - ✓ *Utility Coordination*
 - ✓ *Retaining & Soundwall Construction*

2. *Branch Highways, Inc., Project Manager*

3. *July 2004–May 2006*

VDOT I-81/Route 460 (Christiansburg/Blacksburg) Interchange (\$55.8 million)

1. Of the many projects Mr. Kramer has completed as **Project Manager**, several stand out as complementary to the Route 659 (Belmont Ridge Road) Project under consideration. One of these projects was the I-81/Route 460 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 2000s, this approximately \$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 this 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 659 (Belmont Ridge Road) Project will greatly enhance the safety of the traveling public and the Project Team.

- Relevance to the Project**
- ✓ *Geotechnical Challenges including unsuitable and rock materials*
 - ✓ *Complex TMP/MOT*
 - ✓ *Utility Coordination*
 - ✓ *Bridge Construction*
 - ✓ *Retaining & Soundwall Construction*

2. *Branch Highways, Inc., Project Manager*

3. *September 1998–April 2003*

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

- NOVA Region—Vice President / March 2014–Present
- George Mason University, Fairfax County, VA—Campus Drive / Design-Build Construction Manager / September 2012–December 2014
- Prince William County Parkway, Prince William County, VA—Improvements Project / Design-Build Construction Manager / October 2012–December 2014
- Heritage Center Parkway, Prince William County, VA—Heritage Center Parkway and Route 1 Improvements / Design-Build Construction Manager / June 2013–July 2015

Attachment 3.4.1(a): Lead Contractor Work History Forms

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction 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: US ROUTE 58 CORRIDOR PHASE I, MEADOWS OF DAN Location: Patrick County, VA	Name: HNTB CORPORATION	Name of Client/Owner: VDOT Phone: (540) 387-5360 Project Manager: Mr. Robert Williams Phone: (540) 387-5345 Email: Robbie.Williams@vdot.virginia.gov	12/2005	12/2005	\$19,972	\$19,972	\$19,972

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

PROJECT SCOPE AND DESCRIPTION: Branch served as the Design-Builder for Phase I (Meadows of Dan Project) of the Route 58 Corridor. This project included new construction of approximately 2 miles of four-lane divided highway while also upgrading approximately 1 mile of two-lane road to a four-lane divided highway. The project included four relocated secondary roads, service roads, multiple driveway connections, box culverts, and a new cast-in-place concrete arch bridge to carry traffic traveling on the Blue Ridge Parkway over the new alignment for Route 58.

Besides design and construction, Branch was responsible for utility relocation coordination and acquisition of the environmental permit for the project. Besides the known complexities of the DB/PPTA process in terms of design, various reviews and comment periods, utility relocations, environmental accommodations, additional input from all the stakeholders, including the National Park Service, required coordination to limit impacts to the construction processes.

Branch completed this project ahead of schedule and within the original agreed-upon pricing. Good performance measured by cost control is predicated on identifying risks and managing those risks. No change orders were requested on this project by the Branch Team. Branch was focused on finding solutions, and not finding ways to add scope that could lead to increased costs.

As one of the first contractors to engage the Department in the PPTA/DB arena, Branch has shown that we have the expertise to successfully manage the challenges involved in the design build. Our proven track record, as exemplified in the Route 58 Meadows of Dan Bypass discussed herein, among others, is a clear indication of our ability to be an ideal design-builder for the Route 659 (Belmont Ridge Road) Project. Mike Higgins served as the Design-Build Project Manager for this project.

On the Meadows of Dan Project, Branch and VDOT faced the following challenges which demonstrate teaming experience and complementary skills and experiences:

- Design and construction for the bridge structure on the Blue Ridge Parkway was reviewed and inspection by National Park Service personnel. The traffic management plan for this work required relocating existing Blue Ridge Parkway traffic to a temporary detour during construction. Landscaping, stone masonry work and other architectural features were incorporated in the final design to minimize visual impacts for the traveling public on the Blue Ridge Parkway from the new Route 58 roadway.
- The new alignment portion of the project was through an existing dairy farm. The Branch Team engaged the property owners through multiple face-to-face meetings and were able to successful negotiate a settlement to enable VDOT to acquire the right of way with minimal impact to the construction schedule. As part of the project, several improvements were made to the dairy farm property including installation of a large box culvert under the new roadway for use as a cattle crossing and placing surplus excavation material from the project in previously unusable property to provide additional pasture land.



Relevance to the Route 659 (Belmont Ridge Road) Project

- ✓ Design-Build
- ✓ FHWA/NPS
- ✓ Coordination for construction of Blue Ridge Parkway Bridge
- ✓ Complex Construction Sequencing
- ✓ Adjacent Project/ Stakeholder Coordination

Evidence of Good Performance

- Completed ahead of schedule and on budget
- Delivered required DBE goal
- VDOT elected to proceed with subsequent phases for additional sections of roadway

Lessons Learned

Planning and Coordination with challenging elevation and grade changes throughout the project. In particular, the proposed and existing roadway elevations at the tie-in points required detailed advanced planning and coordination for minimal disruption to the traveling public.

Construction Staging and Sequencing is important to minimize impacts to the environment. Only disturbing areas that crews are ready to proceed with during construction activities.

Environmental Challenges required designing and constructing temporary erosion control measures during the embankment construction which resulted in daily relocation of E&S measures.

*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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. Construction Contract Completion Date (Original)	e. Construction 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/DB Location: Prince William County, VA	Name: RINKER DESIGN ASSOCIATES, P.C.	Name of Client/Owner: Prince William County DOT Phone: (703) 792-6825 Project Manager: Mr. Thomas Blaser Phone: (703) 792-6825 Email: tblaser@pwcgov.org	12/2009	12/2009	\$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.

PROJECT SCOPE AND DESCRIPTION: 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 659 (Belmont Ridge Road) Project, the Route 15 project consisted of widening existing Route 15 from a two-lane roadway to a four-lane median divided facility along with improvements to several adjacent secondary roadways.

Rinker Design Associates (RDA) was the lead designer for Branch on this project as well as providing ROW acquisition, utility relocation coordination, permit acquisition and construction inspection services. Mike Higgins (DBPM), Mo Kim (DM) and Pete Kramer (CM) performed similar roles on this project as they will on the Route 659 (Belmont Ridge Road) Project.

Maintenance of traffic during construction was a major component of the work as this portion of Route 15 provides access to several large developments in the Haymarket area. Another major feature of work was the improvements and relocations of the water and sanitary sewer public utilities servicing the area. This project also required the design and construction of a shared-use path along the new roadways and accommodations for equestrian access including under-bridge access.

The Branch/RDA Team engaged PWC and VDOT early in the project through daily project meetings and weekly team meetings so that project schedule was reviewed frequently and potential issues were identified early. We were able to bring other entities including affected utility owners, regulatory/permitting agencies, first responders, developers, home owners' associations, business owners, and individual property owners into these meetings to help identify issues and ultimately resolve these issues.

As a result of our team's efforts on this project, Branch received the 2010 "Outstanding Contractor Award" from Prince William County. This would not have been possible without our partner, RDA, and engaging all stakeholders to resolve issues. The project was finished on time and within the County's budget constraints. The team enjoyed outstanding relationships with VDOT including Susan Shaw, Art Klos, and Helen Cuervo as well as PWC's Department of Transportation officials, Tom Blaser, Khattab Shammout, and Mohammad Ayyoubi.



Relevance to the Route 659 (Belmont Ridge Road) Project

- ✓ PPTA/Design-Build
- ✓ Stakeholder Coordination
- ✓ Phased Construction
- ✓ Complex TMP/MOT
- ✓ ROW/Utility/Environmental Coordination
- ✓ Bridge Construction

Evidence of Good Performance

- Completed ahead of schedule and on budget

Lessons Learned

ROW Procurement Procedures. During the course of our ROW procurement, BHI learned that personal contact and discussions with affected property owners avoid lengthy disputes and impacts to the project schedule.

Environmental Permitting. Challenges with environmental permitting and gaining the necessary permissions from USCOE and DEQ, if recognized and accounted for early in the project planning process, can be more easily managed.

Owner Input Early. Construction plans and planning that put a high priority on owner and shareholder input early in the process avoid unnecessary redesign and rework.

*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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. Construction Contract Completion Date (Original)	e. Construction 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 123 IMPROVEMENT PROJECT Location: Fairfax County, VA	Name: VDOT CENTRAL OFFICE, WARREN BULTJE	Name of Client/Owner: VDOT Phone: (804) 497-7100 Project Manager: Mr. Avtar Singh Phone: (571) 402-9159 Email: asingh@ces-consultingllc.com	05/2006	05/2006	\$18,711	\$19,893	\$19,893

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.

PROJECT SCOPE AND DESCRIPTION: The Route 123 project consisted of over 4 miles of widening of an existing two-lane roadway to a four-lane median divided facility. The project included over 700,000 CY of excavation and required drilling and blasting over half of that quantity. Other major features of the project included relocations of major water and sanitary sewer lines along with approximately 11,000 sq. ft. of noise barrier wall.

Although this was a bid-build project and the design was not part of the scope of Branch's work, we engaged VDOT's team early on in the project to review and revise the sequence of construction along with the traffic management plan. The heavy volume of traffic along Route 123 requested constant attention in order to minimize impacts to the traveling public as well as maintaining access to the multiple businesses and residential properties along the project. Close coordination with the Fairfax Water Authority and the Fairfax Department of Public Works allowed for minimal impacts during relocation of their utilities and construction of the roadway.

Similar to a design build pursuit, Branch engaged the services of our design partner, RDA, to develop several different value engineering proposals which ultimately eliminated several of the construction challenges associated with the project. These value engineering proposals included reducing the original number of construction phases to allow for larger portions of the water and sanitary sewer upgrades and relocations to be performed within a single phase.

Under the direction of Pete Kramer (Project Manager), Branch and VDOT established a formal Partnering Process in which Branch Highways' executives, managers, and project staff and VDOT's DCE, John DePasquale, his staff and VDOT's project team, all endorsed and held up as the standard for the project in terms of issue resolution, planning, and coordination. Part of the process was to have VDOT's project designers attend coordination meetings and coordinate directly with both VDOT's field project staff and Branch's project staff to address potential issues as soon as identified. This led to engaging Fairfax County, numerous third-party utility companies, and affected property owners along the route to resolve issues before these impacted the project. The partnering experience on Route 123 served the project well as evidenced by the on-time completion, zero claims/disputes and the implementation of value-engineering cost saving measures which reduced the impacts of construction to both the traveling public and the public service authorities.



Relevance to the Route 659 (Belmont Ridge Road) Project

- ✓ Geotechnical Challenges including unsuitable and rock materials
- ✓ Complex TMP/MOT
- ✓ Utility Coordination
- ✓ County Utility Integration & Construction
- ✓ Retaining & Soundwall Construction

Evidence of Good Performance

- On Time Delivery
- Value Engineering
- No Claims / Disputes

Lessons Learned

Planning and Coordination. The Partnering Charter and commitment by all parties helped to establish a protocol that we have since applied to all projects and one that suits DB projects well.

Construction Staging and Sequencing. A relatively complex interplay between various utility businesses and neighboring residential developments helped realize the need for open lines of communication with all shareholders during the MOT and construction sequencing that BHI incorporates into our DB planning processes.

Geotechnical Challenges. High water tables due to perched water on top of rock as well as lightweight in situ materials were dealt with in various ways to minimize costs and mitigate schedule impacts.

*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

Attachment 3.4.1(b): Lead Designer Work History Forms

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

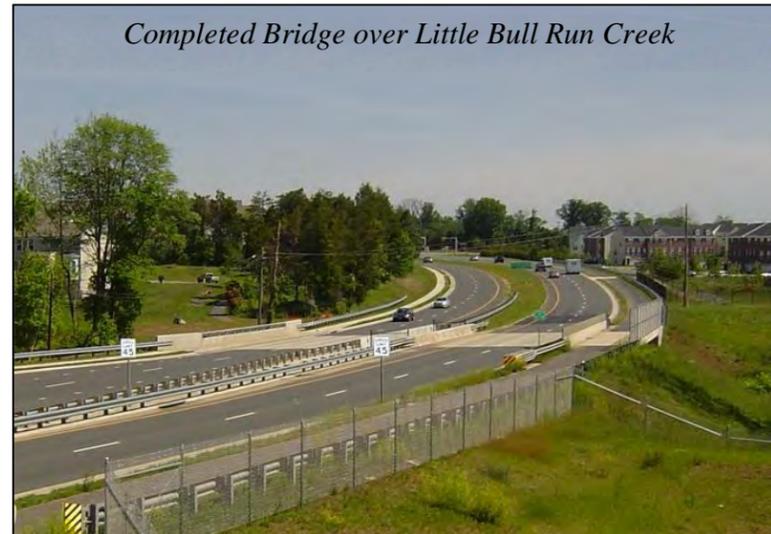
(LIMIT 1 PAGE PER PROJECT)

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: JAMES MADISON HIGHWAY (ROUTE 15) PPTA/DESIGN-BUILD Location: Prince William County, VA	Name: Branch Highways, Inc.	Name of Client/Owner: Prince William County Phone: (703) 792-6825 Project Manager: Mr. Thomas Blaser Phone: (703) 792-6825 Email: tblaser@pwcgov.org	12/2009	12/2009	\$52,139	\$54,126	\$4,119

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.

PROJECT SCOPE AND DESCRIPTION: RDA performed the design services on this project as the Lead Designer out of their Manassas Office. RDA provided engineering design services, right-of-way acquisition services, utility coordination and environmental permitting and construction engineering/inspection services for the project. The project scope consisted of complete roadway and bridge construction for 2.2 miles of US Route 15, 0.3 miles of Waterfall Road, 0.7 miles of Old Carolina Road and 0.3 miles of Heathcote Boulevard. Project limits were from the I-66/Route 15 interchange on the south to the Route 15/Route 234 intersection on the north, including construction of bridge structures over Little Bull Run Creek and Catharpin Creek and a major box culvert at the tributary to Catharpin Creek. The project widened Route 15 from two lanes to four lanes using an Urban Principal Arterial typical. The Waterfall Road design was a realignment on new location while the Heathcote Boulevard design completed the missing section of roadway to connect Heathcote to Route 15. Finally, Old Carolina Road was widening from two to four-lanes with a raised median. The project TMP involved several shifts where the existing roadway meandered across the proposed roadway creating alignment, cross slope and profile challenges.

RDA's commitment to quality is demonstrated in their willingness to provide innovative solutions throughout the Design-Build process. Working closely with VDOT, Prince William County, the contractor, and other stakeholders, RDA facilitated conflict resolution by providing numerous engineered solutions that were acceptable to all parties involved. These solutions reduced property impacts, minimized and avoided utility impacts, and enabled the project to maintain momentum without compromising VDOT standard and requirements while meeting the project's budgetary constraints.



Relevance to the Route 659 (Belmont Ridge Road) Project

- ✓ PPTA / Design-Build
- ✓ Road widening
- ✓ Bridge design/construction
- ✓ Utility impacts/coordination
- ✓ ROW acquisitions and coordination with Proffered Developers.
- ✓ Shared use path

Evidence of Good Performance

- Zero work zone incidents
- Designed and constructed on schedule
- Designed and constructed on budget
- DBIA Award to PWC

Lessons Learned

Utility Avoidance. The best way to mitigate utility impacts is to avoid them. The second best way is to minimize their impacts. High tension power lines were avoided by redesigning the project from the preliminary plans provided by the County during pursuit. In the process, many other utilities were minimized and/or avoided.

Engineering v. Construction. Designing multiple solutions and constructing the most cost efficient solution results in delivering projects within budget.

Stakeholder Coordination. Working in close coordination with all review agencies including VDOT, PWC, and environmental agencies incorporated their comments into the design and avoided the additional cost of redesigns.

*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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/Owner: 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	09/2006	09/2006	\$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.

PROJECT SCOPE AND 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. Mo Kim, PE, DBIA served as the Design Manager on this DB project.



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 typical section constructed for this project are nearly identical to the current proposed typical section for the Route 659 (Belmont Ridge Road) Project with a wider depressed median.

Relevance to the Route 659 (Belmont Ridge Road) Project

- ✓ PPTA / Design-Build
- ✓ Bridge overpass over the Norfolk Southern RR
- ✓ Typical Section
- ✓ High Fills and MSE walls for overpass
- ✓ Project Limits tied in to a Developer Built Segment
- ✓ ROW Acquisitions
- ✓ Adjacent Project/ Stakeholder Coordination

Evidence of Good Performance

- Open to traffic in 2 years from conceptual design
- First successful PPTA by a locality in Virginia
- Resolved SWM challenges with third party agreements for maintenance with County and Developer

Lessons Learned

Planning and Coordination with transcontinental gas lines and adjacent undeveloped properties owned by developer, this project required detailed advanced planning and coordination not only within the construction team but with project stakeholders to allow for future provision. Early coordination proved instrumental.

Right of Way Acquisitions with the need to acquire easements and/or right of way from more than 50 parcels, it was critical to the successful delivery to prioritize the acquisitions in accordance to the critical path of construction.

*For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

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/Owner: VDOT NOVA District Phone: (703) 259-1794 Project Manager: Mr. Zamir Mirza Phone: (703) 259-1794 Email: Zamir.Mirza@vdot.virginia.gov	12/2015	12/2015	\$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.

PROJECT SCOPE AND 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 two-lane roadway to a four-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" 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. Mo Kim, PE, DBIA served as the Project Manager on this design-bid-build project.

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 December 2012 for construction)



Relevance to the Route 659 (Belmont Ridge Road) Project

- ✓ County trail maintenance during construction
- ✓ Adjacent Parks
- ✓ Fairfax Water 24" Line
- ✓ Complex Construction Sequencing
- ✓ Complex MOT Coordination
- ✓ Adjacent Project/ Stakeholder Coordination

Evidence of Good Performance

- Advance utility relocation
- Reduced \$15M utility relocation costs and 1+ year in reloc. schedule
- Completed ahead of required schedule
- Completed under budget
- Delivered required DBE goal

Lessons Learned

Planning and Coordination with a middle school, a high school, an elementary school, two parks, a church, and a public library adjacent to the project, detailed advanced planning and coordination not only within the construction team but with project stakeholders..

Construction Staging and Sequencing is complex. Having sufficient equipment and human resources to prosecute work in multiple locations with complicated MOT requirements and restrictions. Continued support due partnering has proven to be critical for success.

Geotechnical Challenges. The presence of shallow rock required innovative storm and underground utility layouts in this innodated utility corridor. Advance utility relocations were the essence behind the successful advertisement due to prolonged relocation lead times.

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