

January 6, 2012

FILE COPY

Request For Qualifications
A Design-Build Project



I-64 Exit 91 Improvements

From: 0.429 Miles West of Route 285
To: 0.438 Miles East of Route 285

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

Federal Project No.: NH-064-2(152)

Contract ID Number: C00075877DB47

Augusta County, Virginia



IN ASSOCIATION WITH:

**Allegheny
Construction Co.**
Incorporated 1963



WR&A

Whitman, Requardt & Associates, LLP
Engineers • Architects • Planners

Attachment 3.1.2 – SOQ Checklist

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	i – iii
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendices and Attachments
Letter of Submittal (on Offeror’s letterhead)				
Offeror’s point of contact information	NA	Section 3.2.1	yes	2
Authorized Representative’s signature	NA	Section 3.2.1	yes	4
Principal officer information	NA	Section 3.2.2	yes	2
Offeror’s Corporate Structure	NA	Section 3.2.3	yes	2
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	2
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	Appendices and Attachments
Offeror’s VDOT prequalification evidence	NA	Section 3.2.6	no	3 – Certificate in Appendices
Evidence of obtaining bonding	NA	Section 3.2.7	yes	5
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	Appendices and Attachments

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
SCC Registration	NA	Section 3.2.8.1	yes	Appendices and Attachments
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	Appendices and Attachments
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	Appendices and Attachments
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	Appendices and Attachments
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	4
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	6-9
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices and Attachments
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices and Attachments
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices and Attachments
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices and Attachments
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendices and Attachments

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Key Personnel Resume – Environmental Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendices and Attachments
Organizational chart	NA	Section 3.3.2	yes	12-13
Organizational chart narrative	NA	Section 3.3.2	yes	10-11
Experience of Offeror’s Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices and Attachments
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices and Attachments
Experience of Offeror’s Team Narrative	NA	Section 3.4	yes	14-16
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	17-20

3.2 Letter of Submittal

“Evidence of Obtaining Bonding” /Surety Letter
Located in this Section (Page 5)



P.O. Box 40004 • Roanoke, Virginia 24022

STREET ADDRESS:
442 Rutherford Avenue
Roanoke, Virginia 24016

Phone (540) 982-1678
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www.branchhighways.com

Va. Cont. Lic., Class A
No. 2701-029434A

January 6, 2012

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

Re: Statement of Qualifications for a Design-Build Project
I-64 Exit 91 Interchange Improvements
State Project No.: 0064-007-111, P101, R-201, C-501, B-627
Federal Project No.: NH-064-2(152)
Contract ID No.: C00075877DB47

Dear Mr. Daoulas:

Branch Highways, Inc. (Branch), is pleased to submit our response to your Request for Qualifications (RFQ) dated November 3, 2011 for the above referenced project, and in doing so, offers our Statement of Qualifications (SOQ) and intense interest in being selected to serve as the Design-Builder for this very important project.

Since it's founding in 1963, Branch, a Roanoke-based firm, has been engaged in highway and bridge construction and has successfully performed projects for the Virginia Department of Transportation (VDOT) for many years including projects similar to this particular project. Branch is a subsidiary of The Branch Group Inc., a 100% employee-owned company and has been consistently ranked in the ENR Top 400 list of contractors (currently #230). Branch is also a leader in design-build delivery, currently leading the re-construction of 37 miles of Route 58 between Stuart and Hillsville, Virginia under Virginia's PPTA program. Additionally, Branch completed a design-build contract with Prince William County, Virginia for the construction of Route 15 under a Design-Build PPTA procurement process in December 2009. This project included the reconstruction of Route 15 from just north of I-66 to SR 234 and included three (3) secondary roads (Heathcote Boulevard, Old Carolina Road and Waterfall Road). Mr. Peter Kramer will serve as the Design-Build Project Manager and will be responsible for oversight of the entire Design-Build Team and will lead Branch's Construction Team for this project.

The Branch Team is comprised of outstanding professional firms and specialty subcontractors, who are leading providers of service for Virginia transportation projects. Our lead designer, **Whitman, Requardt and Associates, LLP** (WR&A) is a Mid-Atlantic engineering firm with more than 60 years of providing transportation design services to VDOT. They have six offices in Virginia with over 120 staff members. The WR&A Richmond office will be the project office for this interchange design project. Their staff has completed several major interchange design projects for VDOT over the last 10 years. **Allegheny**

Construction, a Roanoke-based firm, will be a subcontractor to Branch responsible for the I-64 bridge construction. In the past, Branch and Allegheny have collaborated on similar projects of this type. Our successful collaborative experiences will be implemented on this project as well.

3.2.1 Offeror’s Official Representative Information

The Point of Contact for this RFQ and SOQ will be Michael C. Tomlinson, Vice President of Branch Highways, Inc. Contact information is as follows:

Michael C. Tomlinson, Vice President of Estimating and Business Development

Branch Highways, Inc. Phone: (540) 982-1678
 P.O. Box 40004 Fax: (540) 982-4216
 Roanoke, VA 24022 Email: MikeT@BranchHighways.com

3.2.2. Principal Officer Information with Whom Design-Build Contract with VDOT Would be Written

J. William Karbach, President

Branch Highways, Inc. Phone: (540) 982-1678
 P.O. Box 40004 Fax: (540) 982-4216
 Roanoke, VA 24022

3.2.3 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 the 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, Whitman, Requardt & Associates, LLP (Lead Designer and Quality Assurance Manager), Allegheny Construction (Bridge Construction) and NXL Construction Co., Inc. (Construction Quality Control).

3.2.4 Affiliated/Subsidiary Companies

Branch Highways, Inc. is part of The Branch Group of companies. Our corporate structure is as follows:

Parent Company	
The Branch Group, Inc.	P.O. Box 40004, Roanoke, VA 24022
Subsidiary Companies	
Branch Highways, Inc.	P.O. Box 40004, Roanoke, VA 24022
E.V. Williams, Inc.	925 South Military Highway, Virginia Beach, VA 23464
R.E. Daffan, Inc.	P.O. Box 1100, Manassas, VA 20108
G.J. Hopkins, Inc.	P.O. Box 12467, Roanoke, VA 24025
Branch and Associates, Inc.	P.O. Box 40051, Roanoke, VA 24022

3.2.5 Certifications Regarding Debarment

See forms in Appendix for the following Team Members:

- Branch Highways, Inc.
- Allegheny Construction Co., Inc.
- Whitman, Requardt & Associates, LLP
- NXL Construction Co., Inc.

3.2.6 Lead Contractor VDOT Prequalification

Branch Highways, Inc. is prequalified with VDOT (Vendor Number – B319) and our prequalification is current (expires February 29, 2012). A copy of the prequalification certificate follows in the Appendices in this submittal.

3.2.7 Evidence of Obtaining Bonding

Surety for Branch Highways, Inc. is provided by The Hartford Insurance Group, proof of which follows on Page 5 of this letter.

3.2.8 Professional Services Documentation

3.2.8.1 Evidence of Registration with the Virginia State Corporation Commission –

Registration information for each firm is as follows (Copies are included in the Appendix):

Firm	VA SCC Registration Number	Type of Corporation	Status of Entity
Branch Highways, Inc.	0295618-3	Corporation	Active
Whitman, Requardt and Associates, LLP	K000382-4	Limited Liability Partnership	Active
Allegheny Construction Co.,	0095573-2	Corporation	Active
NXL Construction Co., Inc.	0349742-7	Corporation	Active

3.2.8.2 Evidence of Registration with the Virginia Department of Professional and Occupational Regulation for Each Office Practicing or Offering to Practice Professional Services in Virginia – (Copies are included in Appendix):

Firm	Address	Registration Type	VA DPOR License No.	Expiration Date
Branch Highways, Inc.	PO Box 40004 Roanoke, VA 24022	Class A Contractor	2701-029434	03-31-2013
Whitman, Requardt and Associates, LLP	9030 Stony Point Pkwy, Suite 220 Richmond, VA 23235	ENG	0411-000133	02-29-2012
Whitman, Requardt & Associates, LLP	103 Paulette Circle Suite C Lynchburg, VA 24502	ENG	0411-000774	02-29-2012
Whitman, Requardt & Associates, LLP	801 South Caroline Street Baltimore, Maryland 21231	ARC, ENG, LS, LA	0407-001676	12-31-2013

Allegheny Construction Co.	2830 Nicholas Ave. Roanoke, VA 24012	Class A Contractor	2701-006768	01-31-2013
NXL Construction Co, Inc.	2870-C South Main St. Harrisonburg, VA 22801	ENG	0411-000678	02-29-2012
NXL Construction Co, Inc.	114 E. Cary Street Suite 200 Richmond, VA 23219	ENG, LS	0407-003031	12-31-2013

3.2.8.3 Key Personnel Registration with Virginia Department of Professional and Occupational Regulation – Key Personnel with APELSCIDLA Licenses (Copies are included in Appendix):

Firm Name and Office Location	Name of Key Personnel (Project Role)	Address	Type of Registration	VA DPOR License Number	Exp. Date
WR&A – Richmond	John Maddox (Design Manager)	2825 Willbrook Dr. Richmond, VA 23233	Professional Engineer	0402026613	01-31-2012
WR&A – Lynchburg	Brian Henschel (Quality Assurance Manager)	103 Carol Ct. Forest, VA 24551	Professional Engineer	0402035154	01-31-2013
WR&A – Richmond	Jeremy Schlussel (Lead Structural Engineer)	9105 Carrington Hills Ct., Glen Allen, VA 23060	Professional Engineer	0402033974	01-31-2012

3.2.8.4 Regulated Services other than Professional Services with Virginia Department of Professional and Occupational Regulation – (Copies are included in Appendix):

Not applicable at this time.

3.2.9 Disadvantaged Business Enterprises Statement (12%)

Branch Highways, Inc. is fully committed to achieving a 12% DBE participation for the entire value of the Project.

The Branch Team appreciates the opportunity to provide our statement of qualifications for the I-64 Exit 91 Interchange Improvements Design-Build Project in Augusta County. Our Team of qualified firms brings the experience and expertise that is needed for this challenging project and we look forward to being short-listed for this project. Should you have any questions, please direct them to me at 540-982-1678.

Sincerely,
Branch Highways, Inc.



Michael C. Tomlinson
Vice President – Estimating and Business Development

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

Employee Owned



Charlotte
Greensboro
Knoxville
Lynchburg
Nashville
Raleigh
Richmond

December 14, 2011

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

Re: Branch Highways, Inc.
Project: I-64 Exit 91 Interchange Improvements
State Project No.: 0064-007-111, P101, R-201, C-501, B-627
Federal Project No.: NH-0064-2(152)
Contract ID No.: C00075877DB47

Dear Mr. Daoulas:

Branch Highways, Inc. has been a client of The Hartford Insurance Group for over 16 years. During that time, we have supported The Branch Group in their pursuit of projects in the \$100,000,000 range and total programs in excess of \$500,000,000.

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

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

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

This letter will expire 180 days from this date.

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

Sincerely,

A handwritten signature in blue ink that reads "Theresa S. Stump". The signature is fluid and cursive, written over a white background.

Theresa S. Stump

cc: Branch Highways, Inc.
Hartford Fire Insurance Company

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

3.3 Offeror's Team Structure

3.3 Offeror’s Team Structure

3.3.1 Key Personnel Resumes

Detailed resumes of all Key Personnel listed below are located in the Appendices as Attachment 3.3.1.

The Branch Team consists of highly qualified professionals with the experience and technical expertise required to deliver this critical project to VDOT. The following will serve in the roles of the Key Personnel as described in the RFQ:

Peter R. Kramer Design-Build Project Manager Branch Highways, Inc. 22 years of Experience

Peter R. Kramer will serve as the Design-Build Project Manager and will be responsible for the overall project including design, construction, quality management and contract administration. Mr. Kramer has extensive experience as a Design-Build Project Manager, performing this role on the Route 15 PPTA project for the Prince William County (PWC) Department of Transportation. He is also LEED certified. Reporting directly to Mr. Kramer will be the Key Personnel identified in the organizational chart. Mr. Kramer’s proven experience on Route 15 attests to his capabilities of effective communication between Key Team Personnel in delivering an on-time, on-budget project meeting and exceeding the contract requirements. Based on the evaluation criteria of this RFQ, the following is a list of similar tasks that Mr. Kramer has performed on similar projects:

Similar Tasks/Responsibilities	on Similar Projects
<ul style="list-style-type: none"> • Overall Responsibility • Oversight of Overall Design • Oversight of Overall QC • Oversight of Overall QAM • Environmental Permitting 	<ul style="list-style-type: none"> • James Madison Hwy./Route 15 (PWC)
<ul style="list-style-type: none"> • All Contract Administration • Oversight of <ul style="list-style-type: none"> - Bridge Construction - Roadway Construction - Intensive MOT 	<ul style="list-style-type: none"> • Port Republic Road (VDOT Staunton) • James Madison Hwy./Route 15 (PWC) • Spriggs Road Phase II (PWC) • Route 123 and Hooes Road (VDOT NOVA) • I-81 Christiansburg Interchange (VDOT Salem)

Mr. Kramer has **effectively managed all three Risks** listed in Section 3.5 (MOT, Access and Environmental) to varying degrees on each of the above projects.

Brian Henschel, P.E., CCM, PMP Quality Assurance Manager WR&A 16 years of Experience

Brian Henschel will serve as the Quality Assurance Manager and will be responsible for the QA inspection and testing of all materials and work and will ensure that all work on the project conforms to the contract requirements. Mr. Henschel has extensive experience with both Design-Build and Quality Assurance processes, serving as a VDOT Design-Build Project Manager on five separate contracts in the Lynchburg District; administering design-build contracts; working with IPD/APD to develop/refine the QA/QC process on Design-Build projects; monitoring Quality Assurance testing and sampling performed by the QAM and assigning staffing and overseeing IA/IV testing and sampling. Mr. Henschel also served as a VDOT Area Construction Engineer on approximately 90 projects valued at over \$200 million,

Warren (Jake) Hensley Construction Manager Branch Highways, Inc. 30 years of Experience

As Construction Manager, **Warren (Jake) Hensley** will plan, schedule and execute the construction work and ensure the work and the material used in the work meets or exceed the contract requirements and the ‘approved for construction’ plans and specifications. Mr. Hensley has over 30 years of roadway construction experience.

Mr. Hensley is one of most experienced and capable managers of highway construction activities in Virginia. Clients frequently request him by name to serve on their projects. He recently completed the Route 253 Port Republic Road Improvements Project for VDOT’s Staunton District, where he again demonstrated his ability to successfully manage extremely challenging construction activities.

As Construction Manager, Mr. Hensley will implement an effective quality control plan that ensures the materials provided and work performed is in accordance with the contract requirements. Through effective weekly progress meetings, he will ensure that proper planning, execution and monitoring are implemented into the construction operations and quality control processes for the project. Mr. Hensley has a proven record of constructing major transportation projects to the owner’s complete satisfaction and in compliance with the contract documents. Based on the evaluation criteria of this RFQ, the following is a list of similar tasks that Mr. Hensley has performed on similar projects:

Similar Tasks/Responsibilities	on Similar Projects
<ul style="list-style-type: none"> • Manage Construction Processes • Manage QC Activities • Ensure materials meet contract requirements and ‘approved for construction’ drawings and specifications. • Ensure work meets contract requirements and ‘approved for construction’ drawings and specifications. • VDCR Responsible Land Disturber Certification • VDOT Erosions and Sediment Control Contractor Certification 	<ul style="list-style-type: none"> • Port Republic Road (VDOT Staunton) • Spriggs Road Phase II (PWC) • Route 123 and Hooes Road (VDOT NOVA) • Route 460 Blacksburg Interchange (Salem District)
<p>Mr. Hensley has effectively managed or contributed to the management of all three Risks listed in Section 3.5 (MOT, Access and Environmental) to varying degrees on each of the above projects.</p>	

Jeremy Schlussel, P.E. Lead Structural Engineer WR&A 15 years of Experience

Jeremy Schlussel will serve as the Lead Structural Engineer and will be responsible for the design of the replacement bridge structure on this project and will ensure that the final design follows all applicable design guidelines as set forth in Manuals of the Structure and Bridge Division, Volume V, Part 2-8 and 11. The final design will incorporate all of the latest guidelines to ensure that the new bridge structure will provide a low maintenance structure. He will draw on his 15 years of experience and having worked on over 200 bridge projects for VDOT over the past 8 years that range from 20 ft. to 10,000 ft. long

structures. Based on the evaluation criteria of this RFQ, the following is a list of similar tasks that Mr. Schlüssel has performed on similar projects in the Staunton District:

Similar Tasks/Responsibilities	on Similar Projects
<ul style="list-style-type: none"> • Responsible for Bridge and Retaining Wall Design • Construction Support • Bridge Removal • Foundation Design 	<ul style="list-style-type: none"> • Route 250 over Calfpasture River • Route 211 over South Fork Shenandoah River • I-81 Bridges over Buffalo Creek and Maury River • I-64 over Maury River Rehabilitation
<p>In his design work on the projects listed above, Mr. Schlüssel has effectively incorporated consideration for all three Risks listed in Section 3.5 (MOT, Access and Environmental) into his designs.</p>	

In addition to these projects located in the Staunton District, he has worked on multiple projects located within an interchange and understands the importance of designing a bridge structure that is fully coordinated with the sequence of construction of the project. Examples of projects include Route 623 over Route I-64 in Goochland, Route 54 over Route I-95 in Ashland and Route I-95 over Route 17 in Stafford. Mr. Schlüssel has a proven record for the design of new bridge structures for VDOT and is a recent graduate of the *VDOT Transportation Project Management Institute (TPMI)*.

Robert Siegfried Environmental Compliance Manager WR&A 25 years of Experience

Robert Siegfried will serve as the Environmental Compliance Manager and will be responsible for obtaining environmental permits and approvals, ensuring that the project complies with all commitments made in the NEPA process and addressing field conditions and constructability issues as they impact environmental compliance. Mr. Siegfried has over 25 years of experience completing NEPA documents for transportation projects in Virginia and West Virginia. His permitting experience includes some of the largest 404 permits obtained by VDOT, including the Route 33 Bridges in West Point Virginia, Route 123 Bridge over the Occoquan River and the Route 1/I-95 interchange in Alexandria, Virginia. He has provided VDOT and other clients construction phase compliance monitoring for utility replacement, stream restoration and fish passage projects. Based on many years working on transportation projects, Mr. Siegfried will be able to work effectively with both design and construction staff to insure environmental compliance. Based on the evaluation criteria of this RFQ, the following is a list of similar tasks that Mr. Siegfried has performed on similar projects:

Similar Tasks/Responsibilities	on Similar Projects
<ul style="list-style-type: none"> • Ensure Environmental Compliance • Construction Support/Monitoring • Design Support 	<ul style="list-style-type: none"> • Fairfax Co. Parkway Interchange at Fair Lakes • Route 237 Widening • Route 501 Bridge Replacement EA
<p>Mr. Siegfried has effectively managed Risk No. 3 in Section 3.5 (Environmental) on each of the projects listed above.</p>	

OVERALL COMMUNICATION COORDINATION

The challenges and opportunity for the I-64 Exit 91 Interchange Improvements has allowed us to assemble a regionally-based Team. The result is a positive Team chemistry among the team members, improving communication and the total process, as each member understands their role and the respective role of other team members.

3.3.2 Team Organizational Chart

The Project Team Organizational Chart is located in this section on Page 12.

Description of Functional Relationships and Communication Among Participants

Branch, WR&A and Allegheny fit well together based on the following key factors:

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

Our organizational chart demonstrates clear lines of **accountability and responsibilities** of each key team member. Our well-defined organization, relationships, responsibilities and expectations, along with continual interaction and communication among all team members, will provide the understanding needed to enable the Team to deliver a top-quality, on-time project within VDOT’s budget.

The Design-Build Project Manager will bear **full responsibility** and is **accountable** for the overall communication and coordination on the project. As part of his primary responsibilities, Mr. Kramer will create a work environment that promotes a **collaborative, result oriented atmosphere** and leads team members and other parties, including VDOT and other third parties, to function in an **‘open but formal’** environment. This environment will **optimize understanding, mutually protect** the parties from contractual non-conformities and **empower** our respective **functionaries** to operate in an environment, where they can **make decisions** appropriate to their level of responsibility.

An **“Open but formal”** environment provides outstanding functional balance: lines of authority and responsibility are limited and clear, yet communication and interaction are encouraged to occur throughout the organization among any of the stakeholders 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 issues.

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:

- **Weekly Progress Meetings** conducted by the **DBPM**.
- **Topical Meetings** to discuss specific project issues.
- **End of Shift Meetings** conducted by CM for project personnel including QA/QC.
- **Morning Huddles** conducted by foremen at the crew level.
- **Executive Committee Meetings** includes all key personnel and VDOT through project duration.
- **Risk Management Meetings** led by the DBPM to ensure resolution of identified project risks.

- **Other Miscellaneous Meetings Issues** – Emergency services, community leaders and others to facilitate communications with stakeholders and provide timely and proactive responses.

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

Communications of Participants with VDOT and Stakeholders

Design-Build Project Manager – Peter Kramer 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 plays a **critical role** in the success of the project. He is essentially a communication hub to the rest of the Key Personnel. The functional relationship and open communication among the CM, DM, ECM and the QAM are critical to the success of the project.

Design Manager – John Maddox, P.E. will interact directly with the VDOT project representative and 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.

Quality Assurance Manager – Brian Henschel, P.E., CCM, PMP will coordinate directly with VDOT on certifying monthly pay estimates and notification of Non-Compliance Reports and other communications in implementing a Recovery Plan. He will also coordinate Preparatory Inspection meetings and other Hold Point inspections with VDOT and other stakeholders.

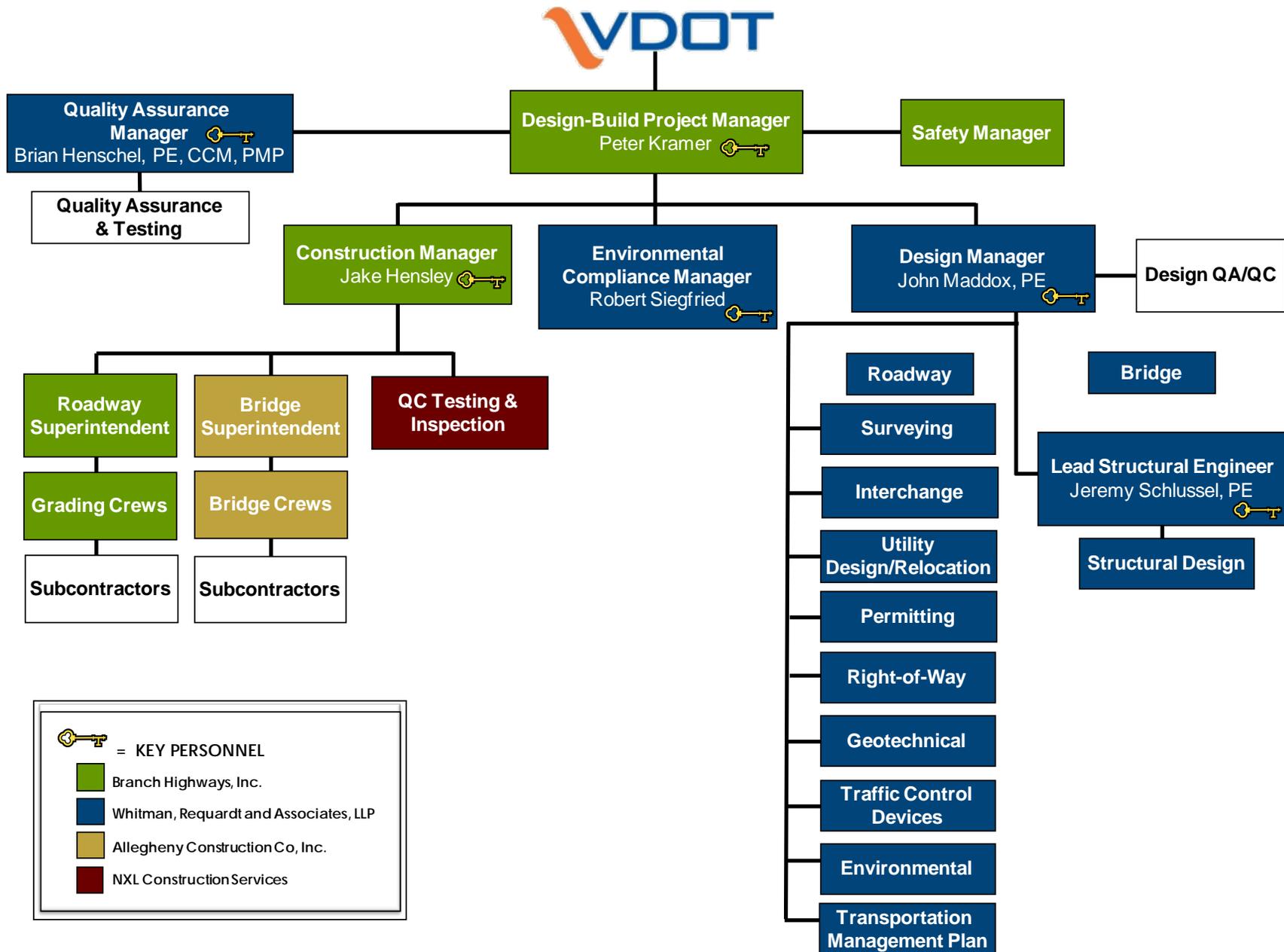
Construction Manager – Jake Hensley will be the most visible member of the Team on the project coordinating and directing all field crews along with the construction quality control activities. He will manage and communicate the daily activities of the project through on-going operational meetings and provide the most up-to-date information regarding project status to all stakeholders.

Lead Structural Engineer – Jeremy Schlusel, P.E. will coordinate directly with the VDOT Structure and Bridge representative during the design review and approval process for the bridge. He will ensure all VDOT comments are addressed and meet the contract requirements.

Environmental Compliance Manager – Robert Siegfried will ensure the timely submittal of all permitting for the project and effective coordinating will all agencies. He will also provide documentation to VDOT staff that the project design and construction are in conformance with the NEPA Environmental document.

Integrated Design-Build Team

The Branch Team has highlighted the key personnel's role on pertinent disciplines in the Table on Page 13.



3.3.2 – Pertinent Disciplines Required For This Project

Pertinent Disciplines		Peter Kramer (DBPM)	Brian Henschel (QAM)	John Maddox (DM)	Jake Hensley (CM)	Jeremy Schlussel (LSE)	Robert Siegfried (ECM)	Full Integration? (Y/N)
		Project Role for Pertinent Disciplines						
<u>O</u> -Oversight	<u>E</u> -Engineering(Design)	<u>C</u> -Construction			<u>I</u> -Inspection/Compliance			
Overall Project Management		OC	I	OE	C			Y
CEI (QA)		O	I	OE				Y
CEI (QC)		O		OE	O			Y
Roadway Design		O		OE	E			Y
Bridge Steel Design		O		OE	E	E		Y
Bridge Foundation Design		O		OE	E	E		Y
Geotechnical Engineering		O		OE	E			Y
Hydraulics Design		O		OE	E			Y
ROW Acquisition		O		O	C			Y
Environmental		O		OE	C		O	Y
Permitting		OC	I	OE	C		O	Y
Historic Property 4(f)		O		OE	C		O	Y
Public Involvement/Relations		OC	I	OE	C			Y
Private Utility Reloc., Adj. and Coord.		OC	I	OE	C			Y
Traffic Management Plan (MOT)		OC	I	OE	C			Y
Survey		OC	I	O	C			Y
Demo Existing Bridge Structures		OC	I	OE	C	E		Y
Bridge Sub/Superstructure Construction		OC	I	OE	C	E		Y
Major and Minor Grading (Earthwork)		OC	I	OE	C	E		Y
Roadway, Interstate, Ramp Construction		OC	I	OE	C			Y
Drainage		OC	I	OE	C			Y
Stormwater Management		OC	I	OE	C		O	Y
Lighting		OC	I	OE	C			Y
Signals		OC	I	OE	C			Y
Signing and Pavement Marking		OC	I	OE	C			Y
Erosion and Sediment Control		OC	I	OE	C		O	Y
Water Systems		OC	I	OE	C			Y
Sanitary Sewer		OC	I	OE	C			Y
Scheduling		OC	I	OE	C			Y
Intelligent Transportation Systems		OC	I	OE	C			Y

3.4 Experience of Offeror's Team

3.4 Experience of Offeror's Team

Branch develops teams specifically for each project it pursues. We are committed to having the *right team* for the *right project*. Branch, WR&A and Allegheny Construction have all led different projects in the Staunton District that have either won or been nominated for Virginia Statewide Quality Awards.

The *right* designer for the project should have extensive experience in providing VDOT engineering services and particularly design of interchanges and bridges, especially in the Staunton District. Over the last three years, WR&A has been one of the most active firms providing engineering services to the Staunton District. This, and for all the reasons listed in the WR&A Section below, is why WR&A is the *right* designer.

The *right* bridge contractor for the project should have extensive experience building quality bridges for VDOT, over heavy traffic, in tight spots, safely and quickly, and all the better if in the Staunton District. The *right* bridge contractor should have an *engineering mindset* to guide its difficult operations over and around I-64. We believe this mindset is critical to the project. There is no doubt in our minds that Allegheny Construction Company, Inc. (a SWaM-certified firm) is the *right* bridge builder for this project.

Branch is the *right* Design-Builder to bring these two team members together because our experience on design-build projects allows us to both a) facilitate our fellow team members' high performance and cooperation levels *within* the design-build system and b) modify *our* methodology to adapt to *their* strengths.

Based on the needs of this project, the Branch Team is the *right* Team. As demonstrated throughout this document, there is not a single scope, complexity, or regulatory issue that has not been effectively managed by at least one team member and in most cases, all team members. We have the right team members, with the right experience, with the right combinations of experience, on the right relevant projects and with the right scopes and complexities, all of which present VDOT with a Team whose complementary skills and experiences are custom tailored to meet VDOT's needs on *this* project.



Branch Highways, Inc. (Branch) is the Team Leader and Offeror for this project. In the western portion of Virginia, no VDOT Design-Builder or contractor has more Design-Build experience than Branch, having performed or in the process of performing nearly \$300 million worth of design-build work, all to VDOT's satisfaction. Branch has been constructing transportation infrastructure since the mid-1960s (later incorporated as Branch Highways, Inc. in 1986). The firm provides services for both public and private owners, including small and simple projects, as well as large and complex projects such as: Route 58 PPTA, James Madison Hwy./Route 15 PPTA, I-81/Route 460 Christiansburg Interchange, Route 460/South Main Street Blacksburg Interchange and the Route 262 Staunton Bypass, which received the Construction Quality Award in 2003.

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

In the Staunton District, as recently as 2011, Branch completed a section of Port Republic Road in Harrisonburg, achieving project incentive milestones. We also recently finished a 5-mile section of I-64 improvements in Allegheny County. To the best of our knowledge, on both of these recent projects, over the course of their two season durations, on any of Contractor Performance Evaluations, we received only one single score less than 100% and that minor issue was corrected on the same day it was reported.

 Whitman, Requardt and Associates, LLP (WR&A) has provided transportation design services to VDOT for over 60 years, and engineering, planning and construction management services in the Mid-Atlantic region for 97 years. They are currently ranked #127 by *Engineering News Record*. WR&A has one of the largest design groups in Virginia (with over 120 engineers and technicians). Over the last six years, WR&A has held the Structure and Bridge On-Call Design Contract for Bridge Maintenance and Repair for Regions II & III, which includes the Staunton, Culpeper, Lynchburg, Richmond, Fredericksburg and Hampton Roads Districts. They have completed over 150 bridge design task assignments during this period, many of which were in the Staunton District.

Over the last three years, WR&A has provided engineering services under VDOT’s Location and Design On-Call NOVA District and Statewide contracts, completing over 60 design tasks, many of which were located in the Staunton District. VDOT recently ranked the WR&A Team No. 1 among proposers based on qualifications and performance and has reselected them for an additional three years.

They currently hold On-Call contracts with the Location and Design, Structure and Bridge, Environmental and Construction Divisions of VDOT. They have contracts on major projects throughout Virginia including the Fairfax County Parkway Interchange at Fair Lakes Parkway, the Route 1 and 123 Interchange in Prince William County and the Replacement of the I-81 Bridges over the New River and Reconstruction of the Exit 105 Interchange ranging in construction cost from \$45 to \$70 million.

WR&A’s Design-Build experience with transportation projects includes being the Engineer of Record for two major projects in the Washington, D.C. metropolitan area, providing final design services including contract document preparation, permitting, environmental compliance and construction support services for both *I-495 at Arena Drive (\$30 million)* and *MD 237 from MD 235 to Pegg Road (\$36 million)*.

Their experience on Design-Build projects in Virginia has been related primarily to the development of 30% plans on over nine different projects, including the I-64/Route 15 (Zion Crossroads) Diverging Diamond Interchange.



Allegheny Construction Company, Inc., founded in 1963, is a SWaM-certified Class A Heavy/Highway General Contractor licensed in Virginia, North Carolina and Tennessee.

In the Staunton District, Allegheny constructed the Norfolk Southern bridge over Route 340 in Waynesboro. In Goshen, Virginia Allegheny removed, rebuilt and reinstalled a historic truss bridge over the Maury River, which was nominated for Quality Award of the year. Allegheny was recently awarded the Route 603 temporary and permanent bridge project over Naked Creek in Page County and the Route 633 road and bridge project over the Cow Pasture River in Allegheny County.

In the Culpeper District, Allegheny built the 9th and 10th Street Connector project, which required the relocation of four main line Norfolk Southern tracks and a CSX track relocation for the construction of two new bridges. This project was awarded the VDOT Construction Quality Award of the year. Allegheny is currently constructing the Route 620 Road and Bridge over Mountain Run Creek.

Allegheny has considerable project experience with high traffic roadways. These projects include Route 634 (Hardy Road) Widening (VDOT), I-81 ramp upgrades, the Route 40 Widening in Rocky Mount, which also included a bridge over the Norfolk Southern for an access ramp onto U.S. Route 220 (VDOT) as well as the I-581 Valley View Interchange, Phase I (VDOT). Allegheny has decades of experience with VDOT and prides itself on undertaking modern and advanced engineering challenges.



Quality Control: NXL Construction Services, Inc.

In our efforts to include DBE/minority participation as part of our Team, the Branch Team has selected NXL to perform the construction quality control. NXL Construction Services, Inc. is a 100% minority-owned VDOT-certified DBE/MBE firm that was founded in 1989 and is based in Richmond, Virginia, with other locations including Atlanta, Georgia, Northern Virginia and Hampton Roads, Virginia. Mr. Nico De León, President and Founder of the firm, is a registered professional engineer in Virginia, Georgia, Delaware, North Carolina, Florida and California. NXL provides construction inspection services for transportation and engineering design projects. NXL has over 90 employees providing construction inspection services including quality control inspection and testing.

3.5 Project Risks

3.5 Project Risks

Project success depends on the careful evaluation and mitigation of critical risks inherent to the project. Identifying the most relevant and critical risks threatening the project requires first *defining* project success. In considering the scope, location, stakeholders and vision for the project, the Branch Team believes that Project Success may be defined by the following:

- Safety for workers and road users with no accidents
- On-Time and On-Budget
- Providing expected Quality
- Serving the needs of the traveling public
- Respecting the concerns of impacted businesses
- Minimizing the overall change in the footprint of the interchange
- Minimizing or eliminating environmental impacts
- Environmental Compliance

This comprehensive definition of Project Success ensures all parties with vested interest in the project and its impacts can attain their goals. Given this definition, the following risks pose the greatest threat to that success and are deemed critical risks requiring an effective mitigation strategy.

RISK 1: Maintenance of Traffic throughout the Phases of the Project

Definition of Risk: Route 285 is currently a busy two-lane roadway with congested traffic flow during peak traffic hours and difficult turning movements posing a safety concern to local and unfamiliar travelers. The proposed project involves replacing the existing bridge, expanding roadway capacity and altering existing turning movements in staged construction under traffic and over Interstate 64 and doing so in a manner that minimizes environmental impacts and the overall footprint of the interchange. The Design-Builder must develop a Maintenance of Traffic Plan that allows construction to progress safely and timely for workers and the traveling public and provides adequate access to the work without negatively affecting interstate traffic on I-64 and the through and business traffic on Route 285. Traffic movements on Route 285 and the ramps accessing I-64 must be maintained during the various construction phases and associated traffic shifts. Significant risk to project success exists in the challenge of developing and implementing a comprehensive MOT plan to address the competing priorities of construction access/efficiency in staged construction versus maintaining the existing traffic flow and providing clear guidance for travelers through the project.

Critical Impact of Risk on Project: The following Project Success goals may be impacted by this risk:

- On-time and on-budget completion: There is a high-probability and high-impact threat that the requirement to build the project in each phase with sufficient space and safety considerations, while maintaining adequate traffic flow and turning movements will place pressure to sacrifice time and cost goals in order to focus on the project success metrics of safety for the worker and road user and serving the needs of the traveling public. Adequately maintaining the traffic may lead to additional costs and time in the form of acquiring additional easements, relocating additional utilities, performing additional traffic switches or performing smaller pieces of the total work in each phase (slowing work and increasing expense).
- Serving needs of traveling public: Conversely to the above, the needs of the traveling public could be sacrificed if too much priority is placed on meeting cost and schedule goals without properly respecting the impact this project will have on road users throughout the project, especially during

peak traffic flows. The roadway is already congested; construction could push the interchange to an unacceptable level of operations.

- Safety for Workers and Public: Tight working conditions over I-64 and work areas next to open lanes of Route 285 coupled with changes in traffic movements creates safety risks. The Design-Builder’s solution must prepare for safe working and traveling conditions in all phases of the project.
- Respecting the concerns of impacted businesses: More fully detailed in Risk Item No. 2, construction of the project creates a significant potential impact to the businesses within and adjacent to the project that must be addressed by the MOT plan.
- Acquiring more right-of-way than is absolutely necessary for either the final project alignment or for project phasing is highly undesirable. Minimizing the right-of-way acquisition will be addressed during development of MOT design concepts.

Mitigation Strategies: To mitigate the risk of the impact from these events, and to minimize VDOT and other outside agency effort, the Design-Builder will employ the following strategies:

- The Contractor and Designer will jointly develop a Transportation Management Plan with traffic analysis of each phase of construction with all intersections and temporary signal modifications designed and timing plans for all peak periods with emergency pre-emption.
- Perform a comprehensive analysis of all proposed traffic shifts and stages to ensure that all travel movements and turns are clear and well signed/signaled, sequenced to provide maximum safety to workers and the public and allows the work to be performed without sacrifices to quality.
- Perform independent constructability reviews at each design phase by qualified Project Controls personnel to ensure optimal means and methods, access and traffic movements.
- Place high emphasis on developing a thorough QA/QC Plan in accordance with the updated Plan requirements likely to be released during the procurement phase of this contract, overseen by QA and QC Managers with proven histories of creating and reviewing similar QA/QC Plans.

RISK 2: Maintaining Access to Businesses and Destinations Within and Adjacent to the Project

Definition of Risk: The second critical risk identified is the threat of an unacceptable impact to access for the businesses and destinations located within and adjacent to the project location. Access to these businesses, which include the Medical Center, the Augusta Expo, Sheetz, McDonalds, Shell Station, Hampton Inn and Tinkling Springs Church among others, is a critical component of the local economy and the destination for much of the traffic passing through the project limits. As major stakeholders of this project, servicing their needs to remain open and fully accessible during the multi-phased construction project is a critical risk.

Critical Impact of Risk on Project: The following Project Success goals may be impacted by this risk:

- Respecting the Concerns of Impacted Businesses: Long-term construction and changing traffic movements can produce significant financial impacts to affected businesses and to the public trying to reach these goods and services, most notably to citizens and emergency personnel attempting to access the medical care facility. Unclear signage, delays in traffic flow or reduced access could all prove costly to someone with an urgent medical need. For the other businesses facing the difficult economic times, delayed, obstructed or shifting access can mean a significant loss of business – which could lead to loss of jobs in the community and loss of revenue for the local government. Whereas

much of the proposed design and construction is reasonably straightforward, preserving access to these key stakeholders stands as one of the greatest project challenges.

- Safety and Impact to the Public: Failure to sign and provide proper guidance to travelers, especially in the period shortly after traffic shifts, greatly increases the risk of accidents and other safety concerns.

Mitigation Strategies: To mitigate the risk of the impact from these events, the Design-Builder will employ the following strategies:

- Implement a broad reaching Public Involvement process to obtain stakeholder input on traffic flow and access needs, peak trip generation, special event dates and times, and other critical input to balance their needs with the construction requirements. The Design Team will use input from these sessions to develop design features and construction sequencing plans. This public involvement will continue during the construction phase, with frequent communications through news media, informal meetings with stakeholders and letters to ensure communication on project status and upcoming impacts.
- The traffic control plan and specifically the signage plans during construction will be carefully coordinated to maintain access and flow throughout the phases of construction. This focus on maintaining operations of the businesses will be at the forefront of each design phase quality review.
- The QA/QC Plan will be developed to incorporate these concerns during the construction phase, including increased inspection frequency of related features, such as work zone reviews. Access and business concerns will be a standing agenda item for Preparatory Inspection Meetings, and key stakeholders may be invited as appropriate to the Preparatory Inspection meeting prior to a traffic shift.

RISK 3: Environmental Considerations and Permits

Definition of Risk: A NEPA environmental document has been completed for the project, which included coordination with the VDHR and FHWA on the Tinkling Spring Presbyterian Church protected under Section 4(f). The church is on the Nation Register of Historic Places and the adjoining property has been determined to be an eligible historic property. The impacts to Waters of the U.S. have also been documented in the environmental document and the necessary permits will need to be acquired for the project. Additionally, there is a Federal Threatened species present in the project area, which will require strict implementation of erosion and sediment controls for the project.

Critical Impact of Risk on Project: The success of the project will require the Design-Build Team to first have a complete understanding of the commitments within the environmental document for the project and second to ensure these commitments are followed through in the design and construction of the project. The design of the project and commitments of impacts to the Tinkling Spring Presbyterian Church must be maintained during design and construction, to avoid delays in design approval and construction.

The design of stormwater management basins, drainage outfalls (MS-19 Requirements) and erosion and sediment control will need to be evaluated to determine the need for additional right-of-way or easement and modifications to the permits and mitigation for the project.

Traffic management could impact the overall footprint, which in turn could result in additional environmental impacts. This will be considered when developing the MOT plan.

Mitigation Strategies: The mitigation efforts will begin from day one with the identification of a qualified Environmental Compliance Manager, who has experience in environmental documentations, design and construction management. We have selected Robert Siegfried of WR&A to serve as the Environmental Compliance Manager for the project. With over 29 years of experience, Mr. Siegfried is currently managing both of the VDOT Contracts for Environmental Documents and the Statewide Wetland and Stream Maintenance Monitoring, which requires expertise through all phases of project development. Mr. Siegfried’s input will be integral to the design process and will continue in the construction phase through attendance at design and construction progress meetings to discuss the environmental concerns and frequent environmental/permit compliance reviews.

The commitments of the design and construction impacts on the Tinkling Spring Presbyterian Church have been clearly documented and will be complied with during all project phases.

The Team will need to confirm VDOT’s preliminary findings that no stormwater management facilities are required for the project and that the right-of-way and easements for drainage outfall requirements (MS-19) are met. Additionally, the Team will identify all temporary sediment control measures that could require an easement or temporarily impact the existing wetlands or stream.

WR&A’s extensive experience in providing design, mitigation and construction phase services on VDOT projects will ensure the preliminary design will identify and address these items early in the project development. WR&A Erosion and Sediment Control certified plan reviewers will complete a detailed review of the plans and will ensure proper implementation during construction.

Commitment to Minimizing VDOT Risk

The Branch Team will develop a project design that meets all design and construction criteria established by VDOT and the regulatory agencies. Our QA process will ensure VDOT and other agencies’ efforts are minimized during the development of the project.

Given our past positive work history designing and constructing projects of this size and complexity, we bring the expertise for managing both interstate and local traffic through work zones. Other than mandated QA verification, our QA/QC program will verify the quality of the finished work product, which minimizes VDOT’s oversight for the project.

Our verified experience working with the regulatory agencies will provide confidence to VDOT that additional efforts will not be necessary by either VDOT or these agencies. Similarly, our verified work experience for utility relocation and property acquisition will minimize VDOT’s involvement in these areas of work.

Our Team’s proven record of clearly identifying and minimizing project risk has been highlighted on our Work History Forms, which are located in the Appendices under Attachments 3.4.1 (a) and (b).

The Branch Team’s approach provides a solid strategy that mitigates additional efforts by VDOT, other agencies and all stakeholders.

Appendices and Attachments

Attachment 2.10 – Form C-78 RFQ RFQ Signature Sheet

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

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

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ 11/03/2011
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

12/09/11

DATE

Debarment Forms

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

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

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

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

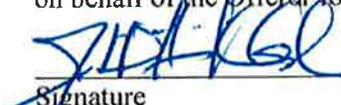
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

 12/19/11 President
Signature Date Title

Branch Highways, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

		
Signature	Date	Title
<u>The Branch Group, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.5(b)

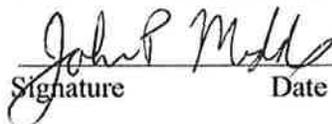
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

	January 6, 2012	Senior Vice President
Signature	Date	Title

Whitman, Requardt and Associates, LLP
Name of Firm

ATTACHMENT NO. 3.2.5(b)

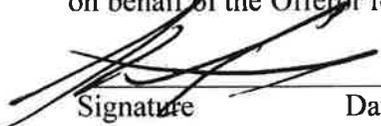
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

 12/6/2011 Vice President
Signature Date Title

Allegheny Construction Co Inc
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

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

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

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

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

[Signature] 12/4/2011 President
Signature Date Title

NXL Construction Services, Inc.
Name of Firm



VDOT Prequalification Certificate





COMMONWEALTH OF VIRGINIA



CERTIFICATE OF QUALIFICATION

Branch Highways, Inc.

Vendor Number: B319

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

PREQUALIFIED

Work Classes: Grading, Major Structures, Underground Utilities.

Issue Date: March 22, 2011

This Rating and Classification will Expire: February 29, 2012

Handwritten signature of Suzanne FR Lucas in cursive script.

Suzanne FR Lucas Prequalification Officer

Handwritten signature of Don E. Silles in cursive script.

Don E. Silles, State Construction Contract Officer

SCC Certificates and DPOR Licenses



Commonwealth of Virginia
State Corporation Commission

S
 Cor
 Virg

CISM0180

CORPORATE DATA INQUIRY

11/03/11

10:33:58

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#: 210 29 5718 DATE: 11/16/10 ROANOKE CITY
 CURRENT AR#: 210 29 5718 DATE: 11/16/10 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00				100.00	5,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

EXPIRES ON
03-31-2013

NUMBER
2701 029434A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

BRANCH HIGHWAYS INC

PO BOX 40004
ROANOKE VA 24022 0004



Gordon N. Dixon
Gordon N. Dixon, Director

CLASSIFICATIONS SDS H/H

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

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

(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: SDS
H/H

NUMBER: 2701 029434A EXPIRES: 03-31-2013
BRANCH HIGHWAYS INC



PO BOX 40004

ROANOKE VA 24022 0004
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.

(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

On August 10, 2000, a statement of registration as a foreign limited liability partnership was filed in this office by WHITMAN, REQUARDT & ASSOCIATES, LLP, a Maryland limited liability partnership.

This certificate of registration is in effect as of this date.

Nothing more is hereby certified.

*Signed and Sealed at Richmond on this Date:
June 14, 2011*

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



Commonwealth of Virginia



STATE CORPORATION COMMISSION

Richmond, August 10, 2000

This is to Certify that the statement of registration of

Whitman, Requardt & Associates, LLP

a limited liability partnership registered under the laws of MARYLAND; was this day admitted to record in this office and that the partnership is registered to transact business in Virginia as a foreign Registered Limited Liability Partnership, subject to all laws applicable to the partnership and its business.



State Corporation Commission

Attest:

Joel H. Beck

Clerk of the Commission



COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

June 6, 2011

CT CORPORATION SYSTEM
4701 COX RD STE 301
GLEN ALLEN, VA 23060-6802

RECEIPT

RE: WHITMAN, REQUARDT & ASSOCIATES, LLP

ID: K000382 - 4

DCN: 11-06-06-0502

Dear Customer:

This is your receipt for \$50.00 to cover the fee for filing the annual continuation report for the above-referenced registered limited liability partnership.

The annual continuation report was filed on June 6, 2011.

If you have any questions, please call (804) 371-9733 or toll-free in Virginia, 1-866-722-2551.

Sincerely,

Joel H. Peck
Clerk of the Commission

GPACCEPT
CIS0436

P.O. Box 1197, Richmond, VA 23218-1197
Tyler Building, First Floor, 1300 East Main Street, Richmond, VA 23219-3630
Clerk's Office (804) 371-9733 or (866) 722-2551 (toll-free in Virginia) www.scc.virginia.gov/clk
Telecommunications Device for the Deaf-TDD/Voice: (804) 371-9206

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

02-29-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER

0411000133

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

PROFESSIONS: ENG

WHITMAN REQUARDT AND ASSOCIATES
9030 STONY POINT PKWY
SUITE 220
RICHMOND, VA 23235



Jan W. DeBorja
Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000133 EXPIRES: 02-29-2012
PROFESSIONS: ENG
WHITMAN REQUARDT AND ASSOCIATES
9030 STONY POINT PKWY
SUITE 220
RICHMOND, VA 23235



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

EXPIRES ON

02-29-2012

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

NUMBER

0411000774

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

PROFESSIONS: ENG

WHITMAN REQUARDT AND ASSOCIATES LLP
103 PAULETTE CIRCLE
SUITE C
LYNCHBURG, VA 24502



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000774 EXPIRES: 02-29-2012
PROFESSIONS: ENG
WHITMAN REQUARDT AND ASSOCIATES LLP
103 PAULETTE CIRCLE
SUITE C
LYNCHBURG, VA 24502



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON

12-31-2013

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

NUMBER

0407001676

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

PROFESSIONS: ARC, ENG, LS, LA

WHITMAN, REQUARDT AND ASSOCIATES LLP
801 SOUTH CAROLINE STREET
BALTIMORE, MD 21231



Gordon N. Dixon
Gordon N. Dixon, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407001676 EXPIRES: 12-31-2013
PROFESSIONS: ARC, ENG, LS, LA
WHITMAN, REQUARDT AND ASSOCIATES LLP
801 SOUTH CAROLINE STREET
BALTIMORE, MD 21231



DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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

EXPIRES ON
01-31-2012

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

NUMBER
0402026613

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

**JOHN PATRICK MADDOX
2825 WILLBROOK DRIVE
RICHMOND, VA 23233**



Jay W. DeBorja
Jay W. DeBorja, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPLSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402026613 EXPIRES: 01-31-2012

JOHN PATRICK MADDOX
2825 WILLBROOK DRIVE
RICHMOND, VA 23233



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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COMMONWEALTH OF VIRGINIA**

EXPIRES ON

01-31-2013

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

NUMBER

0402035154

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

BRIAN ANDREW HENSCHEL
103 CAROL CT
FOREST, VA 24551



Gordon N. Dixon
Gordon N. Dixon, Director

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EXPIRES ON
01-31-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: 1 (804) 367-8500

NUMBER
0402033974

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

JEREMY SCHLUSSEL
9105 CARRINGTON HILLS CT
GLEN ALLEN, VA 23060



Jay W. DeBoer
Jay W. DeBoer Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402033974 EXPIRES: 01-31-2012

JEREMY SCHLUSSEL
9105 CARRINGTON HILLS CT
GLEN ALLEN, VA 23060



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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Commonwealth of Virginia
State Corporation Commission

S
Co

Virg

CISM0180

CORPORATE DATA INQUIRY

11/03/11

10:39:43

CORP ID: 0095573 - 2 STATUS: 00 ACTIVE STATUS DATE: 05/24/96
CORP NAME: ALLEGHENY CONSTRUCTION COMPANY, INC.

DATE OF CERTIFICATE: 01/16/1963 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: J. RUDY AUSTIN

STREET: 10 FRANKLIN RD., NE AR RTN MAIL:
P. O. BOX 40013
CITY: ROANOKE STATE : VA ZIP: 24038 13
R/A STATUS: 4 ATTORNEY EFF. DATE: 05/29/96 LOC : 217
ACCEPTED AR#: 211 01 5217 DATE: 12/20/10 ROANOKE CITY
CURRENT AR#: 211 01 5217 DATE: 12/20/10 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00 1,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
01-31-2013

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

NUMBER
2701 006768A

BOARD FOR CONTRACTORS
CLASS A CONTRACTORS LICENSE

ALLEGHENY CONSTRUCTION CO INC

2830 NICHOLAS AVE

ROANOKE VA 24012



Gordon N. Dixon
Gordon N. Dixon, Director

***CLASSIFICATIONS* H/H BLD BEC**

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS - CLASS A
CONTRACTOR LICENSE - CLASSIFICATIONS: H/H
BLD BEC

NUMBER: 2701 006768A EXPIRES: 01-31-2013
ALLEGHENY CONSTRUCTION CO INC

2830 NICHOLAS AVE



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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ROANOKE VA 24012

(8/08)



Commonwealth of Virginia
State Corporation Commission

S
Cor

Virg

CISM0180

CORPORATE DATA INQUIRY

11/03/11

10:49:01

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23229
R/A STATUS: 2 OFFICER EFF. DATE: 10/08/98 LOC : 143
ACCEPTED AR#: 211 16 4444 DATE: 09/20/11 HENRICO COUNTY
CURRENT AR#: 211 16 4444 DATE: 09/20/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
02-29-2012

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 387-8500

NUMBER
0411000678

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

PROFESSIONS: ENG, LS

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



Jimmy W. DeBoer
Jimmy W. DeBoer, Director

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COMMONWEALTH OF VIRGINIA

BOARD FOR APPELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000678 EXPIRES: 02-29-2012
PROFESSIONS: ENG, LS

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



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2013

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

NUMBER
0407003031

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

PROFESSIONS: ENG, LS

NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219



Gordon N. Dixon
Gordon N. Dixon, Director

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(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR APPELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003031 EXPIRES: 12-31-2013
PROFESSIONS: ENG, LS
NXL CONSTRUCTION CO INC NXL CONSTRUCTION
SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219



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DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233

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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: <i>Peter R. Kramer – Senior Project Manager</i>		
b. Project Assignment: <i>Design-Build Project Manager</i>		
c. Name of Firm with which you are now associated: <i>Branch Highways, Inc.</i>		
d. Years experience: With this Firm <u>15</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):		
<p><i>Branch Highways, Inc. Senior Project Manager/Area Manager March 2009 – Present</i> Responsibilities included oversight of all northern Virginia projects including both public and private sectors. These projects included site work for Lowe’s and Eli Lilly (Prince William County), Route 123 in Lorton (Fairfax County) and Spriggs Road (Prince William County). Currently serving as Project Manager on VDOT Port Republic project. Duties include coordination with Field Operations Management regarding personnel performance, application of Production Management Methods and Value-Engineering Proposal development and administration. Also served as Design-Build Project Manager for the Route 15 James Madison Highway PPTA project for Prince William County. 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 construction activities. These efforts require close coordination of all aspects of the process and a full understanding of the complexities of each aspect of the project to affect and drive key elements toward successful completion. Also required interfacing directly with landowners regarding specific proffer terms and conditions as well as acting as the point person for specific project-related property owner interactions for the Owner.</p> <p><i>Branch Highways, Inc. Project Manager 1998 – February 2009</i> Responsible for overall management duties for several construction projects including the I-81/Route 460 Christiansburg/Blacksburg Interchange. Also served as the Bridge Construction Manager concurrently with other project management duties for approximately three dozen bridge structures throughout North Carolina and Virginia. Duties included all scheduling, requests for information and submittal preparations/monitoring along with crew and equipment scheduling for all bridge crews as well as overall contract management and oversight including correspondence, owner and subcontractor notifications and compliance issues.</p> <p><i>Branch Highways, Inc. Superintendent / Project Engineer 1996 – 1998</i> Duties included direct responsibility for the management and construction of Beulah Street/Telegraph Road in Fairfax, as well as the management of final construction and closeout activities for various ongoing Branch Highways projects including Liberia Avenue (Manassas), Fairfax County Parkway between Route 123 and Hooes Road and Backlick Road (Fairfax County), and significant slope stabilization work on previously constructed portions of the Fairfax County Parkway. Duties focused on managing crews and equipment on a daily basis for multiple projects, schedule preparation, materials scheduling, submittal/RFI preparation and monitoring, as well as all correspondence and contract administration activities, budget monitoring and reporting.</p>		
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <i>Virginia Military Institute / BS / 1988 / Civil Engineering</i>		

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2006 / VDOT Erosion & Sediment Control Contractor Certification (ESCCC) / #3156C
2009/Certified LEED AP, United States Green Building Council/10444816
2009/U.S. Army Corps of Engineers – Construction Quality Management for Contractors/CENAO-09-1170

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

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

Port Republic Road – Harrisonburg, VDOT Staunton District

Authorized representative for contractor and overall Project Manager. Duties included grand plan development, jobsite scheduling and construction oversight, subcontractor and vendor procurement, project tracking and reporting, VEP analysis and presentation and coordination with various third-party utility companies and developers. Also actively engaged VDOT, various property owners and local officials regarding ongoing construction and specific concerns.

Company: Branch Highways, Inc.

December 2009 – September 2011

James Madison Highway (Route 15) PPTA – Prince William County, VA

Authorized representative for contractor and PPTA Project Manager. Duties included the coordination and oversight for overall planning and scheduling, design, ROW acquisitions, utility relocation activities, permitting and environmental monitoring, construction quality management, QA/QC procedures and implementation and contract administration. Duties also included subcontractor and vendor procurement, project tracking and reporting and coordination of various proffer obligations and negotiations in concert with Owner.

Company: Branch Highways, Inc.

February 2007 – December 2009

Spriggs Road Improvements – Phase II – Prince William County, VA

Authorized representative for contractor and overall Project Manager. Duties included grand plan development, jobsite scheduling and construction oversight, subcontractor and vendor procurement, project tracking and reporting, VEP analysis and presentation and coordination with various third-party utility companies and developers. Also actively engaged the Owner, various property owners and PWC Board of Supervisor members regarding ongoing construction and specific needs.

Company: Branch Highways, Inc.

November 2005 – October 2007

Route 123 and Hoes Road – VDOT

Authorized representative for contractor and overall Project Manager. Duties included grand plan and scheduling responsibilities, construction oversight, subcontractor and vendor procurement, project tracking and reporting, VEP analysis and presentation, owner change negotiations and pricing, coordination with third party contractors and adjacent VDOT projects, as well as coordination with Fairfax County representatives and local citizens. Responsible for creating job specific Partnering Agreements and coordinating the partnering process.

Company: Branch Highways, Inc.

July 2004 – May 2006

I-81 Christiansburg/Blacksburg Route 460 Interchange – VDOT

Authorized representative for contractor and overall Project Manager. Duties included grand plan and scheduling responsibilities, construction oversight, subcontractor and vendor procurement, project tracking and reporting, owner change negotiations and pricing, coordination with third party contractors and adjacent VDOT projects. Simultaneously held Corporate Bridge Construction Manager position responsible for oversight and coordination of approximately 36 bridges under construction throughout Virginia and North Carolina.

Company: Branch Highways, Inc.

September 1998 – April 2003

Route 123 and Hooes Road – Fairfax County, VA – VDOT

Superintendent with responsibilities for employee training and development and on-going project scheduling for the overall construction site. Also responsible for reviewing operations and conferring with technical or administrative staff to resolve production or processing problems. Ensured public satisfaction by addressing residents' questions and complaints.

Firm: Branch Highways, Inc.

July 2004 – May 2006

Route 460 Interchange – Blacksburg, VA

Superintendent for this project with responsibilities for overall construction site. Assisted with the interviewing, selecting and training of foreman, crew leaders and supervisory personnel. Additional duties included project schedule coordination with included multiple retaining walls and 12 bridges.

Firm: Branch Highways, Inc.

February 1999 – April 2003

Route 29 Sweet Briar Interchange (UPC #15842) – Amherst County, VA – VDOT

Project Manager for traffic forecast and analysis, interchange design, railroad relocation, highway design, three new highway bridges and two railroad bridges, retaining walls, drainage, stormwater management and public involvement. The design included the relocation and extension of existing Route 29 to Business Route 29 by elevating the four lane divided roadway a maximum of 28' over the proposed Route 29 Bypass. The innovative design separated the local traffic on Business Route 29 from the high speed traffic on the Bypass. Rutledge Creek and its associated FEMA Floodplain traversed the project through four box culverts requiring a detailed analysis to ensure the 100-year floodplain was not impacted by the project. A complex sequence of construction and the maintenance of traffic plan were required to extend the Bypass and Route 624 under the Norfolk Southern Railway. The railroad effort included a one-mile relocation of the track and the construction of two railroad bridges, requiring extensive coordination with Norfolk Southern. Construction cost: \$35 million.

Firm: Whitman, Requardt and Associates, LLP

1996 – 2005

Route I-81 Bridges over Maury River and Buffalo Creek – Rockbridge County, VA – VDOT

Project Manager for the design of two miles of interstate widening from 4 to 6 lanes, including 4 six-lane bridges, extension of two box culverts, drainage, SWM and geotechnical engineering. The project was located in an area with karst geology and rock cut slopes requiring a complex geotechnical analysis for the project. The four bridges were designed with an innovative abutment that eliminated all deck joints on these major structures with bridge lengths ranging from 590' to 820'. The innovative bridge abutment design has since been incorporated into the VDOT design aids and will significantly reduce future maintenance cost on bridges in the state. The evaluation of the karst geology included dye testing, resistivity testing and a boring program to determine the location of potential karst features and recommend design modifications to minimize the cost and risk of the project. Construction cost: \$38 million.

Firm: Whitman, Requardt and Associates, LLP

1999 – 2007

Route 123 Interchange at Route 1 (UPC #14693) – Prince William County, VA – Project Manager for the complete design of a tight urban interchange and widening of Route 1 and Route 123 from 4 to 6 lanes including surveys, traffic collection/analysis/forecast and modeling, hydraulic analysis, stormwater management, geotechnical, lighting, two-span bridge (Route 123), three-span bridge (Route 123 over CSXT mainline track), a bridge over Marumsco Creek, retaining walls, signing/markings, signals, utility relocation and public involvement. The design includes the extension of Gordon Boulevard to Belmont Bay Drive by providing a bridge over the CSXT tracks. This requires that a 1,000' of Gordon Boulevard and 800' of Belmont Bay Drive to be reconstructed by elevating the roadway using MSE retaining walls. Shared-Use Paths are provided along the western side of Route 1 and the north side of Route 123 allowing improved access to the VRE station located at the interchange. The project includes a complex sequence of construction and the development of a Transportation Management Plan, which includes a detailed traffic analysis, for each phase of construction including pedestrian access through project construction. The project has a significant right-of-way impact along the project requiring property acquisition from over 90 parcels. Estimated construction cost \$70 million.

Firm: Whitman, Requardt and Associates, LLP

2008 – Present

Interstate 81 Bridges over The New River and Exit 105 Modifications (UPC #56899 and #56900) – Montgomery and Pulaski Counties – Project Manager responsible for managing the design of a major transportation improvement project, which includes the reconstruction of the partial cloverleaf interchange at Exit 105 and the replacement of the 1,660 LF long bridges over the New River and the design of the Route 232 bridge over I-81. The project design includes traffic forecast and analysis and modeling, an Interchange Modification Report, roadway and interchange design, a hydraulic analysis, stormwater management, a complete geotechnical analysis, signing and marking, stormwater utility relocation and public involvement. The project includes a detailed hydraulic analysis of a stream through a series of four box culverts within the interchange. Estimated construction cost: \$60 million.

Firm: Whitman, Requardt and Associates, LLP

2009 – Present

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title: Brian Henschel, P.E., CCM, PMP – Associate for CM Services	
b. Project Assignment: Quality Assurance Manager	
c. Name of Firm with which you are now associated: Whitman, Requardt and Associates, LLP	
<p>d. Years experience: With this Firm <u>1</u> Years With Other Firms <u>15</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p>Whitman, Requardt and Associates, LLP Associate August 2010 – Present Associate for Construction Management Services – Project Manager/Responsible Charge Engineer/Engineering Support for transportation and utility contracts in Virginia. Manage staff assigned to VDOT and municipality CEI and construction management contracts providing QA inspection and monitoring Contractor’s QC program. Provide scheduling, constructability and specification interpretation support to VDOT and other clients. Manage and support construction projects to ensure compliance with contract requirements including materials testing and sampling, attend progress meetings, perform regular site visits to monitor progress and recommend field changes, resolve disputes, perform cost and schedule analysis for work orders and changes. Pay application/estimate review, staffing decisions and other project support.</p> <p>Virginia Department of Transportation Area Construction Engineer April 2004 – August 2010 Area Construction Engineer/Design-Build Project Manager/Project Controls Engineer – Responsible Charge Engineer and Design-Build Project Manager for projects in the Lynchburg District. As ACE, completed over 90 projects worth over \$200 million, exceeding on-time, on-budget and CQIP goals. Ensured compliance with plans and specs, assigned staffing on project, ensured QA testing and inspection met quality and specification requirements, monitored contractor’s QC program, and coordinated with IA/IV testing and sampling. Analyzed and approved work orders. Reviewed and responded to NOI’s and claims. Coordinated with all project stakeholders. As Design-Build Project Manager, managed all phases of the contract, including the scoping phase, design phase, construction phase and project close-out. Served this role for five different Design-Build contracts. Administered contract and all specifications. Assigned and managed processes and testing frequencies of IA/IV program, overseeing reporting and sampling. Reviewed and signed off on completed plans. Performed Design-Build project close-out. As Project Controls Engineer, performed constructability, bidability, CEI budgets, CTDR’s and CPM schedules for over 100 projects.</p> <p>McDonough Bolyard Peck Construction Engineering Senior Engineer May 1994 – April 2004 Office Engineer/Claims Analyst/Project Inspector for VDOT and other public clients. Senior Engineer and Office Engineer on large VDOT projects, assigning inspection activities, performing project documentation, analyzing work orders, coordinating with FHWA on funding, leading partnering meetings, reviewing/approving schedules, analyzing NOI’s and claims. Performed materials testing and managed QA materials testing and reporting. Performed constructability reviews on large VDOT projects. Analyzed claims and provided detailed reports for use in negotiations and litigation.</p>	
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: M.S./Virginia Polytechnic Institute and State University/Civil Engineering/2007 B.S./ Virginia Polytechnic Institute and State University/Civil Engineering/1997	
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Virginia Professional Engineer – 2001 #035154 Certified Construction Manager – 2010	

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

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

Route 29 NBL/Tye River Bridge Replacement – Amherst County, VA – VDOT

VDOT Design-Build Project Manager, who managed all phases of the \$9 million project. Assisted in writing of Technical Specifications, developed risk matrix and participated in preliminary and procurement phase activities. Facilitated and led kick-off meetings and administered the contract. Reviewed and approved QA/QC Plan and all subsequent updates, including reviewing all witness/hold points, QA and QC testing and sampling frequency and metrics, and other QA/QC Plan requirements. Oversaw scope validation period and responded to claims of additional scope. Reviewed, approved and signed plan submittals after contract compliance and constructability review. Managed IA/IV inspections, testing frequency and reporting to ensure contract compliance. Reviewed change order requests and approved payments. Facilitated project meetings.

Firm: VDOT

2009 – August 2010

Region I Metal Culvert Rehabilitation and Replacement Contract – Lynchburg and Staunton – VDOT

Design-Build Project Manager: Managed all phases of the Contract. Assisted in writing of Technical Specifications, developed risk matrix and participated in preliminary and procurement phase activities. Facilitated and led kick-off meetings and administered the contract. Reviewed and approved QA/QC Plan and all subsequent updates, including reviewing all witness/hold points, QA and QC testing and sampling frequency and metrics and other QA/QC Plan requirements. Oversaw scope validation period, and reviewed/responded to claims of additional scope. Reviewed, approved and signed plan submittals, after contract compliance, design and constructability review. Managed IA/IV inspections and testing frequency and reporting, as well as ensured contract compliance. Reviewed change order requests and approved payments. Facilitated project meetings. Coordinated closely with IPD/APD to implement all policies, procedures and guidelines related to the Design-Build contract. Seven Structures – \$4 million

Firm: VDOT

2009 – August 2010

Region II Metal Culvert Rehabilitation Contract – Lynchburg, VA – VDOT

VDOT Design-Build Project Manager, who managed all phases of the Contract. Assisted in writing of Technical Specifications, developed risk matrix and participated in preliminary and procurement phase activities. Facilitated and led kick-off meetings and administered the contract. Reviewed and approved QA/QC Plan and all subsequent updates, including reviewing all witness/hold points, QA and QC testing and sampling frequency and metrics, and other QA/QC Plan requirements. Oversaw scope validation period, and reviewed/responded to claims of additional scope. Reviewed, approved and signed plan submittals, after contract compliance, design and constructability review. Managed IA/IV inspections and testing frequency and reporting, as well as ensured contract compliance. Reviewed change order requests and approved payments. Facilitated project meetings. Coordinated closely with IPD/APD to implement all policies, procedures and guidelines related to the design-build contract. 22 Structures – \$4Million

Firm: VDOT

2009 – August 2010

Route 29/Madison Heights Bypass – Amherst, VA – VDOT

Responsible Charge Engineer on 13-mile 4-lane divided highway (3 contracts for \$120 million). Managed staff and QA inspection/testing frequency and reporting, approved change orders, coordinated with FHWA on funding, approved payments, performed regular field visits to monitor quality and contract compliance, monitored contractor's QC program, led project Quality effort, developed and approved field changes, led partnering and progress meetings, resolved disputes and accepted project. Provided detailed analysis of NOI's and claims. Represented VDOT in Commissioner's hearings, supported Attorney General's office in litigation proceedings and participated in mediation to resolve claims.

Firm: VDOT

April 2004 – January 2010

Main Street Bridge Project – Danville, VA

Responsible Charge Engineer on t 7-span arch bridges over the Dan River, including approach roadway, signalized intersections and utility relocation. Managed staff and QA inspection/testing, approved change orders, FHWA coordination, approved payments, performed regular field visits, monitored contractor's QC program, approved field changes and resolved disputes. Provided detailed analysis of NOI's and claims.

Firm: VDOT

April 2004 – 2009

Route 54 over Route I-95 – Town of Ashland, VA – VDOT

Project Manager for the bridge replacement of the two existing four span bridge structures with a single new two-span bridge structure along the same alignment. The project will be built in staged construction utilizing elements of the original sub-structure to reduce the final cost of the project and under the LRFD Design Manual. The project involves modifications to the horizontal and vertical geometry, geotechnical analysis for the modified sub-structure units, pavement design and a TMP. The final geometric conditions will raise the existing vertical clearance by approximately 2'-6" to meet current design criteria. The final bridge structure will be approximately 220 ft. long and 95 feet wide and will be a continuous steel superstructure with a semi-integral abutment and a solid wall pier.

Firm: Whitman, Requardt and Associates, LLP

2011 – Present

Fairfax County Parkway Interchange at Fair Lakes Parkway – Fairfax County, VA – VDOT

Bridge Design Project Manager responsible for the design of two single-span, prestressed concrete bulb-tee bridges carrying Fairfax County Parkway over Fair Lakes Parkway and Monument Drive. These two new bridge structures are part of the three miles of roadway improvements to create grade separations at these two locations and widen Fairfax County Parkway from 4 to 6 lanes. Responsibilities on the project included overall project management for the two new bridge structures and the design of the reinforced concrete decks and geometry of the new bridge structures. The Fair Lakes Parkway bridge structure consists of a 69-inch bulb-tee with semi-integral abutments and the Monument Drive bridge structure consist of a 61-inch bulb tee with semi-integral abutments. The entire project was designed to maintain traffic 100% of the time and incorporated the ashlar stone pattern along the MSE abutments and wingwalls for an aesthetic treatment desired by the community.

Firm: Whitman, Requardt and Associates, LLP

2003 – Present

I-81 Bridges over Buffalo Creek – VDOT – Rockbridge County, VA – VDOT

Bridge Design Project Engineer for the design of two four-span continuous steel girder bridges with total lengths of 635 ft. (NBL) and 570 ft. (SBL), with pier heights up to 110 ft. Project responsibilities on this project included the design of the hybrid structural steel superstructure, special design abutments and completed a quality control review of the pier designs. The special design abutment embedded the ends of the steel girders in concrete to provide complete separation from the toothed expansion joints at the abutments. All of the NBL design efforts had to take into account the two staged construction.

Firm: Whitman, Requardt and Associates, LLP

2001 – 2005

I-81 Bridges over Maury River – VDOT – Rockbridge County, VA – VDOT

Bridge Design Project Engineer for design of two continuous steel girder bridges – the NBL Bridge with 5 spans and a total length of 825 ft. and the SBL Bridge with 4 spans and a total length of 743 ft. Project responsibilities on this project included the design of the hybrid structural steel superstructure, special design abutments and completed a quality control review of the the pier designs, which had piers up to 60 ft. in height. The special design abutment embedded the ends of the steel girders in concrete to provide complete separation from the toothed expansion joints at the abutments.

Firm: Whitman, Requardt and Associates, LLP

2001 – 2005

Pinner's Point Interchange – City of Portsmouth, VA – VDOT

Bridge Design Project Engineer for the new 3-directional multi-level interchange connecting Route 164 to Route 58 NB and SB that consists of 4 miles of roadway and 2.5 miles of bridge structures, including 7 curved steel girder ramp bridges with multiple units. During the design phase, was responsible for the preliminary and final design of 13 of 26 structural steel plate girder superstructure units with varying widths and curvature utilizing the "MDX" curved girder software. For the remaining 13 units, performed QA/QC design checks of the design. For the sub-structure design, Mr. Schlüssel was responsible for the design and analysis of multiple-column and single-column piers utilizing the "RC-Pier" design software; including the geometry checks for the super elevated elements.

Firm: Site-Blauvelt Engineers, Inc.

1996 – 2001

Fairfax County Parkway Interchange with Fair Lakes Parkway – Fairfax County, VA – VDOT

Responsible for the design and restoration of a stream channel connecting a large box culvert to a perennial stream within a County park. Provided on-site environmental monitoring during construction to ensure that the commitments to the park authority and environmental documents were met and that the stream design was properly implemented. Estimated Construction Costs: \$45 million

Firm: Whitman, Requardt and Associates, LLP

2010 – Present

Route 501 Bridge Replacement Environmental Assessment – Bedford, VA

Project Manager for an Environmental Assessment to replace a major bridge over the James River. Responsibilities include oversight of all technical work, coordination with National Forest Service, regulatory agencies and compliance with NEPA procedures. Identified environmental permits and commitments required for the environmental clearance of the project. Estimated Construction Costs: \$18 million

Firm: Whitman, Requardt and Associates, LLP

2011 – Present

Route 33 Bridge Replacement Permits – Town of West Point, VA – VDOT

Under a VDOT On-Call Wetlands and Water Quality Services Contract, Mr. Siegfried was the Project Manager for the permitting and mitigation for the replacement of the Route 33 bridges over the Pamunkey River and the Mattaponi River. Provided wetland delineations, agency coordination, permit application, compensation site selection, and design for the project that replaced the two bridges near West Point, Virginia. The project included the design and construction monitoring of a 4.5-acre tidal wetland compensation site. Estimated Construction Costs: \$140 million

Firm: KCI Technologies, Inc.

2003 – 2004

Route 123 Bridge over the Occoquan River – Fairfax, VA –

Under a VDOT Statewide On-Call contract, Mr. Siegfried was the Project Manager for wetland delineations, permitting and agency coordination for the replacement of the Route 1 bridge over the Occoquan River. The project included obtaining bathymetry surveys of the river, coordinating with U.S. Coast Guard and Baltimore District of the Corps of Engineers over impacts to the navigation channel and permitting dredging for construction access. Estimated Construction Costs: \$25 million

Firm: KCI Technologies, Inc.

2003 – 2004

Attachments 3.4.1 – Work History Forms

Attachment 3.4.1 (a) – Lead Contractor

Attachment 3.4.1 (b) – Lead Designer

ATTACHMENT NO. 3.4.1(a)
LEAD CONTRACTOR—WORK HISTORY FORM

Work by Lead Contractor—three (3) projects which best illustrate current qualifications relevant to this Project.								
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.		d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
						Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
James Madison Highway (Route 15) PPTA Design-Build <i>Prince William County, VA</i>	<i>Please see detailed narrative below.</i>	Prince William County Dept. of Transportation 5 County Complex Court Prince William, VA 22192	Mr. Tom Blaser Phone: 703.792.6825	December 2009	December 2009	\$52,139	\$54,126	\$54,126

b. Narrative describing nature of Firm's Responsibilities

PROJECT DELIVERY METHOD: Design Build (PPTA)

LEAD DESIGNER: Rinker Design Associates

PROJECT DESCRIPTION:

Branch Highways was the Design-Build Contractor providing design, construction, right of way acquisition, and utility relocation for Route 15 (James Madison Highway) for Prince William County. Pete Kramer served as the Design-Build Project Manager. The Route 15 project required a series of environmental permits and mitigation actions for streams and wetlands, much of which was overseen by Mr. Kramer; extremely heavy rush hour traffic conditions and heavy traffic throughout the day; a vocal community whose concerns had to be heard; and maintaining and connecting several community walkways throughout the life of the project. The Project consisted of improvements to Route 15 beginning north of the I-66 interchange and extending to the existing four-lane section by the Dominion Valley Subdivision, and then starting at the intersection of Dominion Valley Drive/Graduation Drive and extending north beyond the intersection with Sudley Road/Route 234. The Project also consisted of improvements to portions of Waterfall Road, Sudley Road (Route 234), Shelter Land and Old Carolina Road along with a new section of Heathcote Boulevard between Old Carolina Road and Route 15. The project included nearly 22 lane-miles of construction along with five new bridge structures and a major box culvert.



“SIMILAR SCOPE” & “COMPLEXITY”	LEAD CONTRACTOR’S “LESSON LEARNED”	How this Work History and “Lessons Learned” from Relevant Project “DEMONSTRATE APPLICABILITY” to the I-64 Project	EVIDENCE OF GOOD PERFORMANCE on Relevant Project
Permit modifications to accommodate new construction. (Project Risk #3)	Updates and changes to design specs and permitting requirements can compel a design-builder to modify existing permits or change his design approach.	Because of the nature of the locations of the box culverts (under I-64, under a deep fill of Rt. 285), care should be given to ensure that no significant increases in capacity for these existing box culverts would be required by either the design or the permit(s).	Successful permitting allowed completion of Route 15 Project by contract completion dates.
Daily, high-volume commuter traffic through the Work Zone. (Project Risk #1)	The travelling public must be both accommodated and protected. The work force must have well conceived and executed Work Zone protection.	This intersection is already a bottle neck. Reducing the flow of traffic to anything less than it is now would be very objectionable. Design and implement MOT accordingly. Ensure adequate Work Zone warning signage. Use Variable Message Board communications strategically to aid commuters when operations are anticipated to impact through traffic. Consider tow-truck standby for key periods. Ensure all work zones adequately protect workers. Emphasize daily at End of Shift Meetings and Morning Huddles. Address public frustration head on. Demonstrate willingness to accommodate local needs.	Well-conceived Traffic Management Plan and continual monitoring and adjustment of Traffic Control Plan for Route 15 resulted in a successful project.
Free flow of traffic to and from the interstate. (Project Risk #1)	The free flow of traffic to and from the interstate must be preserved at all times.	Plan design and construction operations with interstate access/egress in mind. Engage VDOT, EMS, and law enforcement preconstruction to establish contingency plans in the event a backup develops. Ensure adequate warning messages in the event planned operations are anticipated to contribute to a backup. Have contingency plans in place in the event a backup does occur.	Well-conceived Traffic Management Plan and continual monitoring and adjustment of Traffic Control Plan for Route 15 resulted in limited impacts to interstate access and egress.

ATTACHMENT NO. 3.4.1(a)
LEAD CONTRACTOR—WORK HISTORY FORM

Work by Lead Contractor—three (3) projects which best illustrate current qualifications relevant to this Project.								
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)			
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible	
Route 58 PPTA Corridor Improvements <i>Meadows of Dan By-Pass, Hillsville By-Pass, Laurel Fork and Tri-County Connector, VA</i>	<i>Please see detailed narrative below.</i>	VDOT P.O. Box 3071 Salem, VA 24153	Mr. Robert Williams Phone: 540.387.5345	Phase 1: December 2005 Phase 2: November 2011 Phase 3: November 2015	Phase 1: December 2005 Phase 2: November 2011 Phase 3: November 2015	Phase 1: \$19,972 Phase 2: \$83,000 Phase 3: \$119,750	Phase 1: \$19,972 Phase 2: \$83,195 Phase 3: \$119,750	Phase 1: \$19,972 Phase 2: \$83,195 Phase 3: \$119,750

b. Narrative describing nature of Firm's Responsibilities

PROJECT DELIVERY METHOD: Design Build (PPTA)

LEAD DESIGNER: HNTB

PROJECT DESCRIPTION: Branch Highways is the Developer and Design-Build Contractor providing design, construction, right of way acquisition, utility relocation, permitting and wetlands/environmental mitigation for the development, design and construction of the Route 58 Corridor from Hillsville to Stuart.



To date, it has been one of the most successful PPTA projects VDOT has ever undertaken, with no delays, no contractor initiated cost changes, and no major quality or safety failures. The project has relevant similarities to the I-64 project under consideration, as listed in the table. The sheer size of this project requires our organization to adapt and integrate ourselves into our many partners' organizations, including VDOT's. We have cooperated with local contractors, elected and public officials, property owners, and other agencies, to address many challenges, such as the Hillsville Flea Market events, concerns about the use of local contractors, and analyzing the economic benefits of the project for the local community.

“SIMILAR SCOPE” & “COMPLEXITY”	LEAD CONTRACTOR’S “LESSON LEARNED”	How this Work History and “Lessons Learned” from Relevant Project “DEMONSTRATE APPLICABILITY” to the I-64 Project	EVIDENCE OF GOOD PERFORMANCE on Relevant Project
Account for existing storm water facilities and conditions in proposed design. (Project Risk #3)	Both design and constructability decisions must consider capacity of existing SWM systems and their correlative permit allowances	When performing design and constructability review for the box culvert extensions, construction cost savings ideas must take into consideration the condition, capacity, and regulating permits of the existing box culverts under I-64 and the north side of Route 285.	Drainage systems for conveying 21 live streams were designed, permitted and constructed for the Route 58 Hillsville Project.
New SWM permit requests influenced by existing permits. (Project Risk #3)	New permit requests cannot be drafted in isolation from existing permits, and must be coordinated with existing permits.	Design-Builder to coordinate permit acquisition with regulatory agencies and ensure minimal impacts to existing environmental systems, without delaying construction, through proper scheduling, coordination and mitigation.	Providing permit obligations for monitoring for Route 58 project.
Modify existing bridge structure under live traffic. (Project Risk #1)	A high level of focus must be given to bridge construction operations adjacent to traffic.	Perform frequent (at least daily) work zone inspections. Never allow hoisting over traffic. Sequence superstructure installation, particularly deck concrete placement, in such a manner that vibrations and camber issues are mitigated.	Successful completion of Route 58 By-Pass Bridge over Business 58.
High volumes of information transfer.	High volumes of data and submittals can become unmanageable when managed through traditional processes.	Implement online, collaborative information management systems and processes for submittals, design review, correspondence, etc.	Ongoing management of 58 Corridor very successful as evidenced by additional phases being awarded.
Highly complex project performed under high public visibility. (Project Risk #2)	Visible, complex projects attract public attention and frequent questions and criticism. Management teams must be prepared to respond professionally.	Apply Branch's "Single Point of Contact" concept among Key Personnel to create a balanced and effective communication model. Delegate formally and subordinate other interactions to the interactions among Key Personnel, including VDOT's personnel.	Ongoing management of 58 Corridor very successful as evidenced by additional phases being awarded.
Construct superstructure over live, heavily travelled, 4-lane traffic. (Project Risk #1)	Extra care and attention is required when working over live traffic to prevent debris from falling into traffic below.	Significant portions of scope of work are over existing interstate traffic. Particularly bridge demolition, modification and construction. Daily planning with Bridge Contractor and inspectors. Emphasize daily at End of Shift Meetings. Engage local EMS, State Police, etc. early on.	Strong relationship with Hillsville Police and EMS. (Police Chief Steve Williams)

ATTACHMENT NO. 3.4.1(a)
LEAD CONTRACTOR—WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)			
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible	
Route 460 Interchange - Christiansburg	<i>Please see detailed narrative below.</i>	VDOT, Christiansburg 105 Cambria Street, NW Christiansburg, VA	Mr. David Clark Phone: 540.381.7190	December 2001	June 25, 2002	\$41,570	\$55,115	\$55,115

b. Narrative describing nature of Firm's Responsibilities

PROJECT DELIVERY METHOD: Prime Contractor (Bid-Build)

LEAD DESIGNER: Virginia Department of Transportation

PROJECT DESCRIPTION: A highly complex project (68 lane miles, including 2 major interchanges at Exit 118 on I-81). Although significantly larger than the I-64 Exit 91 project, Relevant Project featured some of the same risks as listed. Major items of work included excavation (approximately 1.7 million cubic yards), sound barrier wall (approximately 300,000 square feet), twelve (12) bridge structures, thirty-four (34) overhead signs, steel piping (approximately 84,480 linear feet) and bifurcated/non-bifurcated barrier wall (approximately 28,000 linear feet) including inset drainage structures.

The project consisted of many sequencing and coordination issues which were addressed with good planning and execution of our work that included 19 separate traffic lane changes, added truck climbing lanes, a specification change to FHWA 350 safety standards. Project planning and scheduling was frequently subordinated to high traffic volumes generated by Virginia Tech events. Due to the geological conditions and formations (Karst formations similar to those found in Augusta County) several sink holes were discovered. To minimize public and VDOT's risks associated with these sinkholes, these sinkholes were remediated immediately.

These challenges, along with continually changing scope issues, placed an enormous emphasis on Owner/Contractor cooperation and communication at all levels of both organizations. As a result of the ongoing partnerships formed, and despite the added challenges and associated \$13 million in contract changes and quantity overruns, the Project completed on time and now functions as a vital link in the area. Mr. Pete Kramer was the Project Manager for this project.



"SIMILAR SCOPE" & "COMPLEXITY"	LEAD CONTRACTOR'S "LESSON LEARNED"	How this Work History and "Lessons Learned" from Relevant Project "DEMONSTRATE APPLICABILITY" to the I-64 Project	EVIDENCE OF GOOD PERFORMANCE on Relevant Project
Heavy Interstate MOT needs. (Project Risk #1)	Experienced & qualified MOT workers are essential to safety for workers and public. Cooperation with VDOT critical.	Give considerable care to selection and training of MOT supervisors and crew. Have frequent inspection of Work Zone protection. Express urgency to subcontractors and vendors frequently. Daily planning with Bridge Contractor and inspectors.	VDOT Work Zone inspection and other VDOT records.
Modify Existing Structures over live traffic. (Project Risk #1)	Extra care and attention is required when working over live traffic to prevent debris from falling into traffic below.	Significant portions of scope of work are over existing interstate traffic. Of special concern is bridge demolition / modification and construction. Daily planning with Bridge Contractor and inspectors. Emphasize daily at End of Shift Meetings. Engage local EMS, State Police, etc., early on.	VDOT Work Zone inspection and other VDOT records.
Accommodate high activity and alleviate congestion at existing, adjacent businesses and facilities. (Project Risk #2)	Proactive engagement with adjacent business owners prevents and reduces conflict for all parties.	There are several adjacent businesses with relatively heavy volumes of traffic. Similarly, there are nearby facilities such as the Augusta Medical Center and Eastside Speedway. AMC needs continuous unobstructed access, while Eastside has event-driven needs. Consider meeting with local elected representatives to determine concerns. Engage local EMS, State Police, etc., early on the project. MOT managers & supervisors must be engaged during design and pre-construction to ascertain concerns. Design and execute phasing and MOT to minimize impact.	Cooperation during Virginia Tech events (football, graduation, move-in, move-out weekends, etc.)
Heavy through-traffic. (Project Risk #1)	Drivers unfamiliar with the area may be unprepared for altered traffic patterns in the Work Zone.	Ensure adequate warning signage. Ensure all work zones adequately protect workers. Emphasize daily at End of Shift Meetings and Morning Huddles.	VDOT Work Zone inspection and other VDOT records.
Work in interstate median requires careful materials' management. (Project Risk #1)	Thorough planning minimizes unnecessary trips to and from the Work Zones in the median. This is safer for the travelling public and more cost effective.	Crews and deliveries must use extreme care when entering/leaving the median work zone. Coordinate with vendors accordingly. MOT plans & construction planning should include consideration for minimizing frequency of entering/leaving traffic. Have contingency plans in place in the event of a motor vehicle incident. Coordinate contingency plans with EMS and law enforcement.	VDOT Work Zone inspection and other VDOT records.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
 FAIRFAX COUNTY PARKWAY INTERCHANGE AT FAIR LAKES PARKWAY Fairfax County, Virginia	Design of interchange, 3 miles of roadway widening and 2 bridges, 1 bridge widening, traffic studies, noise walls, retaining walls, traffic engineering and public involvement.	<i>Virginia Department of Transportation</i> 4975 Alliance Drive Fairfax, VA 22030 Mr. Nassre Obeed (703) 259-1723	2011	2013	\$45,000	\$44,000	\$44,000

Whitman, Requardt and Associates, LLP (WR&A) was retained to provide engineering services to VDOT for the study and final design of an interchange at the intersection of the Fairfax County Parkway and Fair Lakes Parkway/Monument Drive intersection. The project was partially funded with ARRA funding for construction, which required extensive coordination with FHWA. The project features include:

Roadway Reconstruction and Widening – 2.3 miles of Fairfax County Parkway was widened into the median increasing the number of lanes from 4 to 6 and 0.7 miles was totally reconstructed to facilitate raising FCP up and over Fair Lakes Parkway and Monument Drive.



Interchange Design – The project included the design of a Split-Diamond Interchange to provide access to both Fair Lakes Parkway and Monument Drive. The four ramps were a total of 7,000 feet in length.

Hydraulic Analysis – The project contained a major drainage outfall to the Rocky Run Stream through an 800-foot long triple 8'x10' box culvert under Ramps B and C and Fairfax County Parkway. The project also included a single 400-foot long 7'x8' box culvert under Ramp B and C and Fairfax County Parkway. Additionally, Fairfax County Parkway and Fair Lakes Parkway are located on dams for regional stormwater management lakes, which are regulated by DEQ.

Structural Design – The bridge design efforts included the complete design of two single-span structures consisting of precast bulb tee beams spanning 116' and 142', each with a width of 124'. Abutments consisted of semi-integral concrete seats on steel piles with MSE retaining walls imprinted with an architectural finish of ashlar stone. The design included under bridge lighting for the sidewalks and pedestrian movements. The project also included widening the Fairfax County Parkway bridge over Route 50 by adding two additional travel lanes in the median. The bridge widening consisted of two span structural steel plate girders totaling 220' in length set on a new concrete pier aesthetically similar to the existing piers. The design included over 43,000 sf of retaining walls including MSE, Pile Panel, Soil Nail and over 70,000 sf of sound barriers. The ashlar stone finish from the bridge abutments was carried through to all wall elements to create an appealing appearance to this gateway to the Fair Lakes Community. The geotechnical design efforts included an evaluation of all of the walls and the final design of bridge foundations. The retaining wall featured a two tier soil nail wall, which was one of the first soil nail walls utilized by VDOT.

Traffic Control Devices – The project included freeway overhead signing for the I-66, Fair Lakes Parkway and Route 50 interchanges including ITS/VMS facilities. Signals were designed for 7 intersections with coordinated signal timing plans to ensure the efficient flow of traffic through the project.

TMP Plans – The project consisted of multiple phases of construction with a complex sequencing of traffic. The first major phase was the construction of the Ramps, while maintaining traffic on existing Fairfax County Parkway. This required the construction of four major retaining walls including a Soil Nail wall, two Pile Panel walls and an MSE wall with an area of over 43,000 sf and a complex sequencing for the construction of the box culverts under the ramps. During construction, through and left turn movements at the intersection of Fairfax County Parkway and Fair Lakes Parkway were detoured onto Fair Lakes Circle. WR&A completed a detailed traffic analysis for each shift in traffic patterns and provided all signal timing plans to the Contractor, as well as assisted with field implementation of each traffic shift. Once traffic was shifted to the ramps Fairfax County Parkway was reconstructed to be elevated over Fair Lakes Parkway and Monument Drive.

Public Involvement – Since the 1980s, the Fair Lakes Community has maintained the VDOT right-of-way with landscaping, decorative signage, and mowing and reserved the right-of-way for the future interchange project.

WR&A led a series of meetings with the Fair Lakes League that resulted in the acceptance of the project, donation of right-of-way/easements and utilization of existing private regional stormwater management facilities for the project. This resulted in significant cost savings to the project, which allowed aesthetic features such as decorative pedestrian lighting and an ashlar stone finish on the retaining walls and sound barriers to be added to the project. The finished project will enhance the community and provide significant improvements to traffic operations. WR&A also developed materials for both a Citizens' Information Meeting and a Design Public Hearing as well as presented the project to the public in a formal presentations at each meeting.



“SIMILAR SCOPE” & “COMPLEXITY”	LEAD DESIGNER’S “LESSONS LEARNED”	How this Work History and “Lessons Learned” from Relevant Project “DEMONSTRATE APPLICABILITY” to the I-64 Project	EVIDENCE OF GOOD PERFORMANCE on Relevant Project
Multiple Phases of construction with major shifts in traffic (Project Risks 1 and 2)	Detailed TMP developed early in project design.	Route 285 will require complex shifts of traffic through the interchange using temporary signals for each phase of construction, which is very similar to the complexity of FCP Project.	First major shift in traffic successfully completed in November 2011.
Bridge and Retaining Wall Designs (Project Risk #1)	Coordinate Bridge design efforts with TMP and roadway plans early in plan development.	FCP included widening the existing bridge over Route 50 within the existing interchange and the MOT requirements on Route 50 needed to be fully integrated into the TMP, which is similar to the Route 285 interchange impacts to I-64.	The bridge construction efforts followed the TMP and was successfully completed.
Interchange Design	Past experience on interchange design results in an interchange that will operate effectively.	WR&A’s vast experience in interchange design, traffic operations and signing resulted in a Diamond interchange with major signals at the ramp termini similar to the Route 285 interchange.	The FCP Interchange received ARRA-funding, which required an accelerated approval process of the design by FHWA.
Public Involvement and Coordination with local businesses (Project Risk #2)	Early coordination with businesses and building an environment of trust by open discussions about project design.	The FCP Interchange is located within a major multi-use development with over a million square feet of retail and office spaces. Traffic operations during and after construction were a major concern. The businesses along Route 285 have similar concerns.	The Fair Lakes League Community Association, which represented the businesses and the community supported the final design and has continued to be a true partner during construction.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

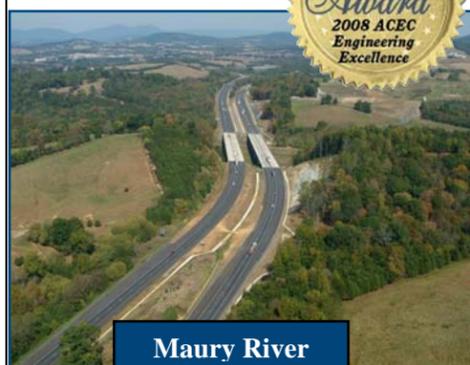
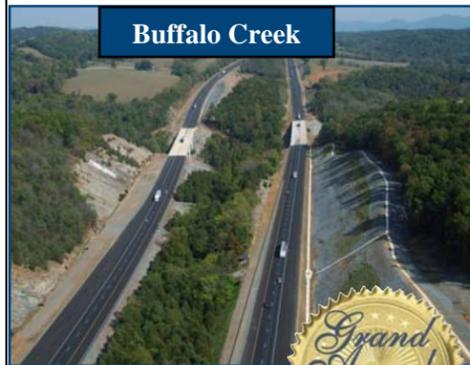
a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
 I-81 BRIDGES OVER BUFFALO CREEK AND MAURY RIVER Rockbridge County, Virginia	Design of 2 miles of roadway, includes 4 bridges in mountainous terrain with 110' tall piers, drainage, SWM and geotechnical engineering in karst topography.	<i>Virginia Department of Transportation</i> 1401 East Broad Street Richmond, VA 23219 Mr. Mike Branscome (540) 332-7746	Buffalo 2004 Design 2007 Const. Maury 2003 Design 2006 Const.	Buffalo 2004 Design 2007 Const. Maury 2003 Design 2006 Const.	\$27,000	\$27,000	\$27,000
					\$18,000	\$18,000	\$18,000

Whitman, Requardt and Associates, LLP (WR&A) was selected to design the I-81 bridge replacement projects of both the Buffalo Creek and Maury River bridges under a single contract. The bridges had reduced shoulder width and were classified as functional obsolete. The projects were to be the first part of the I-81 reconstruction efforts and were designed to widen I-81 from 4 to 6 lanes.

Roadway Design – Both projects required the reconstruction of approximately one mile of the interstate facility. The design required total replacement of the existing pavement section, which required the roadway typical section to be shifted to the east to ensure two travel lanes were maintained during construction at all times.

Hydraulic Analysis – The projects required a detailed hydraulic analysis of both Buffalo Creek and Maury River to ensure the project had no impact to the 100-year flood elevation. Additionally, the analysis included the evaluation of temporary causeways into the stream during construction. The projects also included the design of the extension of 3 box culverts.

Geotechnical Engineering – WR&A provided all geotechnical engineering services for the projects, which included an extensive testing and boring program to locate potential karst features. Our geologists performed extensive site visits and used dye testing to identify underground stream features that may impact the project design. At the Buffalo Creek northbound bridge it was determined the existing median contained a major underground stream network. The bridge and roadway improvements were shifted to the outside of the existing northbound I-81 lanes to avoid the karst features. WR&A provided a detailed geotechnical report including the design of a major embankments, rock cut slopes and bridge foundations.



“SIMILAR SCOPE” & “COMPLEXITY”	LEAD DESIGNER’S “LESSONS LEARNED”	How this Work History and “Lessons Learned” from Relevant Project “DEMONSTRATE APPLICABILITY” to the I-64 Project	EVIDENCE OF GOOD PERFORMANCE on Relevant Project
Major Interstate project with complex MOT (Project Risk #1)	Design of every element of the project must focus on constructability.	The NB Bridge of Buffalo Creek required phased-construction of the bridge, while raising the grade of I-81 8 ft. requiring detailed sequence of construction plan for the roadway approaches and bridge abutments, which will be similar to the Route 285 abutments.	Project received the VDOT Statewide Construction Quality Award
Complex bridge design	The bridge design focused on aesthetics and low maintenance features.	The four bridges were designed to have no deck joints by developing an innovative abutment design that incorporated tooth expansion joints. The Route 285 Bridge design will eliminate all deck joints.	Innovative Bridge abutment design, which was incorporated into the VDOT Design Guidelines for Major Structures
Complex Geotechnical design in karst terrain	Early evaluation of geology to identify existing karst features allows avoidance of major impacts and delays in design and construction.	The I-81 project was located in an area where karst geologic features exist. WR&A shifted the NB alignment to avoid a major karst feature that would have significantly increased the cost of the project. The Route 285 project is located in a similar geologic setting.	During construction the project only impacted one unknown karst feature that was remediated effectively during construction.

Structural Design – The structural design of the two I-81 bridges over the Buffalo Creek gorge with a depth well over 100 feet on I-81 was a main focus of the design. The bridges were on independent alignments and grading with approximately 1,000' distance between the roadways. The NBL bridge was the more challenging design due to the requirement that it be constructed in two stages just downstream from the existing bridge, and due to the site topography. Alignment studies also revealed the need to raise the profiles of the bridges approximately 8 feet to meet current FHWA Interstate Design Standards. The design consists of continuous hybrid steel plate girder bridges with the following span configurations: NBL Bridge: 137'-166'-166'-137' = 606' and the SBL Bridge: 138'-154'-154'-138' = 584'. The NBL Bridge is on a curved alignment, which was an existing condition, while the SBL Bridge is on a tangent alignment. Both bridges required tall piers of up to 110 feet in height due to the depth of the gorge.

The Maury River bridges are three lanes wide with 14-foot wide shoulders on each side. The new bridges are on parallel alignments and are of different lengths and layouts due to the topography and constraints of the site. The NBL bridge is 825 feet in length with five spans (137'-151'-164'-177'-193') and the SBL bridge is 743 feet in length with four spans (193'-177'-177'-193'). They are on tangent alignments, but the NBL bridge has a 1°-45' curve in the southernmost end span. The bridges have fully-continuous hybrid steel superstructures with 73-inch deep plate girders. Both the Buffalo Creek and Maury River bridges featured an innovative design element for the treatment of the deck joints at the abutments. The ends of the steel girders are encased in a concrete diaphragm that is integral with the deck and located just beyond the bearings. The deck joints are tooth expansion joints that are located on the abutment side of the concrete diaphragm. VDOT has since included the detail in the Design Guidelines as a special alternative joint detail.

TMP – The sequence of construction and maintenance of traffic required all existing travel lanes to remain open during construction. This required a phased construction of the bridges. The Buffalo Creek northbound bridge was constructed in two phases, while the southbound bridge was shifted into the median and constructed in a single phase. The Maury River bridges were replaced by first constructing the new northbound bridge to the east and then shifting the northbound traffic onto the new structure. The southbound traffic was then shifted onto the old existing northbound bridge while the new southbound structure was constructed.

Public Involvement – WR&A provided all presentation materials and participated in the Design Public Hearing for the project.

Project Awards:

BUFFALO CREEK: VDOT Statewide Construction Quality Award, NPHQ Award “Breaking The Mold” and ACEC Grand Award For Design Excellence

MAURY RIVER: ACEC Grand Award For Design Excellence

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
ROUTE 29 (MADISON HEIGHTS BYPASS) SWEETBRIAR INTERCHANGE Amherst County, Virginia 	Design of interchange, roadway and 4 highway bridges, retaining walls, drainage, SWM, H/H studies and traffic forecast and analysis. Design of 2 railroad bridges and track relocation.	<i>Virginia Department of Transportation</i> 1401 East Broad Street Richmond, VA 23219 Gary Wilmouth	Design 2001 Construction Fall 2004	Design 2001 Construction Fall 2005	\$32,704	\$33,250	\$33,250

Whitman, Requardt and Associates, LLP (WR&A) was retained to provide complete engineering design services to VDOT for the Route 29 Bypass Interchange at Sweet Briar College. The project was located at the northern terminus of the Madison Heights Bypass and connected to the existing Amherst Bypass. The location of the interchange was determined by conceptual studies completed by others, which located the interchange where the Norfolk-Southern mainline track, Rutledge Creek (FEMA Floodplain) and the existing Route 29 roadway are within a 1,000 feet of each other in the center of the interchange and is adjoining the Sweet Briar College Campus. The project was noted to be one of the most complex projects in Central Virginia in recent history.



Roadway Design – WR&A developed an innovative design that connected Route 29 Business in Amherst to the future Route 29 Business through Madison Heights/Lynchburg to provide a continuous facility for local traffic separated from the high-speed Bypass traffic. The new section of Route 29 Business was a mile in length and required two bridges over the Route 29 Bypass. The Route 29 Bypass consisted of 1.25 miles of four-lane divided freeway.

Interchange Design – The interchange included a complex configuration of six ramps with a length of almost 2 miles. Three of the ramps were fully directional providing access to and from the proposed Route 29 Bypass to existing Route 29. The design of the interchange was driven by the desire to make the future Route 29 Bypass a continuous movement and the ability to clearly sign the traffic movements from the Bypass to Route 29 Business into Madison Heights and Amherst.

Norfolk-Southern Railroad – The project required the design of the relocation of approximately one mile of NS mainline track, which required extensive coordination with the railroad. The NS realignment also required the design of two railroad bridges over the Bypass and Route 661.

Hydraulic Analysis – The roadway and interchange design required a full detailed analysis for ditches, curb and gutter, floodplain analysis and stormwater management. Rutledge Creek traversed the project by first passing under the relocated Sweet Briar College entrance roadway with a 100' double 10'x8' box culvert, then through an existing double 6'x8' box culvert that required an extension of 300 feet and then through a 1,000-foot long double 8'x8' box. A complex hydraulic model was developed to ensure the project had no impact to the existing 100-year floodplain elevation. WR&A developed a stormwater management strategy that relied on the treatment of off-site impervious area that required only one basin to be constructed for the project.

Structural Design – Four highway bridges and two railroad bridges were designed under this contract. The highway bridges were all two-span continuous steel girder bridges with spans ranging from 137 feet to 203 feet and skews ranging from 0 to 45 degrees. The highway bridges were designed for seismic performance category B using single mode seismic spectral analysis techniques (SEISAB Program). The Route 624 bridge (B627) over the Route 29 Bypass included a jointless deck bridge with semi-integral abutments. The Railroad Bridges were designed as part of a relocation of approximately one mile of Norfolk Southern mainline track to accommodate construction of the new interchange. Both bridges are designed to carry two mainline tracks. Bridge B632 carries the NS tracks over Route 29 Bypass and is a three-span skewed structure with simple deck plate girder spans of 133 feet – 150 feet – 169 feet. Bridge B631 carries the NS tracks over Relocated Route 661, and is a single-span skewed structure with a deck plate girder span of 121 feet. Both Railroad Bridges are constructed in two stages to accommodate railroad traffic during construction.

TMP Plans – WR&A developed a sequence of construction plan for the project, which required the NS track relocation be constructed first, then the completion of Route 29 Business was built over the existing Route 29. The design ensured the impact to the existing Route 29 traffic would be minimized during construction, while providing the continuous access to Sweet Briar College and the businesses along Route 29 Business into Amherst.

Public Involvement – WR&A provided extensive support for the stakeholder meetings with local officials and the Sweet Briar College and developed a design that addressed the expressed goal of separating high-speed Bypass traffic from the low-speed Route 29 Business traffic. WR&A assisted VDOT in presenting the design to the public at a Design Public Hearing, where the innovative design was overwhelmingly supported by the public.

Project Award:
ACEC Honor Award For Design Excellence

“SIMILAR SCOPE” & “COMPLEXITY”	LEAD DESIGNER’S “LESSONS LEARNED”	How this Work History and “Lessons Learned” from Relevant Project “DEMONSTRATE APPLICABILITY” to the I-64 Project	EVIDENCE OF GOOD PERFORMANCE on Relevant Project
Interchange Design with complex phasing during construction. (Project Risk #1)	During preliminary design a major focus should be placed on constructability.	The construction of Route 285 through the interchange will require several major shifts of traffic, which is similar to the challenges faced maintaining traffic along Route 29 Business during the design of the Route 29 Bypass interchange.	The construction of the project followed the construction sequencing as designed.
Complex Bridge Design	Coordination of Bridge design, especially foundation with the roadway and MOT is critical to success.	The Route 29 Bypass included 3 similar types of bridges over the freeway including the construction of foundation within an existing median and a major box culvert in the vicinity of an abutment. Route 285 will have similar features along the project.	The roadway bridge construction was completed with only minor support during construction.
Major Drainage Structure Design	Detailed Hydraulic model of existing and proposed condition is critical to the project design.	Rutledge Creek, a FEMA Floodplain, traversed the interchange and the analysis included two box culverts and one box culvert extension. The Route 285 project includes a major drainage structure, where the 100-year floodplain elevation will be critical in design.	The analysis of the complex system of box culverts through the interchange was approved by VDOT and had no impact on the 100-year floodplain.
Public Involvement (Project Risk #2)	Early coordination with local officials was the key to success.	The local officials and businesses had concerns about future access and access during construction to Amherst and the Sweet Briar College. The project design was coordinated through a series of meetings with local officials to develop a recommended alternative.	During the Public Hearing, the citizens and local businesses endorsed the project and at the ribbon-cutting expressed complete satisfaction with the project design.



**Request For Qualifications
A Design-Build Project**



**I-64 Exit 91
Improvements**

**From: 0.429 Miles West of Route 285
To: 0.438 Miles East of Route 285**

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

Federal Project No.: NH-064-2(152)

Contract ID Number: C00075877DB47

Augusta County, Virginia

