ORIGINAL

VDOT

James City County, Virginia

Statement of Qualifications

SUBMITTED | May 30, 2019

A DESIGN-BUILD PROJECT

Skiffes Creek Connector

From: Route 60 (Pocahontas Trail)
To: Route 143 (Merrimac Trail)

State Project No.: 0060-047-627, P101, R201, C501, B619, B620
Federal Project No.: STP-5A03(455)
Contract ID Number: C00100200DB104

SUBMITTED BY

BRANCH CIVIL | WRA

BRANCH CIVIL

May 30, 2019

Ms. Sudha Mudgade, P.E., PMP, DBIA
Alternate Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: REQUEST FOR QUALIFICATIONS | A DESIGN-BUILD PROJECT | Skiffes Creek Connector | From: Route 60 (Pocahontas Trail) To: Route 143 (Merrimac Trail) | James City County, Virginia | State Project No.: 0060-047-627, P101, R201, C501, B619, B620 | Federal Project No.: STP-5A03(455) | Contract ID Number: C00100200DB104

Dear Ms. Mudgade,

Branch Civil, Inc. (Branch), as the Offeror, hereby submits to the Virginia Department of Transportation (VDOT) this Letter of Submittal and accompanying Statement of Qualifications in response to the Request for Qualifications dated February 27, 2019, Addendum #1 dated April 2, 2019, and Addendum #2 dated April 19, 2019 for the above-referenced project. For this pursuit, Branch has partnered with Whitman, Requardt & Associates, LLP (WRA) to furnish a product that exceeds expectations with respect to design, cost, and schedule.

3.2.1 Full legal name and address of the Offeror:
Branch Civil, Inc. | 442 Rutherford Ave, NE, Roanoke, VA 24016

3.2.2 Point of Contact for the Offeror:
Mr. M. Jeff Humphreys Jr., DBIA, Project Executive
Address: 442 Rutherford Ave, NE Roanoke, VA 24016
Tel: (540) 982-1678 | Fax: (540) 982-4217 | Email: jeff.humphreys@branchcivil.com

3.2.3 Principal Officer of the Offeror:
Mr. Jason Hoyle, Vice President
Address: 442 Rutherford Ave, NE, Roanoke, VA 24016
Tel: (540) 982-1678 | Fax: (540) 982-4217 | Email: jason.hoyle@branchcivil.com

3.2.4 Corporate Structure of the Offeror: Branch is a registered corporation in the Commonwealth of Virginia. Branch will take full financial responsibility for the Project, and has no known liability limitations. Branch will provide a single 100% performance bond and single 100% payment bond.

3.2.5 Lead Contractor: Branch Civil, Inc. | **Lead Designer:** Whitman, Requardt & Associates, LLP

3.2.6 Affiliated and/or Subsidiary Companies Table (Attachment 3.2.6) is in the Appendix.

3.2.7 Certifications Regarding Debarment (Attachments 3.2.7(a) and 3.2.7(b)) are in the Appendix.

3.2.8 VDOT Prequalification: Branch's Vendor ID is B319; status is Active. See Appendix for Evidence.

3.2.9 Surety Letter is in the Appendix.

3.2.10 SCC and DPOR information are in Attachment 3.2.10 and supporting documentation is in the Appendix.

3.2.11 DBE Participation Goal: Branch is committed to achieving a thirteen percent (13%) DBE participation goal for the entire value of the contract.

Branch and WRA are well-versed and respected within the Heavy Civil Construction industry, specifically with regard to Design-Build projects. Our Team eagerly anticipate yet another successful delivery with this endeavor.

Respectfully Submitted,

Branch Civil, Inc.

Jason Hoyle, Vice President

3.3 OFFEROR'S TEAM STRUCTURE

Branch Civil, Inc. (Branch) will be responsible for managing the project in its entirety, supervising the design and construction, as well as performing major elements of the construction work.

Branch Civil, Inc. (Branch) – Offeror, Legal Entity, Lead Contractor

Branch is committed to continuing its 75-year tradition of building enduring infrastructure projects in the Mid-Atlantic and Southeastern United States through design-builds, civil construction, and site development. **Branch** is an employee-owned (ESOP) company based out of Roanoke, Virginia, with regional divisions in Northern Virginia, Virginia Beach, and North Carolina. Branch **continuously ranks as a Top 400 Contractor (#229) by ENR.** As **one of the largest Virginia-based contractors**, Branch's experience includes managing designers, right-of-way acquisition, utility relocation and coordination, and environmental permit acquisition on numerous successful Design-Build and PPTA projects. Branch has completed more than **$650M** in Design-Build projects including several relevant new location connector projects with similar size and scope to the Skiffes Creek Connector Project. Other similar projects include the ***$17.1M George Mason University (GMU) Campus Connector Design-Build project and the $15.6M Route 636 Extension over CSXT Augusta County PPTA.***

Whitman, Requardt & Associates, LLP (WRA) – Lead Designer

WRA is a full service architectural and engineering firm that was founded over 100 years ago primarily serving state and local governments in the Mid-Atlantic region of the United States. WRA will serve as the Lead Designer for this project and will be responsible for the design QA/QC. WRA will also be providing Quality Assurance Management (QAM) for construction. In the last five years, WRA has worked on **14** Design-Build projects in Virginia valued at over **$248M** and as a firm has been a Design-Build leader in the Mid-Atlantic region working on over 50 Design-Build projects for Federal, State, and Local government entities as well as private Design-Build projects.

Branch and WRA have worked together on **seven** Design-Build/PPTA projects over the last five years, including:

- ***I-95 Express Lanes Southern Terminus Extension Design-Build ($36.7M)*** – Branch was the Lead Contractor for this 2.2-mile extension of the I-95 Express lanes through the Garrisonville Road interchange with I-95. WRA was the Lead Designer for the project and provided QAM services.
- ***I-95 Safety Improvements at Route 3 Design-Build in the City of Fredericksburg ($18.7M)*** – Branch was the Lead Contractor and WRA was the Lead Designer and provided QAM services for this interchange improvement project.
- ***GMU Campus Connector Design-Build ($17.1M)*** – Branch was the Lead Contractor for this project. WRA designed the Route 123 improvements, performed the bridge design, geotechnical engineering, and provided QAM services for all construction within VDOT right-of-way.
- ***I-64 Exit 200 to 205 ($43.4M)*** – Branch is the Managing Partner for the Joint Venture constructing the 4.5 miles of widening along I-64 just east of Richmond with a bridge over the Chickahominy River. WRA is the Lead Designer.
- ***Route 636 PPTA (15.6M)*** – Branch was the Lead Contractor for this project. WRA performed the bridge design, geotechnical engineering, and provided QAM services for all construction.

The combined Design-Build experience noted above and our common goal to put the quality and schedule of the project first has proven to be successful on our previous Design-Build projects and will be for the Skiffes Creek Connector Design-Build.

Subconsultants and Subcontractors

The Branch | WRA Design-Build Team is comprised of highly qualified design and QA/QC testing subconsultants that are extremely knowledgeable with VDOT policies and procedures and experienced with similar VDOT Design-Build projects. The following subs have been carefully selected based on their relevant past experience and established working history of project success with VDOT, Branch, and WRA:

i+icon SOUTHEAST (i+icon) was founded in 1982 and has more than 37 years of construction experience. The company is a diverse infrastructure contractor specializing in bridge and roadway construction, working primarily in the state of Virginia. i+icon completed numerous projects within the state for VDOT and other public clients and worked with both Branch Civil and WRA on past projects. i+icon completed several projects involving sound walls and MSE walls with Branch Civil, while also serving as a subcontractor to them on the Shipps Corner Road Bridge Replacement in Virginia Beach and the Cedar Road Bridge Construction project in Chesapeake. WRA served as the QC inspector for Route 35 Bridge Design-Build Construction project constructed by i+icon. i+icon completed several projects in James City County including structural repairs to a bridge on Route 601, demolition of an existing bridge, and construction of two pedestrian bridges through Design-Build delivery.

H&B Surveying and Mapping, LLC (H&B) is a **Virginia-Certified, DBE/WBE (Woman-Owned Business)** founded in 2009 and will provide surveying and subsurface utility locating services for the project. Since 2010, H&B has teamed with WRA to provide surveying services on over 60 VDOT projects throughout Virginia and they have provided similar services on six VDOT Design-Build projects for WRA, including four with Branch.

ERM & Associates, LLC (ERM) is a **Virginia-Certified SWaM**, full-service land and easement acquisition company with a proven record of success in providing professional negotiations for the acquisition of land, easements and rights-of-ways throughout the state of Virginia. ERM worked with both Branch and WRA on I-64 Widening Exit 200 to 205 Design-Build in New Kent and Henrico Counties.

DMY Engineering Consultants, Inc. (DMY) is a **Virginia-Certified DBE/MBE (Minority-Owned Business)** founded in 2009 with the mission to provide cost effective engineering solutions to clients throughout the Mid-Atlantic region. DMY's expertise lies in providing geotechnical site investigation, drilling, instrumentation, geotechnical design and analysis, laboratory testing, construction materials testing/inspection, facilities and building enclosure services, environmental services, construction management. DMY has worked on many projects with WRA, including GMU Campus Connector Design-Build with Branch. They will provide Quality Assurance testing and lab services for Skiffes Creek.

NXL Construction Services, Inc. (NXL), a division of Century Engineering, has vast experience and is familiar with all the requirements needed when working on Design-Build projects similar in scope to Skiffes Creek. NXL worked with Branch on the Route 3 Widening Design-Build in Culpeper and is currently working with them and WRA on I-64 Widening Exit 200 to 205 Design-Build in New Kent and Henrico Counties. NXL will be responsible for all construction Quality Control.

ECS Mid-Atlantic, LLC (ECS) will provide Quality Control testing and lab services for the Branch | WRA Team. Founded in 1988, ECS has a staff of over 600 employees in the Mid-Atlantic region and is currently working on I-64 Widening Exit 200 to 205 Design-Build in New Kent and Henrico Counties.

Seventh Point, Inc. (SP) is a **Virginia-Certified SWaM** specializing in providing public relations and communication expertise on high profile projects for VDOT including the Military Highway project with Branch and I-64 Exit 200 to 205 Design-Build with Branch and WRA. ***Mike Carosi*** will lead this effort as a **Value-Added** team member bringing his 22 years of experience and will report to the DBPM.

3.3.1 KEY PERSONNEL

The job duties and responsibilities of Key Personnel will not be delegated to others for the duration of the Design-Build Contract. The resumes for the individuals identified as Key Personnel are included in **Attachment 3.3.1**. Each of these individuals are well respected in the transportation industry and have extensive experience in the delivery of Design-Build projects for the Department. Additional information about each is further highlighted in the organizational chart narrative provided in Section 3.3.2.

The Branch | WRA Team identifies and provides information about the Key personnel below.

Key Personnel	Team Member	Company
Design-Build Project Manager (DBPM)	M. Jeff Humphreys Jr., DBIA	Branch
Quality Assurance Manager (QAM)	Lenny Coleman, PE, CCM, LEED AP	WRA
Design Manager (DM)	Gail Kuttesch, PE	WRA
Construction Manager (CM)	Justin Campbell	Branch

The Branch | WRA Team has learned from previous Design-Build projects that a highly successful Team requires more than just the Key Personnel required by the RFQ. For this reason, our Team offers several **Value-Added** positions that enhance the efficiency of the Team's organizational structure and strengthens the team to successfully deliver the projects on time and on budget. All of these individuals have extensive Design-Build Experience and are well known in their respective disciplines both inside and outside of the Department. Following the organizational chart, on pages 6-9 we have included brief summaries of each of our Value-Added Personnel and team members.

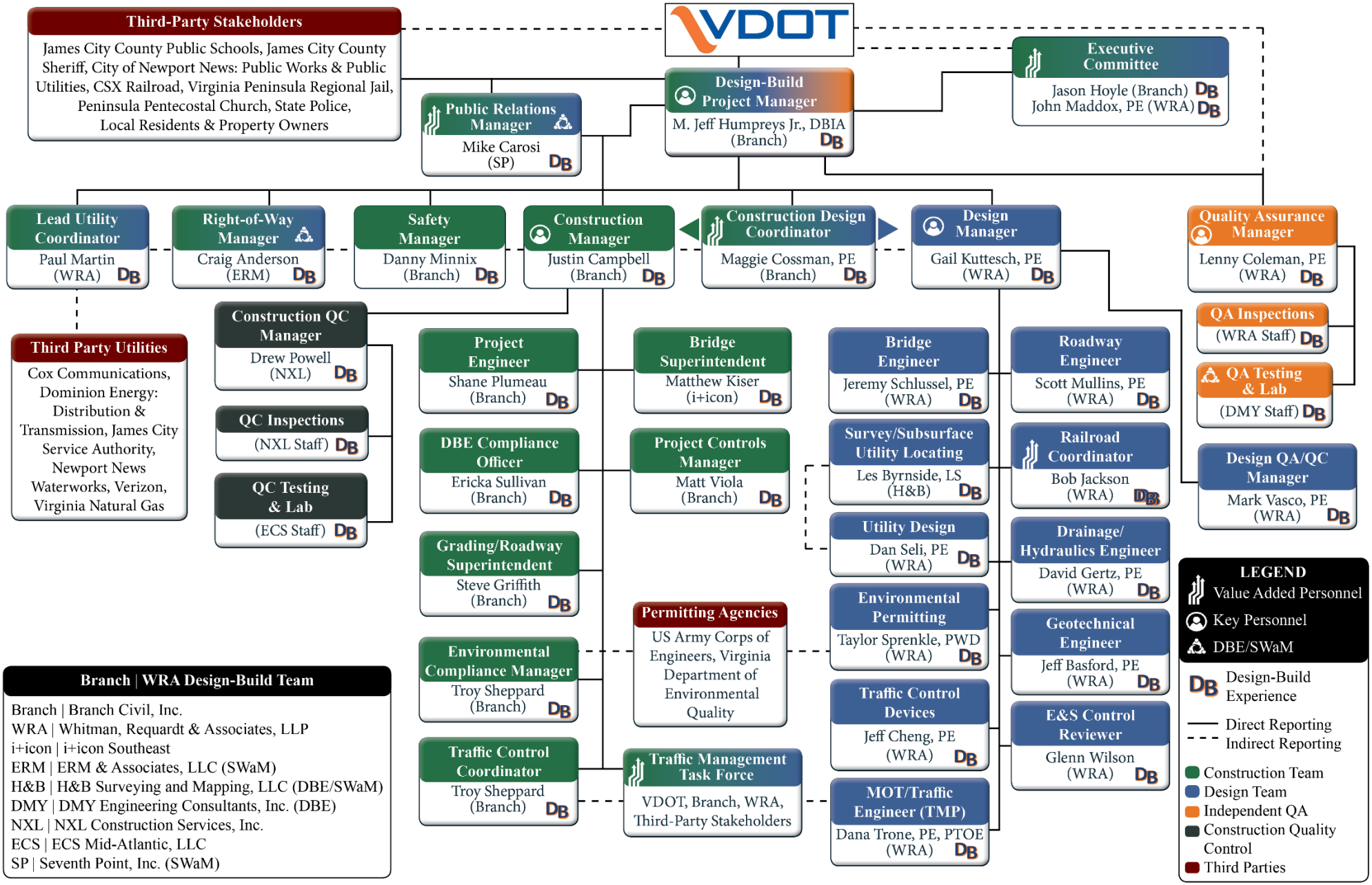
Value-Added Role	Team Member	Company
Executive Committee	Jason Hoyle and John Maddox, PE	Branch & WRA
Construction Design Coordinator	Maggie Cossman, PE	Branch
Public Relations Manager	Mike Carosi	Seventh Point
Railroad Coordinator	Bob Jackson	WRA
Traffic Management Task Force	Branch, WRA, VDOT, and Third-Party Stakeholders	

3.3.2 ORGANIZATIONAL CHART

The Branch | WRA Design-Build Team Organizational Chart on the following page identifies key personnel members and depicts the reporting structure of the entire Team. **Solid lines** identify the **direct lines** of reporting relationships of our Team members from the DBPM to the Design, Construction and QA leads. **Dashed lines** represent **indirect** reporting relationships and obligations to the DBPM and the team members. Furthermore, the reporting structure shows a clear separation between the Construction Quality Control duties and the Quality Assurance (QA) duties. Each function will have independent materials testing laboratory services. A narrative further defines the roles and functional relationships of the main team members immediately following the Organizational Chart.

***EVERY** member of the Branch | WRA Team selected for this project has Design-Build experience.*

The DB symbol on the organizational chart denotes those Team members that have previous Design-Build experience.


Third-Party Stakeholders
James City County Public Schools, James City County Sheriff, City of Newport News: Public Works & Public Utilities, CSX Railroad, Virginia Peninsula Regional Jail, Peninsula Pentecostal Church, State Police, Local Residents & Property Owners
VDOT
Executive Committee
Jason Hoyle (Branch) DB
John Maddox, PE (WRA) DB
Public Relations Manager
Mike Carosi (SP) DB
Design-Build Project Manager
M. Jeff Humpreys Jr., DBIA (Branch) DB
Lead Utility Coordinator
Paul Martin (WRA) DB
Right-of-Way Manager
Craig Anderson (ERM) DB
Safety Manager
Danny Minnix (Branch) DB
Construction Manager
Justin Campbell (Branch) DB
Construction Design Coordinator
Maggie Cossman, PE (Branch) DB
Design Manager
Gail Kuttesch, PE (WRA) DB
Quality Assurance Manager
Lenny Coleman, PE (WRA) DB
Third Party Utilities
Cox Communications, Dominion Energy: Distribution & Transmission, James City Service Authority, Newport News Waterworks, Verizon, Virginia Natural Gas
Construction QC Manager
Drew Powell (NXL) DB
QC Inspections
(NXL Staff) DB
QC Testing & Lab
(ECS Staff) DB
Project Engineer
Shane Plumeau (Branch) DB
DBE Compliance Officer
Ericka Sullivan (Branch) DB
Grading/Roadway Superintendent
Steve Griffith (Branch) DB
Environmental Compliance Manager
Troy Sheppard (Branch) DB
Traffic Control Coordinator
Troy Sheppard (Branch) DB
Bridge Superintendent
Matthew Kiser (i+icon) DB
Project Controls Manager
Matt Viola (Branch) DB
Permitting Agencies
US Army Corps of Engineers, Virginia Department of Environmental Quality
Traffic Management Task Force
VDOT, Branch, WRA, Third-Party Stakeholders
Bridge Engineer
Jeremy Schlussel, PE (WRA) DB
Survey/Subsurface Utility Locating
Les Byrnside, LS (H&B) DB
Utility Design
Dan Seli, PE (WRA) DB
Environmental Permitting
Taylor Sprenkle, PWD (WRA) DB
Traffic Control Devices
Jeff Cheng, PE (WRA) DB
MOT/Traffic Engineer (TMP)
Dana Trone, PE, PTOE (WRA) DB
Roadway Engineer
Scott Mullins, PE (WRA) DB
Railroad Coordinator
Bob Jackson (WRA) DB
Drainage/ Hydraulics Engineer
David Gertz, PE (WRA) DB
Geotechnical Engineer
Jeff Basford, PE (WRA) DB
E&S Control Reviewer
Glenn Wilson (WRA) DB
QA Inspections
(WRA Staff) DB
QA Testing & Lab
(DMY Staff) DB
Design QA/QC Manager
Mark Vasco, PE (WRA) DB
LEGEND
Value Added Personnel
Key Personnel
DBE/SWaM
DB Design-Build Experience
Direct Reporting
Indirect Reporting
Construction Team
Design Team
Independent QA
Construction Quality Control
Third Parties
Branch | WRA Design-Build Team
Branch | Branch Civil, Inc.
WRA | Whitman, Requardt & Associates, LLP
i+icon | i+icon Southeast
ERM | ERM & Associates, LLC (SWaM)
H&B | H&B Surveying and Mapping, LLC (DBE/SWaM)
DMY | DMY Engineering Consultants, Inc. (DBE)
NXL | NXL Construction Services, Inc.
ECS | ECS Mid-Atlantic, LLC
SP | Seventh Point, Inc. (SWaM)

3.3.2. Organizational Chart Narrative

Design-Build Project Manager: M. Jeff Humphreys, Jr., DBIA (Branch – 38 years of experience)

M. Jeff Humphreys Jr., DBIA (DBPM) will be responsible for the overall Project design and construction and has the expertise and experience required to supervise and exercise a degree of control of the work and will ultimately be the point of contact for VDOT and stakeholders. Jeff will oversee the Project, to include the design, construction, quality management, contract administration and other services required by the RFP. This will include procuring and furnishing all materials, equipment, services and labor within a timely manner. Jeff will be able to answer questions about the project and will be responsible for meeting the Design-Builder's obligations under the Contract while avoiding and resolving disputes. Jeff, along with our **Value-Added** ***Public Relations Manager, Mike Carosi*** with Seventh Point, will coordinate public outreach and public meetings. In addition, he will facilitate partnering amongst the Team and make sure that appropriate and consistent communication is maintained between all parties. The Design Manager, Construction Design Coordinator, Construction Manager, Right-of-Way Manager, Safety Manager, Quality Assurance Manager (QAM), and Lead Utility Coordinator, will all report directly to Jeff. He is currently serving as the DBPM for the $46.5M I-64 Widening Exit 200 to 205 Design-Build Project (Richmond District) with WRA as the Lead Designer, which is scheduled to be completed in advance of the Skiffes Creek NTP.

Quality Assurance Manager: Lenny Coleman, PE, CCM, LEED AP (WRA – 15 years of experience)

Leonard (Lenny) Coleman, PE, CCM, LEED AP (QAM) will report directly to the DBPM and will have direct, independent access to VDOT. He filled the role of the QAM for the I-95 Express Lanes Southern Terminus Extension and on the I-95 Safety Improvements at Route 3 for Branch. He served as Assistant QAM on the Fairfax County Parkway Interchange and Widening Design-Build project and held the role of QC Manager on the Fall Hill Avenue & Mary Washington Boulevard Extension VDOT Design-Build project in Fredericksburg and the Walney Road Widening VDOT Design-Build Project in Fairfax. Lenny's experience includes QA level oversight as Prince William County's Construction Manager for the Capital Improvement Program, which involved managing projects similar to the Skiffes Creek Connector project. Lenny will be responsible for the Quality Assurance program and will coordinate with VDOT, supervise project QA inspection staff, and coordinate with the QA Testing firm, F&R. He will ensure conformance with the Contract Documents including the "approved for construction" plans and specifications. Lenny will have overall responsibility for the development of and adherence to the Design-Build QA/QC Plan including coordination with the Design QA/QC Manager, Mark Vasco, PE. Lenny will report to the DBPM but will function independently from the Construction QC Manager, auditing and monitoring Branch's Quality Control Program. He will have the authority to stop construction activities, to ensure compliance with the specifications, and issue Non-Compliance Reports (NCRs) if necessary. In addition, Lenny will submit monthly written reports on the QA Program to both VDOT and the Branch | WRA Team.

Design Manager: Gail Kuttesch, PE (WRA – 15 years of experience)

Gail Kuttesch, PE (DM) will also report directly to the DBPM. She previously served as Design Manager on the I-95 Safety Improvements at Route 3 for Branch and Deputy Design Manager for Fall Hill Avenue & Mary Washington Boulevard Extension Design-Build in Fredericksburg. She is currently filling the role of Deputy Design Manager for I-64 Widening Exit 200 to 205 in Henrico and New Kent Counties, which will be completed in advance of Skiffes Creek NTP. Gail routinely manages the design of major Design-Build transportation projects and specializes in the design of complex projects requiring a multi-discipline design team. She will be responsible for providing a quality product, meeting all design milestones, continual Design-Build Team coordination, and ensuring the Design QA/QC Manager's oversight throughout the design phase. Gail is responsible for ensuring all design work is performed in accordance with current VDOT Policies, Procedures and Guidelines and the requirements of the VDOT Request for Proposals. She will manage all aspects of design including roadway, structures, hydraulics, traffic engineering, MOT, environmental, and geotechnical. She will assign resources as needed, oversee the design subconsultants,

coordinate design and review schedules, develop and implement corrective measures if necessary, and ensure environmental compliance measures are integrated into the design. She will coordinate the design with the **Value-Added** ***Construction Design Coordinator (CDC), Maggie Cossman, PE,*** and will remain involved in the project once construction begins to oversee any plan modifications and shop drawing reviews, as well as review construction activities as work progresses.

Construction Manager: Justin Campbell (Branch – 12 years of experience)

Justin Campbell has 12 years of experience in the heavy civil construction industry. Justin is well versed in the process of managing the design-construction process that is exclusive to Design-Build projects. He will report to the DBPM and will support the timely review of plan submissions and advance construction activities. Justin will report to the DBPM and manage all on-site construction as well as scheduling, safety, environmental compliance, utilities, and MOT. Justin will supervise the Project Controls Manager, QC Manager, Field Operations Manager, superintendents, and field staff. He will also manage the construction process, to include all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the "approved for construction" plans and specifications. He will play a key role in conjunction with the CDC and DM in design constructability reviews, utility coordination, and MOT. Justin holds a Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification, a VDOT Erosion and Sediment Control Contractor Certification (ESCCC), and VDOT Intermediate Work Zone Traffic Control Training and Flagging Certification. Justin will work with WRA in coordinating the design and construction forces with respect to environmental commitments. Aided by his staff, Justin will ensure construction is performed safely. He will coordinate with the DM during construction for the accurate and timely issuance, review of any RFIs and shop drawings, and will prepare As-Builts and plan revisions. He will be assigned to the Project and be on-site full-time during construction. Working alongside Jeff Humphreys, Justin served as the Assistant Construction Manager and Project Controls Manager on the I-64 Widening from Exit 200-205 Design-Build in the Henrico and New Kent Counties. He will be fully dedicated and available for this project upon receipt of a Notice to Proceed.

Value-Added Positions

Executive Committee: ***Jason Hoyle***, Vice President of Branch, and ***John Maddox, PE***, Senior Vice President of WRA, will provide support for the project Team to ensure adequate resources are available for successful project completion. Both Jason and John fully understand the desire of the Department to keep the key members of the Team in place during the project.

Construction Design Coordinator (CDC): ***Maggie Cossman, PE*** has more than 22 years of experience in the heavy civil construction industry. Maggie is currently serving in a similar value-added role on the $291M I-95 Express Lanes Fredericksburg Extension (FredEx) Design-Build Project. Maggie will report to the DBPM while working with the CM and DM.

Public Relations Manager: ***Mike Carosi*** has over 22 years of experience leading outreach on major transportation projects and ensuring robust public affairs, community outreach, marketing, advertising, and strategic public communications programs. Mike filled a similar role on Branch's Military Highway CFI Design-Build project and will report to the DBPM.

Railroad Coordinator: ***Bob Jackson*** has over 46 years of railroad/track work design experience. For the first 15 years of his career Mr. Jackson worked for CSX Transportation's engineering and construction division. He was trained by CSXT as a structures inspector and held that position at CSXT for 2 years. His experience includes design of track beds, grade crossings, and horizontal and vertical track alignments for new and expanded facilities; track inspection and rehabilitation; structures inspection; corrosion studies; procurement of long lead time items; construction-related services; value engineering; railroad access and utility permitting; and other miscellaneous related services.

Traffic Management Task Force (TMTF): Consisting of members from Branch and WRA project staff, VDOT, and Third-Party Stakeholders, the TMTF is critical to minimizing disruptions of traffic. Having a task force dedicated to traffic management will proactively address risks associated with the MOT. VDOT and

relevant stakeholders will be invited to work with our Team's project staff throughout the duration of the Project. CM Justin Campbell (Branch) will lead the TMTF, which will meet regularly to review MOT and optimize traffic safety and efficiency. Its goal will be to minimize delays to the traveling public, reduce disruptions to adjacent businesses and maximize safety throughout the project's life cycle. These meetings will keep VDOT and project stakeholders up-to-date on the project's progress and alert them to any upcoming changes in the traffic pattern. Recommendations will be continually implemented into the MOT plan.

Design

Roadway Engineer: ***Scott Mullins, PE*** will report to the DM and lead the roadway design efforts for the project. Mr. Mullins has over 20 years of experience in the design of interchange and roadway projects. Scott was the Lead Roadway Design Engineer for the I-95 Express Lanes Southern Terminus Extension Design-Build project for the Branch | WRA Design-Build Team. As Lead Roadway Design Engineer, Scott will draw on his Design-Build experience working with Branch to deliver another quality design that is strategically coordinated with the construction team members. Scott is currently serving as the Lead Roadway Design Engineer for the Denbigh Boulevard (Route 173) Interchange Concepts at I-64 in Newport News.

Bridge Engineer: ***Jeremy Schlussel, PE*** has 22 years of experience and reports to the DM. He will be in charge of structural engineering for the project. Jeremy has expertise designing bridge projects for the Department and managed the structural design of the Fall Hill Avenue & Mary Washington Boulevard Extension Design-Build in Fredericksburg. He is currently the Lead Structural Engineer for I-64 Widening Exit 200 to 205 in Henrico and New Kent Counties. Jeremy served as the Lead Structural Engineer by designing the Route 123 Bridge over Campus Connector for Branch as part of the GMU Campus Connector Design-Build and the Route 636 PPTA with Branch.

Geotechnical Engineer: ***Jeff Basford, PE*** has over 19 years of experience in subsurface explorations, geotechnical analysis, design of pavement sections and shallow and deep foundations, slope stability analysis, concrete and geosynthetic reinforced earth retaining structures, and in-situ testing and verification during construction. He has provided geotechnical expertise on Route 636 Extension PPTA and Design-Build projects, including the GMU Campus Connector Design-Build, I-95 Express Lanes Southern Terminus Extension Design-Build and I-95 Safety Improvements at Route 3 Design-Build with Branch. Jeff will report to the DM and collaborate extensively with the CM and ***CDC, Maggie Cossman, PE***.

Erosion and Sediment Control Reviewer: ***Glenn Wilson*** has 21 years of experience in E&S Control design services for transportation projects. He is a certified DCR Combined Administrator (Certificate #684). Glenn will report to the DM and collaborate with the ***Environmental Compliance Manager, Troy Sheppard***.

Utility Design: ***Dan Seli, PE*** has 31 years of utility relocation design experience, including managing WRA's VDOT Utility Relocation contract since 1996. Dan currently serves as the Lead Utility Engineer for the I-64 Widening Exit 200 to 205 Design-Build in New Kent and Henrico Counties. He has designed projects for all utility owners along the project corridor, including facilities for Newport News Waterworks and Hampton Roads Sanitation District. Dan has been responsible for wet utility coordination and design tasks of similar size and complexity, for design and construction services. He will report to the DM and assist the CM.

Lead Utility Coordinator: ***Paul Martin*** has more than 32 years of experience in highway and bridge construction including 12 years specializing in utility relocations for VDOT. He has become WRA's Design-Build lead for utility relocation and coordination on such projects as the I-95 Safety Improvements at Route 3 Design-Build, the I-95 Express Lanes Southern Terminus Extension Design-Build and the I-64 Widening from Exit 200-205 with Branch. Paul will report to the DBPM and will interact closely with the DM and CM.

Traffic Control Devices: ***Jeff Cheng, PE*** has 14 years of experience and recently led the traffic control device design efforts for the I-95 Express Lanes Southern Terminus Extension Design-Build and I-64 Widening Exit 200 to 205 Design-Build projects, which have included extensive traffic control device design including signing, pavement marking, lighting, and ITS devices. He has extensive experience with VDOT projects including the preliminary plans for the I-495 Northern Extension Shoulder Use project and the Fairfax County Parkway Interchange at Fair Lakes Parkway project.

MOT/Traffic Engineer (TMP): ***Dana Trone, PE, PTOE*** has 23 years of experience in traffic engineering including development of transportation management plans. Dana has developed TMPs for numerous VDOT Design-Build projects including the I-95 Safety Improvements at Route 3 Design-Build and the Fall Hill Avenue Design-Build. Dana will report to the DM and collaborate with the ***Traffic Control Coordinator, Troy Sheppard***.

Drainage/Hydraulics Engineer: ***David Gertz, PE*** will report to the DM and lead the design efforts for drainage and Stormwater Management (SWM). David has over 40 years of experience in roadway drainage design and SWM. He served as Lead Drainage/Hydraulics Engineer for the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Design-Build, I-95 Express Lanes Southern Terminus Extension Design-Build and I-95 Safety Improvements at Route 3 Design-Build with Branch.

Environmental Permitting: ***Taylor Sprenkle, PWD*** will report to the DM and secure all environmental permits needed for the project. Taylor has over 19 years of experience working with regulatory agencies for environmental reviews and permitting required for transportation projects and will work closely with the ***Environmental Compliance Manager, Troy Sheppard***, to ensure all permit requirements are fulfilled.

Right-of-Way Manager: ***Craig Anderson*** has 11 years of experience in easement and right-of-way acquisitions property purchase and sales negotiations at municipal, LAP and Design-Build levels, relocation services, and related project management. Craig will report to the DBPM.

Design QA/QC

Design QA/QC Manager, Mark Vasco, PE has more than 35 years of experience in the design of transportation projects. He served as the Design QA/QC Manager on four VDOT Design-Build projects including I-64 Widening Exit 200 to 205 with Branch in New Kent and Henrico Counties, I-95 Safety Improvements at Route 3 with Branch in Fredericksburg, Fall Hill Avenue & Mary Washington Boulevard Extension in Fredericksburg, and Walney Road Bridge Replacement and Road Widening in Fairfax County. Additionally, Mark served as the WRA Lead Roadway Design Engineer for GMU Campus Connector Design-Build with Branch.

Construction QC

Construction QC Manager: ***Drew Powell*** has over 10 years of experience as a construction inspector, which includes experience with roadways and buildings. He is familiar with State and Federal construction specifications and requirements. In addition, Drew has 6 years of experience working on Design-Build projects throughout the VDOT Hampton Roads District. Drew serves as a Senior Construction Inspector performing Quality Control responsibilities for ramps, bridges, and roadways. He has experience performing Quality Assurance testing programs and reviews on Quality Control inspector reports and procedures. During his time as a Quality Assurance Project Inspector he has performed worked on the following VDOT Design-Build projects: I-64 Widening Exit 200 to 205 Design-Build in New Kent and Henrico Counties and I-64 Pavement Rehabilitation in Norfolk.

Construction

Project Engineer: Shane Plumeau has 16 years of construction experience, will report to the CM and will be responsible for supporting construction operations, managing subcontractors, and procurement of materials. Shane is in a similar role on Branch's subcontract work on the active I-64 High Rise Bridge project.

Bridge Superintendent: Matthew Kiser will report to the CM, has over 12 years of construction experience. Currently, Matthew is serving as the superintendent on the Sandbridge Road Bridge project for the City of Virginia Beach, which includes construction of a temporary bridge, demolition of an existing bridge, and construction of a new bridge over Hell's Point Creek.

Grading/Roadway Superintendent: Steve Griffith has more than 10 years of heavy civil construction experience in the role of Superintendent and will report to the CM. He has experience working as a Superintendent on new location, connector projects similar to the Skiffes Creek Connector, including the Woodman Road project in Henrico County and Jahnke Road Improvement in Richmond.

3.4 EXPERIENCE OF TEAM

Please refer to Attachment 3.4.1 (a) Lead Contractor Work History Forms and Attachment 3.4.1 (b) Lead Designer Work History Forms, located in the Appendix of the SOQ for detailed relevant project experience.

RATIONALE FOR WORK HISTORY PROJECT SELECTION

As Lead Contractor and Offeror, Branch is proud to present the following projects that demonstrate experience and success with scope, magnitude, risks and associated mitigation that are similar to the Skiffes Creek Connector:

George Mason University Campus Connector Design-Build: This $17.1M project included construction of a new location roadway, improvement of a two-lane roadway that included a multi-lane pedestrian path, dual single-span structures, stakeholder coordination, and complex MOT in a heavily traveled corridor. As the Prime Contractor, Branch oversaw all aspects of construction and self-performed all activities associated with erosion control, mass grading, fine grading, storm drain, water/sewer, base stone, and traffic control installation/maintenance. **WRA performed the bridge design, geotechnical engineering, and provided QAM services.**

Military Highway Continuous Flow Intersection: This $61M roadway widening project included the installation of a continuous flow intersection that directs the left turning vehicles on Military Highway away from the main intersection. Coordination with the Norfolk Southern Railway and Bay Coast Railroad was required to schedule resources needed for rail work, as well as coordination with multiple stakeholders. As a joint venture partner, Branch oversaw all aspects of construction, quality control, and relocation of utilities.

Route 636 PPTA: This $15.6M new location project provides a direct connection between Route 250 (Jefferson Highway) and existing Route 636. In order to complete the connection, a new structure was constructed to carry traffic on Route 636 over Norfolk Southern Railway tracks leased by Buckingham Branch Railroad. As the Prime Contractor, Branch oversaw all aspects of construction and self-performed all activities associated with erosion control, mass grading, fine grading, storm drain, water/sewer, base stone, and traffic control installation and maintenance. Branch managed all subcontractors on the project, including the construction of the bridge and asphalt paving, and along with Augusta County and VDOT, Branch participated in Public Outreach meetings with the community. **WRA provided design and QAM services.**

As Lead Designer, WRA is pleased to present the following three projects to showcase definitive experience with ***New Alignment*** Design, ***Bridge*** Design, and ***Design-Build*** expertise.

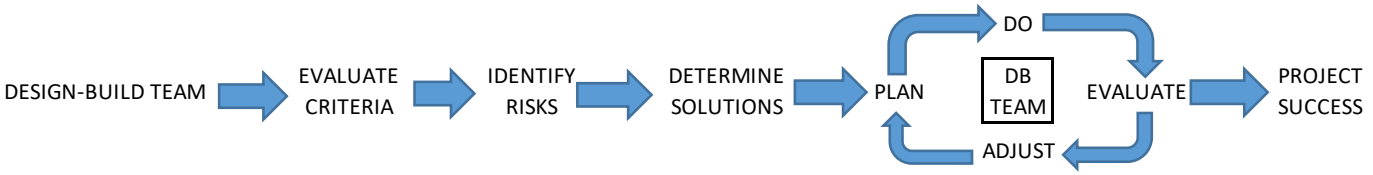
I-64 Widening Exit 200 to 205 Design-Build: WRA was Lead Designer for this $46.5M project in Henrico and New Kent Counties involving the widening of I-64 towards the median in both directions from approximately I-295 (Exit 200) to approximately Route 249 (Exit 205) for a total length of approximately 4.5 miles. The project included the design, repair, and widening of two existing bridges over the Chickahominy River. Geotechnical services included pavement and foundation design services for the bridges, retaining walls, noise barrier, and slope recommendations. Detailed maintenance of traffic plans ensured that the impact to the traveling public would be minimized. This project had a similar Team, as Branch was the managing partner for the Joint Venture for the project, ERM was the Right-of-Way Manager, NXL was the Quality Assurance Manager, Seventh Point was the Public Relations Manager, and H&B Surveying provided survey and subsurface utility locations. **Construction by Branch Civil.**

Denbigh Boulevard Bridge Replacement: This $23M project in the City of Newport News included the replacement of the structurally deficient Denbigh Boulevard Bridge over I-64 and CSXT Railroad (**the same railroad line as Skiffes Creek**) with a new bridge that meets current geometric and design standards and that will accommodate future widening of both I-64 and Denbigh Boulevard. The project included extensive Geotechnical investigation and analysis to address continuous settlement problems, ultimately arriving at a lightweight fill solution. Detailed maintenance of traffic plans ensured that the impact to the travelling public would be minimized. The project also required utility relocation and extensive coordination with the City of Newport News and CSXT Railroad before and during construction.

Fall Hill Avenue Widening and Mary Washington Boulevard Extension Design-Build: This $31M project in the City of Fredericksburg included widening Fall Hill Avenue to a four-lane divided highway from Carl D. Silver Parkway to Mary Washington Boulevard, construction of a bridge over I-95, a roundabout at the Fall Hill Avenue and Mary Washington Boulevard intersection, and a new alignment connecting the existing Mary Washington Boulevard to Fall Hill Avenue. Detailed maintenance of traffic plans ensured that the impact to the travelling public would be minimized. The project also required extensive utility relocation, including the **relocation of a transmission line**, and coordination before and during construction.

3.5 PROJECT RISKS

The combined 150+ years of experience for the Branch | WRA Team in the industry, including over $1 Billion in combined Design-Build projects has enabled each firm to build upon their ability to anticipate risks and determine mitigation strategies to manage/eliminate these risks. Branch's risk assessment and mitigation procedure is described briefly in the diagram below. It is based on concepts presented in the Breakthrough Project Leadership Institute created by two well-known construction management consultants, Mike Casten and Dave Peterson, owners of Construction Concepts and Sage Limited, respectively.



The cycle starts with choosing partners that complement your strengths and bring different perspectives to the table much like the Branch | WRA Team has demonstrated on numerous endeavors. Working as a Team to evaluate the criteria and assess risks leads to effective solutions that are implemented into the project design. This implementation then leads to an evolving process that runs through the project cycle of performing, evaluating, and adjusting. The Branch | WRA Team has enjoyed a great deal of success partnering with each other and the Department on the I-95 Express Lane Southern Terminus Extension as well as the I-95 Safety Improvements at Route 3. The partnering approach taken on these projects will be utilized to address the challenges of the Skiffes Creek Connector project, in particular the risks identified below.

Risks most commonly present an impact to project schedule and/or budget. Due to Smartscale prioritization, project budgets are established very early in project development. Any risk item that causes an increase in cost places the project in jeopardy of having to be "rescored", which could mean as much as a year or two delay with the chance of completely losing all funding if the benefit no longer scores well relative to other projects being considered. Our approach to Risk Identification has held this relatively new policy close in mind. The Branch | WRA Team has identified three top risks critical to the success of the Skiffes Creek Connector project. Each of these risks requires a unique mitigation strategy. Our Team is pleased to provide the following risk descriptions and discussions:

RISK #1: EMBANKMENT SETTLEMENT

A. Define the Risk and Why it is Critical

This project will include the construction of several earthen embankments to support the abutments of the two bridges proposed on the project and to fill across low areas to achieve the desired vertical alignment. Some of these embankments will be up to 30 feet in height and based on our knowledge of the geology in the area it is likely that these embankments may settle beyond what is acceptable to the Department. Although there are design complexities related to larger than acceptable settlement we see a significant risk in estimating the rate at which this settlement will occur. The estimated rate of settlement heavily influences the design parameters that are introduced at this early stage of development. One may anticipate a rapid settlement rate and incorporate an inexpensive waiting period and settlement monitoring program into the design. Alternatively, one may anticipate a longer settlement period and be forced to incorporate a costly soil improvement technology to either speed the settlement process or reduce the magnitude of settlement.

Being that the project site is likely west of where the highly compressible soils of the Norfolk Formation, which can take many years to settle, soil improvements are not necessarily a solution for this project. However, the site is underlain by the Windsor Formation, which has a lower member that typically has a grainsize that could settle rapidly along with the upper member that typically contains a clay fraction that slows the settlement (or consolidation) process.

B. Impacts the Risk Will Have on the Project

If the settlement rates are greater than predicted, the cost of the project is impacted because the Offeror may apply too much risk cost to the bid in anticipation of the need to incorporate excessive ground improvement technologies which may not necessarily be required. Additionally, acceleration costs to construct the project with an extended waiting period in the middle of the construction process may be included in the risk cost for the project. On the other hand, a settlement rate that is greater than predicted can result in the project not being completed on time or completing a project, which may ultimately settle beyond desirable limits.

C. Mitigation Strategies

Initially, the Branch | WRA Team will quantify the likelihood of settlement rates impacting the project. We are assuming some geotechnical data will be provided in the RFP, so that preliminary estimates will be made to predict both magnitude and rate of settlement. Depending on the results of this analysis, the variability of what is presented, and the completeness of the data presented will structure our proposal and work with the Department through RFP questions and proprietary meetings to develop a plan, which reduces the risk to a level acceptable to all parties.

We see several means of minimizing the risk to both the Department and the Design-Builder. A few of these strategies include:

- Performing an extensive subsurface investigation including numerous consolidations tests. The sampling should be concentrated in the shallow soils above the Yorktown formation.
- Constructing a test embankment where the fill placement and settlement is monitored.
- Performing rate of settlement computations and consider the settlement time of the embankments.
- Designing higher capacity abutment support piles to carry the embankment down drag loads, so that bridge construction can start prior to settlement completion.
- Incorporating deep undercuts to remove existing soils, which have the potential to consolidate slowly.
- Install wick drains prior to embankment construction to speed the rate of settlement.
- Perform ground improvement methods, such as stone columns to limit the total settlement to tolerable limits.

D. VDOT's Role in Mitigating Risk

The Department may find that completing a preliminary geotechnical report where settlement times are estimated at each of the bridge approaches would aid in quantifying the magnitude and cost of this risk for all offerors. Depending on the likelihood that the rate of settlement will impact the project, the Department may consider implementing one of the above strategies prior to finalizing the RFP. This may include performing additional consolidation testing or restructuring the methodology for establishing the contract completion date.

We acknowledge receipt of the Geotechnical Investigation Description included in Addendum #2 of the Request for Qualifications. The draft boring and cone logs included confirm the presence of the shallow compressible soil layer in which the risk described above is discussed. Although the document allows the proposer access to a portion of the project to conduct a subsurface exploration the main areas that pose a risk to the project are at the bridge approaches, which are indicated as "off limits" for a procurement stage investigation.

RISK #2: RAILROAD COORDINATION

A. Define the Risk and Why it is Critical

Lack of extensive coordination/cooperation with the railroad is a major risk, which can result in significant delays either through extended submittal review times or by delays to work at the project site. Extended review times can be caused by unfamiliarity with the railroad's submittal review process, operating requirements, or engineering standards. Delays to work at the project site can be caused by absence of the watchman/lookout, train traffic, or by safety violations.

B. Impacts the Risk Will Have on the Project

Extended submittal review times can delay access to the site, procurement of long lead time items critical to the design, or the need to redesign portions of the work. Delays to work at the project site caused by absence of the watchman/lookout can impact project schedules and escalate costs considerably. Delays due to train traffic are typically short, but can cause significant work stoppages, if not properly accounted for in the schedule. Delays due to safety violations are serious matters that can result in a contractor being fined, removed from a project for significant periods of time and/or face operational restrictions.

Route 636 over CSXT

C. Mitigation Strategies

The Branch | WRA Team has established a good working relationship with CSXT on several major highway projects, including the nearby Atkinson Blvd. project. Therefore, we are very familiar with the CSXT personnel and processes that are necessary to mitigate the risks that can accompany a project like this. Our strategy to address these issues is as follows:

- The first order of business will be for the Branch | WRA Team to coordinate with VDOT and contact CSXT Real Estate and Facilities Management to set up a Preliminary Engineering Agreement and project kick-off meeting. Starting CSXT Preliminary Engineering (PE) early by providing conceptual plans lowers project costs and shortens the time required for CSXT review and approval. The purpose of the CSXT PE is to identify issues related to safety, engineering, customer service, operations, legal and regulatory matters, expense, risk and other considerations specific to any proposed project.
- CSXT receives applications for agreements, property access, utility crossings, etc., daily and they have developed a processing system to streamline their review. Our experience with the CSXT submittal review process, and in particular the experience of our **Value-Added** ***Railroad Coordinator, Bob Jackson***, has shown that following the submittal process as outlined in the CSXT Public Project Information Manual generally produces a timely and successful application. Bob will take the lead in guiding any aspect of the design, including bridge, grading, or utility design, that will be influenced by railroad engineering or operating requirements; will participate in design team meetings; and will review and coordinate the submittal of all submittals to CSXT.
- The safety, security and conduct of the railroad's operations is of the utmost importance to CSXT. In accordance with Section 49 of the Code of Federal Regulations, Part 214, CSXT may require that all personnel be trained annually in the CSXT Roadway Worker Protection program. Bob Jackson is certified to provide this training at any time so that there will be no delays to the work. On-site job briefings will be conducted daily and as otherwise required by conditions, with the CSXT Employee-In-Charge to ensure that there is constant railroad/contractor coordination.
- Our Team will include CSXT on all schedule updates, so they are aware of our planned work activities and can provide any related input to the upcoming work.
- Construction on the south side of the tracks appears to require grading to make provision for two future CSXT tracks. This grading will necessitate the relocation of an existing fiber optic cable. Relocation of fiber optic cables are long lead time items and unless this issue is clarified in the RFP, the Branch | WRA Team plans to make contact with the owner as soon as possible in the project following the execution of the PE Agreement with CSXT and the project kick-off meeting. Provisions may be made in our work schedule to accommodate the work and any new facilities that may be required by the utility.
- Contractor access to both sides of the railroad will be an issue for this project. The nearest grade crossing is 2.3 miles to the east at the State Route 238 crossing in Lee Hall. To the west, the nearest crossing is the State Route 199 grade-separated crossing. CSXT makes no provision in its public documents for the installation of temporary contractor at-grade crossings so negotiation for a temporary contractor crossing will be a priority item to be addressed at the project kick-off meeting with CSXT.

- Another issue that has become an increasing problem recently is a shortage of available watchmen/lookouts to provide warning of approaching trains. This will be another priority item to be addressed at the project kick-off meeting, and the Branch | WRA Team plans to find out what options are available to ensure that a watchman/lookout is available when needed, including requesting CSXT to make this an advertised position on CSXT's seniority roster if necessary. At Atkinson Blvd. there were no CSXT personnel available to staff an advertised position, but we were able negotiate the establishment of a contracted position for a watchman/lookout who reported to the official CSXT watchman/lookout or Employee-In-Charge located several miles away. While this arrangement was not ideal, it allowed the contractor to keep working.
- Delays due to train traffic are routine, are generally short, and are based on the anticipated number of trains per day. Since most trains at this location are through trains, work delays affecting the span over the track are anticipated to be short and must be accommodated in the daily work schedule. Currently, three Amtrak trains and approximately 13 through freight trains pass the site daily during normal working hours. Additionally, a freight train stops several times a week to switch the industrial spur along Route 143. This switch will take approximately 30 minutes each time and will likely be the most disruptive to the work. The Branch | WRA Team will discuss the schedule of this switching train with CSXT at the project kick-off meeting so that its time impact, and the time impact of all through trains, may be reflected in the project schedule. The Branch | WRA Team will also borrow from WRA's experience on the Atkinson Blvd. project to anticipate train traffic impacts to the work schedule.
- CSXT has engineering standards that must be adhered to on their property. For example, no additional drainage can be directed onto railroad property and stormwater management and bridge structure drainage designs must acknowledge this requirement. Clearances, both horizontal and vertical, are always critical. Our design will provide the necessary clearances as shown on the VDOT RFQ Plans.
- i+icon Southeast has extensive experience working around railroads and is committed to track protection and public safety. They understand the coordination, procedures and liabilities associated with working around the tracks, which include acquisition of project specific railroad insurances, submittal procedures for specific activities affecting the railroad, work plans, daily coordination with CSXT watchmen/lookouts during construction, and schedule impacts associated with train traffic. When working around the railroads all crane lift plans must account for 150% load capacities and be performed by certified crane operators and riggers. A few of the projects they completed over railroad tracks include the Martin Luther King Jr. Expressway in Portsmouth, VA and the Indian River Road Bridge in Chesapeake, VA. They are also prequalified to perform work for both CSXT and NSRR.

D. VDOT's Role in Mitigating Risk

It appears that VDOT has already been proactive in engaging the railroad and addressing the issue of horizontal and vertical clearances during preliminary engineering. The Branch | WRA Team will be responsible for all other mitigation matters related to construction. If permanent easements or crossing agreements are required, VDOT will be advised and requested to review and approve these measures prior to anything being presented to the railroad. Following VDOT approval, the appropriate applications will be completed and presented to CSXT for approval, and the final agreements will be forwarded to VDOT for final signatures.

RISK #3: ENVIRONMENTAL

A. Why the Risk is Critical

There are two elements that could affect environmental permitting, cost, and schedule:

- The Environmental Assessment (EA) prepared by VDOT indicates that a "bridge-like structure" will be constructed for the Skiffes Creek crossing. Impacts in the EA were calculated as "worst case" assuming no bridge, which would result in 0.85 acres of wetland impacts and 673 LF of stream impacts for the preferred alternative. The impacts would exceed the 0.5-acre threshold for the State Programmatic General Permit (17-SPGP-01); therefore, an Individual Permit (IP) would be required from the U.S. Army Corps of Engineers (USACE). Because the project impacts are less than 2 acres of wetlands and 1,500

LF of stream, the project would qualify for a Virginia Water Protection General Permit 3 (WP3) from the Virginia Department of Environmental Quality. If wetland impacts can be reduced below 0.5 acres, the level of permit required for the USACE could be reduced from an IP to SPGP, which would reduce schedule risk. This reduction in schedule risk would be balanced with the cost of the bridge or span structure.

- The conceptual roadway plan shows the proposed road in close proximity to a portion of stream that was restored on the VDOT maintenance facility located at 9340 Merrimac Trail in compliance with VDOT's MS4 permit. The current concept shows the roadway fill slope within 100 feet of the restored stream, which could include important restoration design elements such as riparian plantings, restored wetlands, buffers or other offsets that could affect the roadway design. Any potential impacts to the stream or buffers would require coordination with VDOT and also with the USACE.

B. Impacts the Risk Will Have on the Project

- ***Schedule:*** If wetland impacts cannot be reduced below 0.5-acre, obtaining an IP from the USACE could add 6 months to the schedule. Any impacts to the restored stream would take time to clear with VDOT and the USACE and to develop potential mitigation to compensate for the impacts.
- ***Cost:*** Building a longer bridge to reduce the level of permit could add cost to the project. Any design or construction modifications or required mitigation to avoid or compensate for impacts to the stream restoration site could also add cost.
- ***Continued liability beyond expiration of warranty period:*** Any alteration to the stream restoration site could require the DB to assume the risk of monitoring the stream restoration site and implementing corrective actions for up to 10 years depending upon agency requirements.

C. Mitigation Strategies

Mitigation strategies for the defined risk will include working closely with VDOT's Environmental staff, the USACE, and WRA's Environmental staff to ensure that the stream restoration site and the Skiffes Creek bridge crossing do not affect the project schedule or cost. The following mitigation strategies have been developed:

- ***Balancing cost of "bridge-like" structure with permitting risk:*** The design team and the environmental team will balance optimization of the bridge design with potential reduction of wetland impacts to reduce the level of permit required without adding significant cost to the project. Any additional cost of the bridge structure would be weighed against the potential cost of the increased permitting effort.
- ***Coordinate with VDOT to determine design constraints associated with the stream restoration and adjust design as appropriate:***
  - **VDOT Coordination:** The Team will coordinate with VDOT to review the design plans of the stream restoration site to determine which, if any elements, may be impacted by the proposed roadway. The Team would become familiar with the stream design as well as any commitments made to regulatory agencies. If necessary, the Team would explore potential mitigation strategies with VDOT and the regulatory agencies.
  - **Design Refinement:** The Team would first and foremost adjust the roadway design to avoid any impacts to the restored stream. Any unavoidable impacts would then be minimized to the greatest extent practicable and mitigation strategies would be developed in close coordination with VDOT and the regulatory agencies. Design refinements could include reducing fill slopes, constructing MSE walls, and/or adjusting the roadway alignment.

D. Role of VDOT or Other Agencies

Our Team will work closely with VDOT and the regulatory agencies to address concerns through coordination meetings and reviews. The Team has established relationships with the VDOT Environmental staff and will work closely with them. We anticipate VDOT and the regulatory agencies will play an active partnership role with our Team in developing a plan that will ensure that there will be no significant impacts to environmental resources.

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendices & Attachments
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendices & Attachments
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendices & Attachments
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendices & Attachments
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendices & Attachments
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 1
Offeror's Team Structure				Pages 2-8
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Page 4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendices & Attachments
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendices & Attachments
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendices & Attachments
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendices & Attachments
Organizational chart	NA	Section 3.3.2	yes	Page 5
Organizational chart narrative	NA	Section 3.3.2	yes	Pages 6-8

ATTACHMENT 3.1.2

Project: 0060-047-627

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				Page 9
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendices & Attachments
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendices & Attachments
Project Risk				Pages 10-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 10-15

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00100200DB104

PROJECT NO.: 0060-047-627

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 – February 27, 2019 (Date)
2. Cover letter of RFQ Addendum #1 – April 2, 2019 (Date)
3. Cover letter of RFQ Addendum #2 – April 19, 2019 (Date)

Jason Hoyle — SIGNATURE

5-7-2019 — DATE

JASON HOYLE — PRINTED NAME

VICE PRESIDENT — TITLE

ATTACHMENT 3.2.6

State Project No. 0060-047-627

Affiliated and Subsidiary Companies of the Offeror

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

☐ **The Offeror does not have any affiliated or subsidiary companies.**
☒ **Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate (Parent Company to Branch)	The Branch Group, Inc.	PO Box 4004 Roanoke, VA 24022
Affiliate	Branch & Associates, Inc.	PO Box 40051 Roanoke, VA 24022
Affiliate	G.J. Hopkins, Inc.	PO Box 12467 Roanoke, VA 24025
Affiliate	Corman – E.V. Williams, a Joint Venture	12001 Guilford Road Annapolis Junction, MD 20701
Affiliate	Balfour Beatty Infrastructure, Inc./ E.V. Williams, Inc. JV	430 Eastwood Road Wilmington, NC 28403
Affiliate	Flatiron | Branch, a Joint Venture	385 Interlocken Crescent, Suite 900 Broomfield, CO 80021
Affiliate	Flatiron | Branch II, a Joint Venture	385 Interlocken Crescent, Suite 900 Broomfield, CO 80021
Affiliate	Corman – Branch, a Joint Venture	442 Rutherford Avenue, NE Roanoke, VA 24016
Affiliate	Branch-Flatiron, a Joint Venture	442 Rutherford Avenue, NE Roanoke, VA 24016
Affiliate	Branch Builds, Inc.	5732 Airport Road NW Roanoke, VA 24012

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0060-047-627

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.

Signature	Date	Title
	4.3.2019	Vice President of Design-Build/Major Projects

Branch Civil, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	May 6, 2019 Date	Senior Vice President Title

Whitman, Requardt & Associates, LLP
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	April 1, 2019	Vice President
	Date	Title

DMY Engineering Consultants Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	March 28, 2019	Senior Vice President
	Date	Title

Infrastructure and Industrial Constructors Southeast, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	March 26, 2019 Date	Vice President Title

H & B Surveying and Mapping, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	March 27, 2019	President
	Date	Title

ERM & Associates, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	4/4/19	President / CEO
	Date	Title

NXL Construction Services, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	4/11/2019 Date	Vice President Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0060-047-627

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	April 2, 2019	President
	Date	Title

Seventh Point
Name of Firm

Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 5/23/2019
- B -

Vendor ID: B1164
Vendor Name: BRACT RETAINING WALLS AND EXCAVATING LLC
Prequal Level: Prequalified
Prequal Exp: 02/29/2020

-- PREQ Address --
10423 DOW GIL ROAD
ASHLAND, VA 23005
Phone: (804)798-5097
Fax: (804)798-5098

Work Classes (Listed But Not Limited To)
006 - PORTLAND CEMENT CONCRETE PAVING
056 - MASONRY CONSTRUCTION
101 - EXCAVATING

Bus. Contact: NASH, LISA SMITH
Email: INFO@BRACTWALLS.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Vendor ID: B319
Vendor Name: BRANCH CIVIL, INC.
Prequal Level: Prequalified
Prequal Exp: 02/29/2020

-- PREQ Address --
P. O. BOX 40004
ROANOKE, VA 24022-0004
Phone: (540)982-1678
Fax: (540)982-4217

Work Classes (Listed But Not Limited To)
002 - GRADING
003 - MAJOR STRUCTURES
045 - UNDERGROUND UTILITIES

Bus. Contact: COLBERT, MICHAEL ANDREW
Email: BCIESTIMATING@BRANCHCIVIL.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Employee Owned

SCOTT

Est. 1864

10 Franklin Road SE, Suite 550
Roanoke, VA 24011
Tel (540) 343-8071
Fax (540) 224-1764
www.scottins.com

May 8, 2019

Ms. Sudha Mudgade, P.E., PMP, DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: **Branch Civil, Inc.**
Virginia Department of Transportation
Request for Qualifications
A Design-Build Project
Skiffes Creek Connector
From: Route 60 (Pocahontas Trail)
To: Route 143 (Merrimac Trail)
James City County, VA
State Project No.: 0060-047-627,P101,R201,C501,B619,B620
Federal Project No.: STP-5A03(455)
Contract ID Number: C00100200DB104

Dear Ms. Mudgade:

The Hartford, through its operating entities, has issued surety bonds to Branch Civil, Inc., a subsidiary of The Branch Group since 1995. During this time we have favorably considered projects up to $150,000,000 with an aggregate program of $850,000,000 for member companies of The Branch Group. Our experience with Branch Civil, Inc. has been excellent, and we highly recommend them to you.

As surety for Branch Civil, Inc., The Hartford, is capable of obtaining 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 as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project, subject to acceptable review of the contract documents and bond forms, financing, availability of reinsurance, and Branch Civil, Inc. continuing to satisfy other underwriting considerations at the time the bonds are requested.

Please understand that any arrangement for any bonds is a matter between Branch Civil, Inc. and The Hartford and we assume no liability to third parties or you if, for any reason, we do not issue requested bonds.

Branch Civil, Inc. bonds are issued through Hartford Fire Insurance Company which is listed on the U.S. Treasury Department List and has an A.M. Best Rating of "A+" with Financial Size Category: XV ($2 Billion or greater). They are licensed to do business in the State of Virginia.

Sincerely,

Theresa S. Stump, Attorney-In-Fact

cc: Branch Civil, Inc.
Hartford Fire Insurance Company

POWER OF ATTORNEY

Direct Inquiries/Claims to:

THE HARTFORD
BOND, T-12
One Hartford Plaza
Hartford, Connecticut 06155
Bond.claims@thehartford.com
call: **888-266-3488** *or fax:* **860-757-5835**

KNOW ALL PERSONS BY THESE PRESENTS THAT: **Agency Code: 14-730214 (MC), 14-730836, 14-731912**

- [X] **Hartford Fire Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- [X] **Hartford Casualty Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- [X] **Hartford Accident and Indemnity Company**, a corporation duly organized under the laws of the State of Connecticut
- [ ] **Hartford Underwriters Insurance Company**, a corporation duly organized under the laws of the State of Connecticut
- [ ] **Twin City Fire Insurance Company**, a corporation duly organized under the laws of the State of Indiana
- [ ] **Hartford Insurance Company of Illinois**, a corporation duly organized under the laws of the State of Illinois
- [ ] **Hartford Insurance Company of the Midwest**, a corporation duly organized under the laws of the State of Indiana
- [ ] **Hartford Insurance Company of the Southeast,** a corporation duly organized under the laws of the State of Florida

having their home office in Hartford, Connecticut, (hereinafter collectively referred to as the "Companies") do hereby make, constitute and appoint, ***up to the amount of unlimited:***

Christi Horn, B. Jones III of ***Franklin TN****, Stephen B. Dolin, Joanna M. Carson, Barbara Dawn Martin, Melissa L. Viar, Madeleine Skorcz Ferguson, Kelly Mundy of* ***Lynchburg VA****, Stacey W. Hall, Nancy L. Adams, James J. Roberts III of* ***Richmond VA****, Robert M. Coon of* ***Greensboro NC****, Windy Lovelady of* ***Raleigh NC****, Sherrie B. Denison, Bethany Murphy, Deanna W. Sparks, Theresa S. Stump of* ***Roanoke VA;*** *Jessica N. Griffin* ***of Charlotte NC***

their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign its name as surety(ies) only as delineated above by ☒, and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on May 6, 2015 the Companies have caused these presents to be signed by its Senior Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.

John Gray, Assistant Secretary

M. Ross Fisher, Senior Vice President

STATE OF CONNECTICUT
COUNTY OF HARTFORD } ss. Hartford

On this 11th day of January 2016, before me personally came M. Ross Fisher, to me known, who being by me duly sworn, did depose and say: that he resides in the County of Hartford, State of Connecticut; that he is the Senior Vice President of the Companies, the corporations described in and which executed the above instrument; that he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that he signed his name thereto by like authority.

Kathleen T. Maynard
Notary Public
My Commission Expires July 31, 2021

CERTIFICATE

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of May 8, 2019

Signed and sealed at the City of Hartford.

Kevin Heckman, Assistant Vice President

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Branch Civil, Inc.	0295618-3	Corporation	Active/ Good Standing	PO Box 40004 Roanoke, VA 24022-0004	Class A Contractor	2701029434	03/31/2021
Whitman, Requardt & Associates, LLP (WRA)	K000382-4	Limited Liability Partnership	Active	9030 Stony Point Pkwy. Suite 220 Richmond, VA 23235	Branch Office, ENG	0411000133	02/29/2020
				11870 Merchants Walk Suite 100 Newport News, VA 23606	Branch Office, ENG	0411000244	02/29/2020
				801 South Caroline Street Baltimore, MD 21231	ENG, LS, LA, ARC	0407001676	12/31/2021
				Central Park Town Center 1320 Central Park Blvd. Suite 224 Fredericksburg, VA 22401	Branch Office, ENG	0411000861	02/29/2020
				1705 Enterprise Drive Suite 100 Lynchburg, VA 24502	Branch Office, ENG	0411000774	02/29/2020
				12700 Fair Lakes Circle, Suite 300 Fairfax, VA 22033	Branch Office, ENG	0411000134	02/29/2020

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

Infrastructure and Industrial Constructors Southeast, Inc. (i+icon Southeast)	0235224-3	Corporation	Active/ Good Standing	2809 Crusader Circle Virginia Beach, VA 23453-3133	Class A Contractor	2701022985	03/31/2020
ERM & Associates, LLC	S431583-6	Limited Liability Corporation	Active/ Good Standing	N/A*	N/A*	N/A*	N/A*
H&B Surveying and Mapping, LLC	S290560-4	Limited Liability Corporation	Active/ Good Standing	614 Moorefield Park Dr. Richmond, VA 23236	LS	0407005432	12/31/2019
DMY Engineering Consultants, Inc.	0768895-5	Corporation	Active/ Good Standing	309 McLaws Circle Suite F Williamsburg, VA 23185	ENG	0411001322	02/29/2020
DMY Engineering Consultants, Inc.	0768895-5	Corporation	Active/ Good Standing	45662 Terminal Drive Suite 110 Dulles, VA 20166	ENG	0407005631	12/31/2019
NXL Construction Services, Inc.	0349742-7	Corporation	Active/ Good Standing	114 East Cary Street Suite 200 Richmond, VA 23219	ENG, LS	0407003031	12/31/2019
ECS Mid-Atlantic, LLC	S120821-6	Limited Liability Corporation	Active/ Good Standing	14026 Thunderbolt Place Suite 100 Chantilly, VA 20151	ENG	0407004628	12/31/2019
				2119-D N. Hamilton St. Richmond, VA 23230	ENG	0411000384	02/29/2020
				1643 Merrimac Trail Suite A Williamsburg, VA 23185	ENG	0411000382	02/29/2020
Seventh Point, Inc.	0267541-1	Corporation	Active/ Good Standing	N/A*	N/A*	N/A*	N/A*

ERM & Associates, Inc. and Seventh Point, Inc. are providing non-professional services for this contract; therefore, DPOR is not required.

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Branch Civil, Inc.	Maggie Cossman	Roanoke, VA	215 Hitching Post Lane Forest, VA 24551	Professional Engineer	0402036400	01/31/2020
Whitman, Requardt & Associates, LLP	Gail Kuttesch	Richmond, VA	14131 Charter Landing Ct. Midlothian, VA 23114	Professional Engineer	0402048119	12/31/2020
Whitman, Requardt & Associates, LLP	Leonard Coleman	Fredericksburg, VA	1320 Central Park Blvd. Suite 200 Fredericksburg, VA 22401	Professional Engineer	0402051494	05/31/2021
Whitman, Requardt & Associates, LLP	John Maddox	Richmond, VA	2825 Willbrook Drive Richmond, VA 23233	Professional Engineer	0402026613	01/31/2020
Whitman, Requardt & Associates, LLP	Jeremy Schlussel	Richmond, VA	9105 Carrington Hills Ct. Glen Allen, VA 23060	Professional Engineer	0402033974	01/31/2020
Whitman, Requardt & Associates, LLP	Scott Mullins	Richmond, VA	7951 Trumpetville Lane Mechanicsville, VA 23111	Professional Engineer	0402058005	12/31/2019
Whitman, Requardt & Associates, LLP	David Gertz	Richmond, VA	10841 Snowmass Court Glen Allen, VA 23060	Professional Engineer	0402018547	06/30/2020
Whitman, Requardt & Associates, LLP	Daniel Seli	Richmond, VA	2205 Albion Road Midlothian, VA 23113	Professional Engineer	0402023410	06/30/2020

ATTACHMENT 3.2.10

State Project No. 0060-047-627

SCC and DPOR Information

Whitman, Requardt & Associates, LLP	Jeffrey Basford	Baltimore, MD	1946 Gablehammer Road Westminster, MD 21157	Professional Engineer	0402043143	03/31/2021
Whitman, Requardt & Associates, LLP	Taylor Sprenkle	Richmond, VA	1233 Windsor Avenue Richmond, VA 23227	Professional Wetland Delineator	3402000097	09/30/2020
Whitman, Requardt & Associates, LLP	Jeffrey Cheng	Baltimore, MD	609 S. Luzerne Avenue Baltimore, MD 21224	Professional Engineer	0402051900	07/31/2019
Whitman, Requardt & Associates, LLP	Dana Trone	Richmond, VA	9030 Stony Point Parkway Suite 220 Richmond, VA 23235	Professional Engineer	0402045607	02/28/2021
Whitman, Requardt & Associates, LLP	Mark Vasco	Richmond, VA	2601 Whiteclift Drive Richmond, VA 23233	Professional Engineer	0402021622	10/31/2020
H&B Surveying and Mapping, LLC	Les Byrnside	Richmond, VA	9236 Eagle Cove Circle S. Chesterfield, VA 23803	Land Surveyor	0403002362	06/30/2019

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Branch Civil, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
January 16, 2017

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1701165302

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/10/19

CISM0180 CORPORATE DATA INQUIRY 14:21:50

CORP ID: 0295618 - 3 STATUS: 00 ACTIVE STATUS DATE: 11/25/86
CORP NAME: Branch Civil, Inc.

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

STREET: 4701 Cox Rd Ste 285 AR RTN MAIL:

CITY: Glen Allen STATE : VA ZIP: 23060-6808
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/18/17 LOC : 143
ACCEPTED AR#: 218 14 7995 DATE: 10/11/18 HENRICO COUNTY
CURRENT AR#: 218 14 7995 DATE: 10/11/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
03-31-2021

NUMBER
2701029434

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

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

DPOR

Mary Broz-Vaughan, Acting Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H
NUMBER: 2701029434 EXPIRES: 03-31-2021

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

(FOLD)

RECEIVED
MAR 18 2019

Scanned
MAR 18 2019

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
01-31-2020

NUMBER
0402036400

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

MARGARET HELEN COSSMAN
215 HITCHING POST LANE
FOREST, VA 24551

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402036400 EXPIRES: 01-31-2020

MARGARET HELEN COSSMAN
215 HITCHING POST LANE
FOREST, VA 24551

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

On August 10, 2000, Whitman, Requardt & Associates, LLP, a Maryland partnership, filed in the Clerk's Office of the Commission a statement of registration as a foreign registered limited liability partnership.

As of the date below, this statement of registration is in effect.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
August 9, 2018

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISDJD

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

1807010021

June 27, 2018

LINDSAY MAHONEY
CSC - WILMINGTON
251 LITTLE FALLS DR
WILMINGTON, DE 19808

RECEIPT

RE: WHITMAN, REQUARDT & ASSOCIATES, LLP

ID: K000382 - 4

DCN: 18-06-27-0502

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 27, 2018.

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

Sincerely,

Joel H. Peck

Joel H. Peck
Clerk of the Commission

GPACCEPT
CIS0509

UPA-134-GP
(04/13)

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

VIRGINIA OR FOREIGN
REGISTERED LIMITED LIABILITY PARTNERSHIP

2018 ANNUAL CONTINUATION REPORT

Filing Due Date:

July 01, 2018

Filing Fee: $50

1807010021

The undersigned, on behalf of the partnership set forth below, pursuant to Title 50, Chapter 2.2, Article 9.1 of the Code of Virginia, states as follows:

1. The name of the partnership, which is registered as a registered limited liability partnership in Virginia, is:

   WHITMAN, REQUARDT & ASSOCIATES, LLP 180627 0502

2. The partnership's SCC ID number is **K000382 - 4**.

3. The jurisdiction in which the partnership is registered as a registered limited liability partnership is **MARYLAND**.

4. The principal office address of the partnership according to the records of the Commission is:

   801 S CAROLINE ST
   BALTIMORE, MD 21231

   (Mark the appropriate box.)

   ☒ The address listed above is the current address of the partnership's principal office.

   ☐ The address listed above is not the current address of the partnership's principal office. The current address, including the street and number, if one is associated with the location, is:

   _____
   (number/street) (a post office box is not acceptable – see instructions)

   _____
   (city or town) (state) (zip)

Signed on behalf of the partnership by the following partner, receiver or trustee:

_____ 6-22-18
(signature) (date)

DAVID B. MCCRIMICK
(printed name) (telephone number (optional))

PARTNER
(title)

Personal information, such as a social security number, should NOT be included in a business entity document submitted to the Office of the Clerk for filing with the Commission. For more information, see Notice Regarding Personal Identifiable Information at www.scc.virginia.gov/clk/index.aspx.

SEE INSTRUCTIONS ON THE REVERSE

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

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 STE 220
RICHMOND, VA 23235

DPOR

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000133 EXPIRES: 02-29-2020
PROFESSIONS: ENG
WHITMAN REQUARDT AND ASSOCIATES
9030 STONY POINT PKWY STE 220
RICHMOND, VA 23235

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407001676

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

PROFESSIONS: ENG, LS, LA, ARC

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

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407001676 EXPIRES: 12-31-2019
PROFESSIONS: ENG, LS, LA, ARC
WHITMAN, REQUARDT AND ASSOCIATES LLP
801 SOUTH CAROLINE STREET
BALTIMORE, MD 21231

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411000244

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

PROFESSIONS: ENG

WHITMAN REQUARDT & ASSOCIATES LLP
11870 MERCHANTS WALK STE 100
NEWPORT NEWS, VA 23606

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000244 EXPIRES: 02-29-2020
PROFESSIONS: ENG
WHITMAN REQUARDT & ASSOCIATES LLP
11870 MERCHANTS WALK STE 100
NEWPORT NEWS, VA 23606

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411000861

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
CENTRAL PARK TOWN CENTER
1320 CENTRAL PARK BLVD
SUITE 224
FREDERICKSBURG, VA 22401

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000861 EXPIRES: 02-29-2020
PROFESSIONS: ENG
WHITMAN, REQUARDT AND ASSOCIATES LLP
CENTRAL PARK TOWN CENTER
1320 CENTRAL PARK BLVD
SUITE 224
FREDERICKSBURG, VA 22401

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411000134

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

PROFESSIONS: ENG

WHITMAN REQUARDT AND ASSOCIATES
12700 FAIR LAKES CIR
#300
FAIRFAX, VA 22033

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000134 EXPIRES: 02-29-2020
PROFESSIONS: ENG
WHITMAN REQUARDT AND ASSOCIATES
12700 FAIR LAKES CIR
#300
FAIRFAX, VA 22033

(FOLD)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

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
1705 ENTERPRISE DR STE 100
LYNCHBURG, VA 24502

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000774 EXPIRES: 02-29-2020
PROFESSIONS: ENG
WHITMAN REQUARDT AND ASSOCIATES LLP
1705 ENTERPRISE DR STE 100
LYNCHBURG, VA 24502

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON	NUMBER
12-31-2020	0402048119

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

GAIL GAWTHROP KUTTESCH
14131 CHARTER LANDING CT
MIDLOTHIAN, VA 23114

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402048119 EXPIRES: 12-31-2020

GAIL GAWTHROP KUTTESCH
14131 CHARTER LANDING CT
MIDLOTHIAN, VA 23114

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
05-31-2021

NUMBER
0402051494

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

LEONARD KEELON DESHAE COLEMAN
1320 CENTRAL PARK BLVD
SUITE 200
FREDERICKSBURG, VA 22401

Mary Broz-Vaughan, Acting Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)
(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402051494 EXPIRES: 05-31-2021

LEONARD KEELON DESHAE COLEMAN
1320 CENTRAL PARK BLVD
SUITE 200
FREDERICKSBURG, VA 22401

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
01-31-2020

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

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
01-31-2020

NUMBER
0402033974

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

DPOR

JEREMY SCHLUSSEL
9105 CARRINGTON HILLS CT
GLEN ALLEN, VA 23060

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0402058005

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

DPOR

SCOTT ALLEN MULLINS
7951 TRUMPETVINE LN
MECHANICSVILLE, VA 23111

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
06-30-2020

NUMBER
0402018547

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

DAVID SCOTT GERTZ
10841 SNOWMASS CT
GLEN ALLEN, VA 23060

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402018547 EXPIRES: 06-30-2020

DAVID SCOTT GERTZ
10841 SNOWMASS CT
GLEN ALLEN, VA 23060

(FOLD)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
06-30-2020

NUMBER
0402023410

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

DANIEL JOSEPH SELI
2205 ALBION ROAD
MIDLOTHIAN, VA 23113

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402023410 EXPIRES: 06-30-2020

DANIEL JOSEPH SELI
2205 ALBION ROAD
MIDLOTHIAN, VA 23113

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
03-31-2021

NUMBER
0402043143

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

JEFFREY STEPHEN BASFORD
1946 GABLEHAMMER RD
WESTMINSTER, MD 21157

DPOR

Mary Broz-Vaughan, Acting Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402043143 EXPIRES: 03-31-2021

JEFFREY STEPHEN BASFORD
1946 GABLEHAMMER RD
WESTMINSTER, MD 21157

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
09-30-2020

NUMBER
3402000097

BOARD FOR PROFESSIONAL SOIL SCIENTISTS, WETLAND PROFESSIONALS & GEOLOGISTS
PROFESSIONAL WETLAND DELINEATOR CERTIFICATION

TAYLOR SIGMUND SPRENKLE
1233 WINDSOR AVENUE
WHITMAN, REQUARDT AND ASSOCIATES, LLP
RICHMOND, VA 23227

Jay W. DeBoer Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR PROFESSIONAL SOIL SCIENTISTS, WETLAND PROFESSIONALS & GEOLOGISTS
PROFESSIONAL WETLAND DELINEATOR CERTIFICATION
NUMBER: 3402000097 EXPIRES: 09-30-2020

TAYLOR SIGMUND SPRENKLE
1233 WINDSOR AVENUE
WHITMAN, REQUARDT AND ASSOCIATES, LLP
RICHMOND, VA 23227

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
07-31-2019

NUMBER
0402051900

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

JEFFREY DANIEL CHENG
609 S LUZERNE AVE
BALTIMORE, MD 21224

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
PROFESSIONAL ENGINEER LICENSE
NUMBER: 0402051900 EXPIRES: 07-31-2019

JEFFREY DANIEL CHENG
609 S LUZERNE AVE
BALTIMORE, MD 21224

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-28-2021

NUMBER
0402045607

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

DANA TRONE OZLIN
9030 STONY POINT PKWY STE 220
RICHMOND, VA 23235

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
10-31-2020

NUMBER
0402021622

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

MARK S VASCO
2601 WHITECLIFT DR
RICHMOND, VA 23233

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Infrastructure and Industrial ConstructorsSoutheast, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 3, 1982;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
May 3, 2018

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1805036060

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/10/19

CISM0180 CORPORATE DATA INQUIRY 14:23:26

CORP ID: 0235224 - 3 STATUS: 00 ACTIVE STATUS DATE: 12/20/16

CORP NAME: **Infrastructure and Industrial Constructors**
Southeast, Inc.

DATE OF CERTIFICATE: 11/03/1982 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: 20.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CORPORATION SERVICE COMPANY

STREET: 100 Shockoe Slip Fl 2 AR RTN MAIL:

CITY: Richmond STATE : VA ZIP: 23219-4100

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/01/18 LOC : 216

ACCEPTED AR#: 218 15 2285 DATE: 10/22/18 RICHMOND CITY

CURRENT AR#: 218 15 2285 DATE: 10/22/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	160.00					15,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
03-31-2020

NUMBER
2701022985

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

INFRASTRUCTURE AND INDUSTRIAL CONSTRUCTORS
2809 CRUSADER CIR
VIRGINIA BEACH, VA 23453-3133

DPOR

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

CLASS A BOARD FOR CONTRACTORS
CONTRACTOR

CLASSIFICATIONS H/H
NUMBER: 2701022985 EXPIRES: 03-31-2020

INFRASTRUCTURE AND INDUSTRIAL CONSTRUCTORS
2809 CRUSADER CIR
VIRGINIA BEACH, VA 23453-3133

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, December 3, 2012

This is to certify that the certificate of organization of

ERM & ASSOCIATES, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: December 3, 2012

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CISECOM

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/10/19

LLCM3220 LLC DATA INQUIRY 14:25:08

LLC ID: S431583 - 6 STATUS: 00 ACTIVE STATUS DATE: 12/03/12

LLC NAME: **ERM & ASSOCIATES, LLC**

DATE OF FILING: 12/03/2012 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 7047 WINTERGREEN CT

CITY: WARRENTON STATE: VA ZIP: 20187-0000

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

R/A NAME: CRAIG J. ANDERSON

STREET: 15 MAIN STREET

RTN MAIL:

CITY: WARRENTON STATE: VA ZIP: 20186-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 11/30/16 LOC: 130 FAUQUIER COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
18	50.00			

(Screen Id:/LLC_Data_Inquiry)

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, April 27, 2009

This is to certify that the certificate of organization of

H & B Surveying and Mapping, LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: April 27, 2009

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

SCC ID: S2905604

CIS0322

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/10/19

LLCM3220 LLC DATA INQUIRY **14:25:44**

LLC ID: S290560 - 4 STATUS: 00 ACTIVE STATUS DATE: 04/27/09

LLC NAME: **H & B Surveying and Mapping, LLC**

DATE OF FILING: 04/27/2009 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 614 MOOREFIELD PARK DRIVE

CITY: RICHMOND STATE: VA ZIP: 23236-0000

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

R/A NAME: TIMOTHY H GUARE

STREET: TIMOTHY H GUARE PLC

6802 PARAGON PL STE 100 RTN MAIL:

CITY: HENRICO STATE: VA ZIP: 23230-0000

R/A STATUS: 4 MEMBER OF VSB EFF DATE: 07/02/09 LOC: 143 HENRICO COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
19	50.00			

(Screen Id:/LLC_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407005432

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

PROFESSIONS: LS

H & B SURVEYING & MAPPING LLC
614 MOOREFIELD PARK DR
RICHMOND, VA 23236

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
06-30-2019

NUMBER
0403002362

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

LESLIE RAY BYRNSIDE
9236 EAGLE COVE CIRCLE
S CHESTERFIELD, VA 23803

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That DMY ENGINEERING CONSULTANTS INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is September 6, 2013;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
November 5, 2018

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1811056417

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/10/19
CISM0180 CORPORATE DATA INQUIRY 14:26:20

CORP ID: 0768895 - 5 STATUS: 00 ACTIVE STATUS DATE: 10/23/14
CORP NAME: DMY ENGINEERING CONSULTANTS INC.

DATE OF CERTIFICATE: 09/06/2013 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND: Y
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: WEIYI MA

STREET: 45662 TERMINAL DRIVE AR RTN MAIL:
SUITE 110
CITY: DULLES STATE : VA ZIP: 20166-0000
R/A STATUS: 1 DIRECTOR EFF. DATE: 09/06/13 LOC : 153
ACCEPTED AR#: 218 12 4885 DATE: 08/20/18 LOUDOUN COUNTY
CURRENT AR#: 218 12 4885 DATE: 08/20/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	130.00					10,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411001322

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

PROFESSIONS: ENG

DMY ENGINEERING CONSULTANTS INC
309 MCLAWS CIR STE F
WILLIAMSBURG, VA 23185

DPOR

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407005631

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

PROFESSIONS: ENG

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

DPOR

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That NXL Construction Co., Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is November 17, 1989;

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
March 19, 2019

Joel H. Peck

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1903195598

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Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/10/19

CISM0180 CORPORATE DATA INQUIRY 14:26:51

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: 23229-0000
R/A STATUS: 2 OFFICER EFF. DATE: 10/08/98 LOC : 143
ACCEPTED AR#: 218 14 1344 DATE: 09/25/18 HENRICO COUNTY
CURRENT AR#: 218 14 1344 DATE: 09/25/18 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

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

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407003031 EXPIRES: 12-31-2019
PROFESSIONS: ENG, LS
NXL CONSTRUCTION CO INC
NXL CONSTRUCTION SERVICES INC
114 E CARY ST STE 200
RICHMOND, VA 23219

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, April 16, 2004

This is to certify that the certificate of organization of

Engineering Consulting Services - Mid-Atlantic, LLC

SCC ID: S1208216

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

State Corporation Commission
Attest:

Joel H. Peck
Clerk of the Commission

CIS0431

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, AUGUST 5, 2004

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

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

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

CERTIFICATE OF AMENDMENT

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

STATE CORPORATION COMMISSION

By Mark L. Christie

Commissioner

04-07-21-4045
LLAACPT
CIS0436

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/10/19

LLCM3220 LLC DATA INQUIRY **14:28:28**

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04

LLC NAME: **ECS Mid-Atlantic, LLC**

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

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

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

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
19	50.00			

(Screen Id:/LLC_Data_Inquiry)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
12-31-2019

NUMBER
0407004628

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

PROFESSIONS: ENG

DPOR

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

Status can be verified at http://www.dpor.virginia.gov

Jay W. DeBoer, Director

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411000384

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

PROFESSIONS: ENG

ECS MID-ATLANTIC LLC
2119-D NORTH HAMILTON ST
RICHMOND, VA 23230

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

COMMONWEALTH of VIRGINIA

Department of Professional and Occupational Regulation
9960 Mayland Drive, Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

EXPIRES ON
02-29-2020

NUMBER
0411000382

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

PROFESSIONS: ENG

ECS-MID-ATLANTIC LLC
1643 MERRIMAC TRL STE A
WILLIAMSBURG, VA 23185

DPOR

Jay W. DeBoer, Director

Status can be verified at http://www.dpor.virginia.gov

(SEE REVERSE SIDE FOR PRIVILEGES AND INSTRUCTIONS)

DPOR-LIC (02/2017)

(DETACH HERE)

DPOR COMMONWEALTH of VIRGINIA
Department of Professional and Occupational Regulation

BOARD FOR APELSCIDLA
BUSINESS ENTITY BRANCH OFFICE REGISTRATION
NUMBER: 0411000382 EXPIRES: 02-29-2020
PROFESSIONS: ENG
ECS-MID-ATLANTIC LLC
1643 MERRIMAC TRL STE A
WILLIAMSBURG, VA 23185

(FOLD)

Status can be verified at http://www.dpor.virginia.gov

DPOR-PC (02/2017)

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, March 4, 1985

This is to Certify that the certificate of incorporation of

HAMBRIGHT, CALCAGNO & DOWNING, INC.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all the laws of the State applicable to the corporation and its business.

STATE CORPORATION COMMISSION
VIRGINIA
SIC SEMPER TYRANNIS
1903

State Corporation Commission

Clerk of the Commission

ARTICLES OF AMENDMENT
FOR THE ARTICLES OF INCORPORATION OF
HAMBRIGHT, CALCAGNO & DOWNING, INC.

I.

The name of the corporation is Hambright, Calcagno & Downing, Inc.

II.

The Amendment adopted is to change Article I of the Articles of Incorporation to change the corporation's name such that Article I, as amended, will read that: The name of the corporation is Seventh Point, Inc.

III.

The foregoing amendment was adopted on January 24, 2008.

IV.

The amendment was adopted by the unanimous consent of the shareholders and directors.

V.

This Certificate of Amendment shall become effective at the time such Certificate is issued by the State Corporation Commission.

The undersigned President declares that the facts herein stated are true as of the 24th day of January, 2008.

HAMBRIGHT, CALCAGNO & DOWNING, INC.

By: _____

Christopher A. Calcagno, President

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

AT RICHMOND, FEBRUARY 1, 2008

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

Seventh Point, Inc. (formerly HAMBRIGHT, CALCAGNO & DOWNING, INC.)

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

CERTIFICATE OF AMENDMENT

be issued and admitted to record with the articles of amendment in the Office of the Clerk of the Commission, effective February 1, 2008.

The corporation is granted the authority conferred on it by law in accordance with the articles, subject to the conditions and restrictions imposed by law.

STATE CORPORATION COMMISSION

By Mark L. Christie

Commissioner

08-01-28-0084
AMENACPT
CIS0436

Alert to business entities regarding mailings from VIRGINIA COUNCIL FOR CORPORATIONS or U.S. BUSINESS SERVICES is available from the Bulletin Archive link of the Clerk's Office website.

Commonwealth of Virginia
State Corporation Commission

Virginia.gov

05/21/19

CISM0180 CORPORATE DATA INQUIRY 15:07:00

CORP ID: 0267541 - 1 STATUS: 00 ACTIVE STATUS DATE: 05/10/19
CORP NAME: Seventh Point, Inc.

DATE OF CERTIFICATE: 03/04/1985 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: ALBERT H POOLE

STREET: 4705 COLUMBUS ST AR RTN MAIL:

CITY: VIRGINIA BEACH STATE : VA ZIP: 23462-6749
R/A STATUS: 4 ATTORNEY EFF. DATE: 03/24/98 LOC : 228
ACCEPTED AR#: 219 06 1936 DATE: 04/04/19 VIRGINIA BEACH
CURRENT AR#: 219 06 1936 DATE: 04/04/19 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
19	100.00	10.00				5,000

(Screen Id:/Corp_Data_Inquiry)

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
M. Jeff Humphreys, Jr., DBIA | Project Executive

b. Project Assignment:
Design-Build Project Manager

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) :
Branch Civil, Inc. (Full Time)

d. Employment History: With this Firm 2 Years With Other Firms 37 Years
Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Branch Civil, Inc. | Project Executive | 2017 – Present: Jeff works with project teams prior to beginning work to develop a plan of operation to ensure success for each project. His involvement with the project continues throughout construction until project completion. His responsibilities include oversight of the relationship with the owner, subcontractors, and suppliers. Jeff monitors each project to ensure construction is in accordance with the schedule and contract. When change orders or revisions to the contract occur, Jeff oversees the Project Manager and Superintendent on needed actions and ultimately ensures communication lines with all appropriate stakeholders. Additionally, Jeff ensures that construction schedules are developed, base-lined, monitored and updated. Jeff establishes an appropriate construction budget for each project and ensures that all materials meet contract requirements and quality standards.
Allan Myers | Design-Build Project Manager/Senior Estimator | 2009 – 2017: Responsibilities consisted of overall management of the design and construction process, including project planning, scheduling work activities, engineering, submittals, pay estimates, profit and loss, and safety. Jeff was responsible for coordination with owners, subcontractors, suppliers and other stakeholders. He monitored quality control to ensure the materials used and work performed met contract requirements as well as the "approved for construction" plans and specifications.
Joseph B. Fay Company | Senior Estimator/General Superintendent | 2005 – 2009: Responsible for project procurement, estimating, project management, scheduling, negotiations, recruitment, owner and public relations, and the safe and successful project delivery for the Mid-Atlantic Division.
Gemini Drilling & Foundations – District Superintendent | 2005 – 2005: Responsible for the safe and successful development, operation and profit of all corporate projects. He successfully completed drilled shaft construction activities on various VDOT, NCDOT, and SCDOT projects.
Key Constructors, Inc. | Vice President, Structures Division Manager | 2003 – 2005: Oversaw, estimated, and managed the procurement and safe construction of all bridge projects in Virginia and North Carolina.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Nelson County High School | Lovingston, VA | 1980 | General Studies and Building Trades
Penn State University | State College, PA | 1986 | 2 CEU's in Supervisor Training
Virginia Polytechnic Institute and State University | Blacksburg, VA | 2019 | Transportation Construction Management Institute (Certificate)

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
1994 | VDOT Erosion & Sediment Control Contractor | Contract Certification #1-04983
2013 | Designated Design-Build Professional (National Designation) | #D-1534

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

DESIGN-BUILD I-64 WIDENING, EXIT 200 TO 205 | HENRICO AND NEW KENT COUNTIES, VA
Project Role: Design-Build Project Manager **Dates:** August 2017 – Present **With Current Firm?:** Yes
Responsibility/Specific Job Duties: Responsible for overall design and construction of the project and authorized representative for the Design-Builder. Responsibilities include oversight of the design, construction quality, coordination, ROW acquisitions, utility relocation activities, permitting and environmental monitoring, QA/QC procedures and implementation and construction management. This project will improve the serviceability and safety of the I-64 corridor

for the traveling public by widening the existing roadway while maintaining the existing travel lanes. Jeff leads the project team in partnering with VDOT and third-party stakeholders and additionally is responsible for subcontractor and supplier procurement, project tracking and reporting.

Client: VDOT | Total Cost: $46.5M

Relevancy: ***VDOT Design-Build project; roadway; survey with H&B; hydraulics; right of way acquisitions with ERM, signing and pavement markings, SWM, erosion and sediment control, retaining walls, environmental; bridges, bridge/pier protection, utility relocations, geotechnical; traffic control devices; TMP; public involvement/relations with Seventh Point; QA/QC; construction engineering and inspection; and project management. Jeff is working with WRA, NXL and Justin Campbell (CM) on this project.***

DESIGN-BUILD I-581/ELM AVENUE INTERCHANGE IMPROVEMENTS | ROANOKE, VA

Project Role: Design-Build Project Manager **Dates: August 2012- August 2015**

With Current Firm?: No

Responsibility/Specific Job Duties: Oversaw design and construction of the project and was responsible for construction quality management, contract administration, estimating, constructability review of plans, and safety of the project. Led the project partnering efforts early in the project design and throughout construction, led public relations efforts to ensure that stakeholders were informed, and worked with designers and field personal to ensure constructability and safe operations while widening and reconstructing two bridges. The project consisted of the construction of the Elm Avenue bridges over I-581 and Norfolk Southern Railway; I-581 off-ramp improvements; and improvements to Elm Avenue, which required phased construction to allow motor and pedestrian traffic on Elm Avenue to continue during construction. Elm Avenue is the main access point to downtown Roanoke from I-581 and Route 220 and the preferred access route to the hospital from the West side of the city. Worked with the designer to build retaining walls that required minimal support of excavation and limited disruption to the traveling public. Also led the effort to reconfigure the two overhead sign structures into a single overhead sign structure built on the center pier of the I-581 bridge. This revised overhead sign structure improved site distance for motorists and reduced confusion with limited signage.

Client: VDOT | Total Cost: $20.4M

Relevancy: ***VDOT Design-Build project; roadway; bridge construction over a roadway and railroad; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; SWM; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management.***

DESIGN-BUILD MIDDLE GROUND BOULEVARD EXTENSION | NEWPORT NEWS, VA

Project Role: Assistant Design-Build Project Manager **Dates: May 2011 – December 2014**

With Current Firm?: No

Responsibility/Specific Job Duties: The project consisted of construction of a 1.2-mile connector road from Warwick Boulevard to Jefferson Avenue, which included a two-span concrete girder bridge over the CSX Railroad. Jeff managed design and preconstruction activities and was heavily involved in developing the MOT plans, which led to minimizing traffic shifts and reduced the traffic control measures required to construct the project. Performed constructability reviews to prevent delays during design and construction. His involvement in the project startup phase expedited the start of construction to include operations on the critical path helping to reduce impacts to the project schedule. Worked with the environmental team to coordinate soil and water sampling to determine the potential for hazardous materials early in the design process to mitigate potential risk. Coordinated partnering relationships with USACE and VA DEQ to provide early stream and wetland delineation to support roadway design. Worked closely with the CSX Railroad during design to construct a structure that allowed for their future expansion needs and lead the construction scheduling efforts to work around the railroads heavy train traffic at this location.

Client: VDOT | Total Cost: $32.5M

Relevancy: ***VDOT Design-Build project; roadway; bridge construction over a roadway and railroad; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; public involvement/relations; QA/QC; project management.***

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

h. For Key Personnel required to be on-site full-time for the duration of construction and for the QAM, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not Applicable**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Leonard (Lenny) Coleman, PE, CCM, LEED AP | Associate

b. Project Assignment:
Quality Assurance Manager

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) :
Whitman, Requardt & Associates, LLP (Full Time)

d. Employment History: With this Firm **5** Years With Other Firms **11** Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Whitman, Requardt & Associates, LLP | Associate | 2014 – Present: Manages Quality Assurance and Quality Control teams on Design-Build and Design-Bid-Build roadway, bridge and utility projects. Serves as Quality Assurance Manager and Quality Control Manager on over $100M worth of VDOT Design-Build projects, and serves as Responsible Charge Engineer managing inspection staff on over $70M worth of construction and maintenance for both federally and state funded VDOT and Locally Administered projects. Develops and implements QA/QC plans and ensures compliance with plans and specifications.

Prince William County DOT | Construction Manager | 2012 – 2014: As the County's Project Construction Manager for the Capital Improvement Division on two PPTA projects valued at over $90M and two Design-Bid build projects valued at over $75M. In an Independent Assurance role, he oversaw QA staff and the quality program, and ensured testing and inspection frequencies in accordance with QA/QC Plan.

McDonough Bolvard Peck, Inc. | Lead Engineer | 2006 – 2012: Assistant Quality Assurance Manager on $150M VDOT Design-Build project, assisting in developing and implementing the quality management program, including overseeing QA staff and testing and inspection frequencies. Also served as Project Controls Engineer on multiple projects, including constructability reviews, cost estimating, CPM schedule review, claim analysis, material testing review and overseeing project record keeping systems.

Engineering Groupe | Land Development Engineering Intern | 2005: Computed hydraulic grade lines, conducted construction estimates, calculated storm water management pond volumes, calculated elevations spot shots for retaining walls, created numerous storm sewer and waterline profiles, and performed field inspections of construction sites for bond reductions.

FHWA – Eastern Federal Lands Division | Engineering Student Trainee | 2004 –2005: Bridge Inspection Program member performing load ratings and inspections of structures.

English Construction, Inc. | Engineering-In-Training | 2004: Project Engineer performing grade work, carpentry work, and other construction tasks.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
George Mason University – Fairfax County, Virginia | B.S. | 2009 | Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2013 | Professional Engineer | VA Registration #0402051494; Certified Construction Manager (#3392); LEED AP; VDOT Certifications: Adv. WZ Traffic Control w/ LEO (4/2020), Soil/Aggr. Field Compaction (12/2024), Asphalt Field Level I & II (12/2021), Hyd. Cement Concrete Field (12/2022), Pavement Marking (12/2021), GRIT Inspector (4/2022), Slurry Seal (12/2021), Surface Treatment (12/2021); ACI Grade I Testing Tech (2/2023); DEQ Dual Inspector (10/2021); Nuclear Gauge Safety Training; OSHA 10-Hour Safety

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

I-95 SAFETY IMPROVEMENTS AT ROUTE 3 | FREDERICKSBURG, VA
Project Role: Quality Assurance Manager Dates: March 2017 – January 2019 With Current Firm? Yes
Responsibility/Specific Job Duties: ***Quality Assurance Manager*** for the $18.7M VDOT Design-Build Project to enhance safety at I-95 Exit 130 (Route 3) by reducing crashes and reducing the risk of injuries and fatalities. Elements of the project include multi-phase MOT, utility relocations and betterments, traffic signals, overhead sign structures,

retaining walls, sound barrier wall, and asphalt paving. Responsible for overseeing the quality assurance and quality control program for the project by certifying that all work is performed in conformance with the contract requirements, the approved QA/QC Plan, and the "approved for construction" plans and specifications. He was responsible for developing and maintaining the QA/QC Plan in accordance to VDOT's Minimum Requirements for QA/QC on Design-Build Projects manual, conducting all Preparatory and Hold-Point Meetings, oversight of QA/QC inspection staff(s), maintaining project as-built drawings, issuing non-conformance reports (NCR) for deficiencies, reviewing Contractor submittals for compliance with the QA/QC Plan, enforcing environmental permit compliance, and certifying monthly payment applications. He was responsible for the compliance of the project Materials Book to VDOT standards, approval of inspector reports and test results, material certifications (DBT), managing the punchlist and coordination with VDOT and the Contractor. He was an integral member for VDOT's eConstruction initiatives on the project helping streamline construction and design issue resolution and coordination amongst the Engineer, Contractor, and Inspection teams. Superior CQIP and DBPE scores.

Client: VDOT | Cost: $18.7M

Relevancy: QAM on a VDOT Design-Build project, major project with extensive traffic control , mass excavation, signals, roadway, hydraulics, right of way acquisitions, signing and pavement markings, SWM, erosion and sediment control, retaining walls, environmental, and utility relocations, QAM duties, preparing and maintaining QA/QC Plan, Non-compliance reports and resolving quality issues, managing staff; coordination with Design-Builder, Quality Control and VDOT; Materials Book certification and oversight; superior DBPE scores; superior Environmental Compliance; high CQIP score. Lenny worked with both Branch and Gail Kuttesch (DM).

I-95 EXPRESS LANES SOUTHERN TERMINUS EXTENSION DB | STAFFORD, VA

Project Role: Quality Assurance Manager Dates: May 2016 – December 2017 With Current Firm? Yes

Responsibility/Specific Job Duties: *Quality Assurance Manager* for the $36.7M VDOT Design-Build Project to construct a 2.2-mile reversible lane from the current southern end of the I-95 Express Lanes. Project includes the creation of new northbound and southbound ramps between the express lanes and the general purpose lanes. The project included mass excavation, deep drainage structures, intelligent traffic systems (ITS), overhead sign structures, guardrail, "green" retaining wall, sound barrier wall, lime stabilization, cement treated aggregate subbase, and asphalt paving. Responsible for overseeing the QA/QC program for the project by certifying that all work and materials, testing, and sampling were performed in conformance with the contract requirements, the approved QA/QC Plan, and the "approved for construction" plans and specifications. He was responsible for developing and maintaining the QA/QC Plan in accordance to VDOT's Minimum Requirements for QA/QC on Design-Build Projects manual, conducting all Preparatory and Hold-Point Meetings, oversight of QA/QC inspection staff(s), maintaining project as-built drawings and ITS submittals for operation and maintenance, issuing non-conformance reports (NCR) for deficiencies, reviewing Contractor submittals for compliance with the QA/QC Plan, certifying monthly payment applications, overseeing the punchlist completion, and certifying the project for recommendation of final acceptance to VDOT. He was responsible for the compliance of the project Materials Book to VDOT standards, approval of inspector reports and test results, material certifications (DBT), and coordination with VDOT, Transurban, and the Contractor. **DBPE score: 4.0.**

Client: VDOT | Cost: $36.7M

Relevancy: QAM on a VDOT MegaProjects Design-Build project, major project with extensive traffic control, mass excavation, QAM duties, preparing and implementing QA/QC Plan, Non-compliance reports and resolving quality issues, managing staff; coordination with Design-Builder, Quality Control and VDOT; Materials Book certification and oversight; superior Environmental Compliance, superior DBPE scores. Lenny worked with Branch.

FAIRFAX COUNTY PARKWAY INTERCHANGE & WIDENING DB | FAIRFAX COUNTY, VA

Project Role: Assistant Quality Assurance Manager Dates: August 2009 – March 2012 With Current Firm? No

Responsibility/Specific Job Duties: *Assistant Quality Assurance Manager* providing Quality Assurance oversight on an Eastern Federal Lands (EFLHD) Design-Build project for 2 miles of new roadway, six new bridges, widening of an existing off-ramp bridge from I-95 and three interchanges. The project included gravity retaining walls, overhead sign structures, roadway lighting, noise barrier walls, stormwater management facilities, pedestrian facilities, major excavation and filling of embankment, subgrade stabilization, in-plan utility relocations, rock blasting, and earthwork for the future Saratoga Park and Ride Lot. He assisted the QAM in overseeing the QA/QC program for the project by ensuring that all work and materials, testing, and sampling were performed in conformance with the contract requirements, the QA/QC Plan, and the "approved for construction" plans and specifications. He verified QC and QA staff frequencies of inspection and material testing were performed in accordance to the approved project QA/QC Manual. He conducted hold-point and preconstruction meetings, reviewed Contractor submittals, identified and created non-conformance reports (NCR) for deficiencies, and maintained Issue and NCR Logs. He maintained all project documentation records including a Materials Book to VDOT standards, issuing Design-Build Tracking (DBT) numbers, as-built project records, and material test result data. Responsible for reviewing and approving contractor C-25s, monitoring site activities on a daily basis, review and initial approval of all inspector daily diaries, creating and maintaining a project punchlist, reviewing contractor quantities for owner's review of pay applications, and coordination with FHWA, EFLHD, and VDOT.

Client: VDOT | Cost: $150M

Relevancy: VDOT Design-Build project, major project with extensive traffic control on the interstate, concurrent bridge construction at multiple locations, bridge widening over roadway, QAM duties, implementing QA/QC Plan, Non-compliance reports and resolving quality issues, managing staff; coordination with Design-Builder, Quality Control and VDOT.

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

h. For Key Personnel required to be on-site full-time for the duration of construction and for the QAM, provide a current list of assignments, role, and the anticipated duration of each assignment. **Fauquier County Central Sports Complex | Responsible Charge Engineer | On-going – June 2020**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Gail Kuttesch, P.E. | Associate

b. Project Assignment:
Design Manager

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) :
Whitman, Requardt & Associates, LLP (Full Time)

d. Employment History: With this Firm 9 Years With Other Firms 6 Years

Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Whitman, Requardt & Associates, LLP | Design Manager/Associate/Senior Project Engineer/Project Engineer | 2010 – Present: Gail has served as a **Project Engineer** for major VDOT design projects continuously since September 2010 and recently as the **Design Manager** on a project for the VDOT Fredericksburg District. She routinely manages the design of major transportation interchange projects with a wide range in construction values including interstate widening and interchange modifications. She specializes in the design of complex projects requiring a multi-discipline design team. As Senior Project Engineer/Design Manager, Gail is responsible for the complete design efforts, including interchange, roadway, bridge, retaining walls, H&H, traffic engineering, utility relocation, environmental compliance, and ROW coordination. She is responsible for establishing and overseeing a QA/QC program for all pertinent disciplines involved in the design of the Project, including review of design, working plans, shop drawings, specifications, and constructability for the Project. She is responsible for coordinating the individual design disciplines and ensuring the overall Project design is in conformance with the Contract Documents.

URS Corporation | Project Engineer/Design Engineer | 2004 –2010: As a Project Engineer on numerous projects, Gail was responsible for roadway design efforts. Design efforts include the development of horizontal and vertical alignments, grading, cross sections, typical sections, environmental impacts, construction cost estimates, superelevation, and earthwork. Additionally, she managed task assignments, coordinated with subconsultants and clients, and she worked in all aspects of highway design in both design-bid-build and design-build projects. Projects include roundabout improvements, shared use trail design, intersection design, and interstate/interchange improvements.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic Institute and State University | Blacksburg, VA | B.S. | 2003 | Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2010 | Virginia Professional Engineer | VA REGISTRATION #0402048119

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

DESIGN-BUILD I-95 SAFETY IMPROVEMENTS AT ROUTE 3 | FREDERICKSBURG, VA
Project Role: Design Manager **Dates:** September 2016 – November 2018 **With Current Firm?:** Yes
Responsibility/Specific Job Duties: As ***Design Manager***, Gail was responsible for WRA's design for this interchange safety and operations improvements project at I-95 and Route 3 and the addition of a noise barrier wall along Northbound I-95 from Cowan Blvd to Fall Hill Avenue. These improvements included modifications to three ramps, the addition of two signals, and the modification of the intersection of Route 3 with Carl D. Silver Parkway. Gail oversaw design elements, including roadway, hydraulic, right of way acquisitions, box culvert constructions, CCTV camera installation, signing and pavement markings, stormwater management, maintenance of traffic, erosion and sediment control, retaining wall, noise barrier wall, lighting, environmental, coordination of permits, public involvement, quality assurance, coordination during construction, and utility relocations. She was responsible for establishing and overseeing QA/QC of all disciplines and ensuring the design was in conformance with the Contract Documents. Design is completed on this Design-Build project with Branch Civil. **Client:** VDOT | **Total Cost:** $18.7M

Relevancy: ***Design Manager on a VDOT Design-Build project, major project with extensive traffic control, mass excavation, survey with H&B, signals, roadway, hydraulics, right of way acquisitions, signing and pavement markings, SWM, erosion and sediment control, retaining walls, environmental, and utility relocations. Gail worked with both Justin Campbell (CM) and Lenny Coleman (QAM).***

DESIGN-BUILD I-64 WIDENING EXIT 200 TO 205 | HENRICO AND NEW KENT COUNTIES

Project Role: Deputy Design Manager **Dates:** March 2017 – Present **With Current Firm?:** Yes

Responsibility/Specific Job Duties: As ***Deputy Design Manager***, Gail is responsible for WRA's design for this widening project along I-64 in Henrico County and New Kent Count, Virginia. These improvements include the widening of I-64, strengthening of outside shoulders, widening and repairing two bridges (Eastbound and Westbound) over the Chickahominy River, and over a mile of noise barriers Gail is overseeing design elements, including roadway, hydraulic, right of way acquisitions, box culvert constructions, CCTV camera installation, signing and pavement markings, stormwater management, maintenance of traffic, erosion and sediment control, retaining walls, noise barrier wall, pier protection, lighting, environmental, coordination of permits, public involvement, quality assurance, coordination during construction, and utility relocations. **Gail managed the design, repair, and widening of two, four-span, 280' long existing bridges. This included modifying the crown point, which required coordination and special detailing, and construction support, such as shop drawings and RFIs.** She is responsible for establishing and overseeing QA/QC of all disciplines and ensuring the design was in conformance with the Contract Documents. Design is being coordinated on this Design-Build project with Corman-Branch JV.

Client: VDOT | Total Cost: $46.5M

Relevancy: ***A major VDOT Design-Build project with extensive traffic control, survey with H&B, roadway, hydraulics, right of way acquisitions with ERM, signing and pavement markings, SWM, erosion and sediment control, retaining walls, environmental, bridges, pier protection, geotechnical, public relations with Seventh Point, QA/QC, and utility relocations. Gail worked with Jeff Humphreys, Jr. (DBPM), Justin Campbell (CM), and NXL.***

DESIGN-BUILD FALL HILL AVENUE WIDENING AND MARY WASHINGTON BOULEVARD EXTENSION | FREDERICKSBURG, VA

Project Role: Deputy Design Manager **Dates:** March 2014 – January 2017 **With Current Firm?:** Yes

Responsibility/Specific Job Duties: As ***Deputy Design Manager***, Gail was responsible for WRA's roadway design and design submissions for this widening and reconstruction project of 2.2 miles of Fall Hill Avenue (FHA) and Mary Washington Blvd. (MWB), including a roundabout at the intersection with FHA and MWB. Project included a five span, 419-ft. long bridge over I-95 and future CD lanes. The proposed roadway was a four-lane divided curb and gutter section with a sidewalk on the south side and a shared-use path on the north side. The project had significant 4(f) coordination requirements and included relocating/reconstructing Snowden Park with baseball fields and basketball courts. Gail coordinated design elements, including roadway, hydraulic, SWM, bridge, retaining walls, sound barriers, utility relocation and coordination (**including a transmission line on new alignment**), traffic engineering, lighting, environmental coordination of permits, public involvement, ROW acquisition, park design, quality assurance and coordination during construction. Coordination of the transmission line included multiple roadway alignments and meetings to provide options to DVP Transmission, coordination of utility easements, and reviewing DVP Transmission relocation plans to determine conflicts. She was responsible for establishing and overseeing QA/QC of all disciplines and ensuring the design was in conformance with the Contract Documents.

Client: VDOT **| Total Cost:** $30.8M

Relevancy: ***A major VDOT Design-Build project with extensive traffic control, survey with H&B, new alignment roadway, shared-use path, hydraulics, right of way acquisitions, signing and pavement markings, SWM, erosion and sediment control, retaining walls, environmental, bridge, pier protection, and utility relocations, including a transmission line. Gail worked with Lenny Coleman (QAM).***

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

h. For Key Personnel required to be on-site full-time for the duration of construction and for the QAM, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not Applicable**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:
Justin Campbell | Project Manager

b. Project Assignment:
Construction Manager

c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time) :
Branch Civil, Inc. (Full Time)

d. Employment History: With this Firm 8 Years With Other Firms 4 Years
Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):

Branch Civil, Inc. | Project Manager | 2012 – Present: Responsible for oversight and direction of the company's project activities. As a Project Manager he manages the construction process his responsibilities include: leading safety processes on construction sites; document control and tracking; quality control (QC) administration; plan quantity take-offs; specification reviews; contract administration; field operation and survey planning; project budgeting and material procurement; owner, subcontractor, and supplier management and relations; project scheduling and estimating; pre-activity meeting coordination and site logistics; and change order pricing and negotiations. He also trains and coaches project staff members.

Kiewit Infrastructure South Co. | Superintendent | 2007 – 2012: Responsible for oversight and direction of the company's project activities. As a Superintendent his responsibilities included: scheduling, managing, and executing the field operations (crews, equipment, and subcontractors); leading and training crews on safe operations and safe behaviors on construction sites; planning and scheduling site logistics coordination for material deliveries; QC field coordination; plan quantity take-offs; specification reviews; contract administration; field operation and survey planning; time studies and scope method analysis; owner, subcontractor, and supplier management and relations; pre-activity meeting coordination; and change order pricing. He was also responsible for training, developing and coaching project engineers and foremen.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
East Carolina University – Greenville, NC | B.S. | 2006 | Construction Management

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2018 | Responsible Land Disturber Certification/VA |
2005, 2015 | OSHA 30-Hour Training Course/National
2019 | Intermediate Work Zone Traffic Control Training and Flagging Certification/VA
2015 | Erosion & Sediment Control Contractor Certification/VA
2015 | NCS First Aid & CPR Certification/National | 2015/General Miner Certification/VA

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

LURAY CAVERNS AIRPORT PROJECT | LURAY, VA
Project Role: Construction Manager **Dates:** September 2016 – November 2017 **With Current Firm?:** Yes
Responsibility/Specific Job Duties: Managed the construction process. Responsible for QC activities to ensure the materials used and work performed met contract requirements and complied with construction plans and specifications. This project involved safety improvements by relocating the existing county road adjacent to the airport due to encroachment on the existing runway safety area. The project included clearing forested areas on the airport approach path, the relocation/realignment of Airport Road, and construction of a soil embankment around the end of the runway to provide a safe runoff area for aircraft.
Client: Luray-Page County Airport Authority | **Total Cost:** $3.4M
Relevancy: ***Roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; public involvement/relations; QA/QC; project management.***

DESIGN-BUILD I-64 WIDENING EXIT 200 TO 205 | RICHMOND, VA
Project Role: Assistant Construction Manager **Dates:** September 2017 – Present
With Current Firm?: Yes
Responsibility/Specific Job Duties: Responsible for assisting with the management of the construction process, to include all QC activities to ensure the materials used and work performed meet contract requirements and the construction plans and specifications. This project will improve the serviceability and safety of the I-64 corridor for the traveling public by widening the existing roadway while maintaining the existing travel lanes and access to the DMV weigh station. The scope includes widening/adding a new inside lane of traffic and shoulder of both EB and WB I-64 for approximately 3.8 miles as well as widening two existing bridges over the Chickahominy River, and included: asphalt pavement, grading, new drainage, roadway lighting at EB and WB weigh stations, ramp extensions and access tunnel modifications, ITS system updates and re-routing, roadway signing (overhead and post-mounted), bridge pier protection barriers, box culvert extensions, mechanically stabilized earth (MSE) walls, rehabilitation to the two existing bridges as well as repairs to existing substructure, superstructure, and replacement of existing decks, and construction of 1.25 miles of noise barrier walls on I-64 WB.
Client: VDOT | **Total Cost:** $46.5M
Relevancy: ***VDOT D-B project; roadway; survey with H&B; hydraulics; right of way acquisitions with ERM, signing and pavement markings, SWM, erosion and sediment control, retaining walls, environmental; bridges, pier protection, utility relocations, geotechnical; traffic control devices; TMP; public involvement/relations; QA/QC; construction engineering and inspection; and project management. Justin is working with Gail Kuttesch (DM), NXL, Seventh Point, and Jeff Humphreys (DBPM) on this project.***

DESIGN-BUILD I-95 SAFETY IMPROVEMENTS AT ROUTE 3 | FREDERICKSBURG, VA
Project Role: Assistant Construction Manager **Dates:** March 2017- September 2017
With Current Firm?: Yes
Responsibility/Specific Job Duties: Responsible for assisting with the management of the construction process, to include all Quality Control (QC) activities to ensure the materials used and work performed meet contract requirements and the construction plans and specifications. This 1.34-mile, $18.4M roadway safety improvements project involved widening I-95 SB off-ramp, I-95 NB on-ramp along with a collector/distributor lane for a future project, adding a three-lane left turn intersection from Route 3 EB to the I-95 NB on-ramp, and demolition/closure of the existing Route 3 on-ramp to I-95 NB. The project included excavation/balance of 70,000 CY of earthwork, 3,000 LF of new storm drainage, 11,000 LF of new underdrain, two new signalized intersections and modifications to an existing one, new roadway signage (overhead and post-mounted), 2,500 LF of new noise barrier wall, and coordination of utility relocations (communications, gas, water, and sanitary sewer).
Client: VDOT | **Total Cost:** $18.7M
Relevancy: ***VDOT D-B project; roadway; survey; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management. Justin worked with Gail Kuttesch (DM) and Lenny Coleman (QAM) on this project.***

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

h. For Key Personnel required to be on-site full-time for the duration of construction and for the QAM, provide a current list of assignments, role, and the anticipated duration of each assignment. **I-64 Widening Exit 200-205 Design-Build | Assistant Construction Manager | October 6, 2019**

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **George Mason University Campus Connector Design-Build** Location: **Fairfax County, VA**	Name: **Rinker Design Associates, PC**	Name of Client/ Owner: **George Mason University** Phone: **703.993.2559** Project Manager: **Christine Hogan** Phone: **703.993.2559** Email: **chogan@gmu.edu**	**07/2014**	**12/2015**	**$15,056**	**$17,137 (Final with Owner-initiated change orders)**	**$17,137**

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

This new location project on Campus Drive on the campus of George Mason University (GMU) provides a direct connection between Route 620 (Braddock Road) and Patriot Circle. A two-lane facility just over two miles long and multi-use paths were constructed. In order for Campus Drive to cross Route 123 (Ox Road), a new structure was constructed to carry traffic on Route 123 over Campus Drive.

Scope of Services:

- **Structures:** Dual single span structures were constructed along Route 123 using a single row of 10x42 H-piles in each abutment, 45-inch pre-stressed concrete girders, and mechanically stabilized earth (MSE) walls.
- **Roadway Improvements:** A two-lane roadway was constructed including a multi-use path for pedestrian use.
- **Geotechnical Challenges:** Unsuitable material was encountered during roadway construction. To overcome this challenge, Branch utilized undercut and replacement with suitable materials. Cans were used to encase the H-Pile at the bridge abutments to address down drag.
- **Public Relations:** Partnering with GMU and VDOT was vital in keeping all impacted parties informed of the impacts the project would make to traffic along Routes 620 and 123, as well as the changes required for pedestrian traffic.
- **Maintenance of Traffic (MOT) and Traffic Management Plan (TMP):** Traffic along Route 123 was temporarily shifted to allow for bridge construction. Both northbound and southbound lanes of Route 123 were shifted to the east creating enough room to construct both bridges. Temporary walkways were constructed to keep pedestrian access open while constructing the improvements.

Scope & Complexity Similarities to Skiffes Creek Connector

- ✓ High traffic volumes
- ✓ Complex MOT
- ✓ Road widening
- ✓ Maintenance of existing lanes
- ✓ Safety, congestion concerns
- ✓ Grade separated interchange
- ✓ Roundabout construction
- ✓ Traffic control devices
- ✓ Stakeholder coordination
- ✓ Public involvement/relations
- ✓ Overhead signs
- ✓ Value engineering

Branch's Role:

Branch was the Prime Contractor for the project and oversaw all aspects of construction. Branch self-performed all activities associated with erosion control, mass grading, fine grading, storm drain, water/sewer, base stone, and traffic control installation and maintenance. Branch managed all subcontractors on the project, including the construction of the bridge and asphalt paving. Branch partnered with GMU and VDOT and participated in public outreach and education opportunities to discuss the construction process, schedule and any impacts.

Verifiable Evidence of Good Performance

- **Public and Stakeholder Outreach:** Branch took an active role in partnering with GMU and VDOT. Branch hosted public outreach meetings to educate the industry, general public, and GMU on the improvements being constructed.
- **Meeting Milestone Dates:** Branch completed all aspects of this project on-time and on budget.
- **Value Engineering:**
  - **Utilities:** Re-routed GMU IT fiber and copper facilities to minimize additional vaults and drop expected re-route length.
  - **West Campus Lot Paving:** In lieu of undercut, disposal, and replacement of stone in the West Campus Lot to pave the existing gravel lot, Branch undercut only material that was totally unsuitable for use. Utilized soil cement to treat existing subgrade material prior to subbase stone placement to stabilize the road bed for asphalt paving saving time and money.
  - **Route. 123 Support of Excavation:** To prevent unnecessary shoring costs and speed-up our work, Branch utilized a soldier pile wall with lagging. This prevented unnecessary shoring on the full length of the excavation and allowed a jog-in of the shoring wall and used the soil slope to provide stability for the roadway.

Dual single-span bridges along Route 123

Installation of the MSE Wall at Bridge Abutment

Grading for new location roadway

Alignment shift along Route 123 to allow for bridge construction

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Military Highway Continuous Flow Intersection** Location: **Norfolk, VA**	Name: **Parsons Transportation Group Inc.**	Name of Client/ Owner: **VDOT** Phone: **757.925.7906** Project Manager: **Robert "Bud" Morgan** Phone: **757.925.7906** Email: **Robert.morgan@vdot.virginia.gov**	**05/2018**	**11/2018**	**$59,833**	**$61,913 (Final with Owner-initiated change orders)**	**$29,645**

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

The project is located along Military Highway and includes improvements to Princess Anne Road and Northampton Boulevard. The project includes the installation of a Continuous Flow Intersection, which directs the left turning vehicles on Military Highway away from the main intersection.

Scope of Services:

- **Coordination with Norfolk Southern and Bay Coast Railroad:** At-grade crossings required coordination with both railroad companies to schedule their resources for rail work.
- **Roadway Improvements:** The project included the widening of Military Highway from a four-lane roadway to an eight-lane divided roadway from Lowery Road to the Broad Creek bridge, widening of Military Highway from a four-lane roadway to a six-lane divided roadway from the Broad Creek bridge to Robin Hood Road, and widening Northampton Boulevard and Princess Anne Road from four-lane divided roadways to six-lane divided roadways. Additionally, sidewalks were constructed along Military Highway, Princess Anne Road and Northampton Blvd. and bike lanes were added on Northampton Boulevard and Princess Anne. New crosswalks and pedestrian signals were added at all intersections. In addition to the above grade improvements, new underground storm drain and waterline systems were installed project wide.
- **Geotechnical Challenges:** Due to it's longevity as a highly traveled corridor and many years of reconstruction, the subgrade beneath the existing roadway was substandard at best. As a result, the pavement section, which included cement-treated aggregate, was designed for a CBR 4.0 value. At this value, the biggest challenge was developing methods for running equipment and dump trucks on the subgrade without causing further damage.
- **Public Relations:** Seventh Point worked with the team to help manage any public involvement issues. Multiple stakeholders had an interest in the progress of the project including the City of Norfolk, local businesses and the surrounding community.
- **Maintenance of Traffic (MOT) and Traffic Management Plan (TMP):** Traffic volumes were heavy on all roads within the project limits. Minimizing impacts to the travelling public was key to the successful delivery of this project. The largest MOT challenge faced by the project team was the demolition and reconstruction of two main intersections, Military Hwy/Robin Hood Road and Military Hwy/Northampton Blvd/Princess Anne Road, the latter of which is one of the busiest intersections in Hampton Roads. Extensive detours/lane closures were designed by the project team and implemented during weekend hours in order to minimize impacts to traffic.

Scope & Complexity Similarities to Skiffes Creek Connector

- ✓ Maintenance of existing lanes
- ✓ Safety, congestion concerns
- ✓ Signalized Intersection Modification
- ✓ Railroad coordination
- ✓ Geotechnical challenges with poor soil conditions
- ✓ Hampton Roads District
- ✓ Traffic control devices
- ✓ Stakeholder coordination
- ✓ Public involvement/relations

Branch's Role

Branch was a joint venture partner for the project and helped oversee all aspects of construction. The joint venture self-performed all activities associated with erosion control, rough grading, fine grading, storm drain, water/sewer, base stone, and traffic control installation and maintenance. In addition to self-performed work, the JV team was responsible for Quality Control, managing all subcontract work, and relocation of several franchise utilities from aerial to underground.

Verifiable Evidence of Good Performance

- **Public and Stakeholder Outreach:** The joint venture, along with public relations consultant, Seventh Point, took an active role in partnering with VDOT and the City of Norfolk. Seventh Point hosted public outreach meetings to educate the industry and general public on the improvements being constructed.
- **Meeting Milestone Dates**: Several milestones were established and met by the project team.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Route 636 PPTA** Location: **Augusta County, VA**	Name: **Balzer and Associates, Inc. and Whitman, Requardt & Associates, LLP**	Name of Client/ Owner: **County of Augusta** Phone: **540.245.5600** Project Manager: **Timothy Fitzgerald** Phone: **540.245.5600** Email: **tfitzgerald@co.augusta.va**	**08/2015**	**08/2015**	**$15,657**	**$15,657**	**$15,657**

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.

This new location project for Augusta County provides a direct connection between Route 250 (Jefferson Highway) and existing Route 636. A 1.3-mile, two-lane facility just over one mile long and an 8' wide multi-use path were constructed. In order to complete the connection, a new structure was constructed to carry traffic on Route 636 over Norfolk Southern Railway tracks leased by Buckingham Branch Railroad.

Scope of Services:

- **Structures:** One single span bridge was constructed along Route 636 using a dual row of 12x53 H-piles in each abutment, steel plate girders, and mechanically stabilized earth (MSE) walls.
- **Roadway Improvements:** Route 636 provided a much-needed direct connection to the Augusta Hill Hospital. The new roadway provides a better access for workers at the hospital, and shortened the traveling route for ambulances by more than 10 minutes. The new roadway required a tie into the existing heavily traveled Route 250. A new turn lane was also added to Route 250 onto Route 636, as well as new traffic signals. An 8' multiuse pathway was added along the entire length of Route 636. This pathway connected to an existing multiuse path on Route 250 and runs all the way to the Augusta Hills Hospital. Access for several residential and business were also provided during construction.
- **Geotechnical Challenges:** More than 140,000 CY of rock had to be blasted on this project.
- **Public Relations:** The connector served to provide access to a commercial and residential development, apartment complex and the Murphy Deming College of Health Sciences. Construction updates were provided to all parties while the project was underway.
- **Maintenance of Traffic (MOT) and Traffic Management Plan (TMP):** Traffic impacts were limited to the tie-in points at Route 250 and the existing Route 636. Turn lane and mill and overlay improvements were made under lane closures during off-peak hours. New signals were installed at the Route 250 intersection.
- **Railroad Coordination:** Because of the new structure over the Norfolk Southern Railway tracks, a railroad inspector was required to be on-site at all times during structure construction. Bridge erection could only be performed when trains were not running, and all equipment had to be moved to allow trains to pass.

Scope & Complexity Similarities to Skiffes Creek Connector

- ✓ Roadway on new location
- ✓ Bridge construction
- ✓ Maintenance of existing lanes
- ✓ Safety, congestion concerns
- ✓ Signalized intersection modification
- ✓ Multi-use path
- ✓ Structure over railroad
- ✓ Traffic control devices
- ✓ Stakeholder coordination
- ✓ Public involvement/relations

Branch's Role:

Branch was the Prime Contractor for the project and oversaw all aspects of construction. Branch self-performed all activities associated with erosion control, mass grading, fine grading, storm drain, water/sewer, base stone, and traffic control installation and maintenance. Branch managed all subcontractors on the project, including the construction of the bridge and asphalt paving. Branch partnered with Augusta County and VDOT and participated in public outreach meetings with the community.

Verifiable Evidence of Good Performance

- **Public and Stakeholder Outreach:** Branch took an active role in partnering with the County of Augusta. Branch hosted public outreach meetings to educate the traveling public about improvements.
- **Meeting Milestone Dates**: Branch Civils' contract was completed in a timely manner. The project is currently ongoing and currently does not have a scheduled due date.

Intersection of Route 250 and Route 636 (Lifecore

New paving from Route 250 to Old Oaks Drive

Route 636 Intersection with Baldwin Boulevard

Bridge construction over Norfolk Southern Railway tracks (leased by Buckingham Branch Railroad)

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **I-64 Widening Exit 200 to 205** Location: **Henrico and New Kent Counties, VA**	Name: **Corman-Branch, a Joint Venture**	Name of Client.: **Virginia Department of Transportation** Phone: **804-674-2452** Project Manager: **Scott J. Fisher** Phone: **804-674-2452** Email: **scott.fisher@vdot.virginia.gov**	**07/2017**	**08/2019 (Design completed: 100%)**	**$43,385**	**$46,586 (Estimated with Owner-initiated change orders)**	**$3,631**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Scope & Complexity Similarities to Skiffes Creek Connector

- ✓ VDOT Design-Build
- ✓ Roadway
- ✓ Survey
- ✓ Bridge
- ✓ Retaining Walls
- ✓ Environmental
- ✓ Geotechnical
- ✓ Hydraulics
- ✓ Stormwater Management
- ✓ Traffic Signing and Markings
- ✓ Traffic Control Devices
- ✓ TMP
- ✓ Public Involvement/Relations
- ✓ Utilities
- ✓ Project Management
- ✓ Right-of-Way Acquisitions

Verifiable Evidence of Good Performance

- Showcased at Richmond District VTCA Dialogue.
- Excellent coordination with VDOT has expedited submittal reviews and response times.
- Additional construction teams added to the bridge to stay on schedule.
- Minimized wetland impacts using innovative designs at the box culverts.
- Structured work packages to accelerate the start of construction activities.

WRA's Role: Prime design firm responsible for the final engineering design documents and approvals for the widening of I-64 between Exits 200 and 205. This project is located on I-64 in Henrico County and New Kent County, Virginia, and involves the addition of one 12' wide lane and one 10' wide shoulder (6' graded, 4' paved) within the median in each direction. Along the project are two DMV weigh stations (one in each direction) with pedestrian tunnels in between. The acceleration and deceleration lanes at each weigh station were extended and the pedestrian tunnels were connected. The limits of the project are from Route I-295 (Exit 200) to Route 249 (Exit 205) for a total length of approximately 4.5 miles. The project was led from the WRA Richmond, VA office and additional design support was performed from the Baltimore, MD office. Services included highway design, hydrologic and hydraulic design, stormwater management (SWM) design, erosion and sediment control design, geotechnical engineering, pavement evaluation and design, noise analysis and noise barrier design, maintenance of traffic, signing, lighting, pavement markings, bridge, retaining walls, utility relocation/coordination, public involvement, permitting and coordination with project stakeholders.

Bridge Engineering: The project included the design, repair, and widening of two existing bridges (B-624 and B-625) over the Chickahominy River. The existing bridges each consist of four simple span AASHTO Girders with three intermediate piers for a total length of 280 ft. The widened portion of the bridge structure modified the crown point of the existing roadway, which required coordination with the roadway design and special detailing on the bridge structure to accommodate this modification. In addition to the widening, the existing concrete decks were removed and replaced along with rehabilitation of all of the elements, which were to remain in place. The widened piers and abutments are supported on deep pile foundations that accounted for scour. The final configuration detailed the widened bridge such that it appears that it was built with the original 1960s bridge structure.

ITS/Lighting/Signing Integration: The ITS-related scope of work included the installation of 2 ITS conduits and 96-count fiber SMFO communications cable on the eastbound shoulder between the west project limit and the existing CCTV at MM 203.4 and continuing to the easternmost CCTV. The project also included the installation of 3 additional traffic monitoring cameras within the project limits. Additional lighting was coordinated with the DMV and installed along the extended weigh station accel/decel lanes. The project also included signing and pavement markings, including seven overhead sign structures.

Hydraulic Analysis and Stormwater Management: An H&HA was completed for the bridges over the Chickahominy River. Two storm water management detention basins were constructed within the median of I-64. In both locations, these were graded beyond the clear zone to eliminate the need for guardrail and additional impervious pavement.

Geotechnical Analysis and Design: Geotechnical services included pavement and foundation design services (for bridge, retaining walls and noise barrier), slope recommendations. Investigations were performed to ensure the shoulders could accommodate temporary traffic shifts.

Maintenance of Traffic: With I-64 being one of the most heavily-traveled corridors on the east coast, MOT requirements for the work zone were restrictive with significant penalties for impacts to I-64. Prior to constructing the pavement widening, portions of the outside shoulders were strengthened to accommodate a traffic shift. Once the widening was complete, traffic was shifted onto the new pavement while outside ramp lengthening, noise barrier construction, and clearing was completed. Because of the high volume of traffic, and with coordination with the VDOT Regional Traffic Engineer, the speed limit was reduced during construction. Work requiring lane closures on the heavily traveled I-64 was limited to nights and carefully coordinated with the regional traffic operations center and emergency responders.

Noise Walls: WRA performed noise data collection and analyses to confirm the preliminary noise barrier limits in the conceptual plans were appropriate and required. As a result, the noise barrier wall was extended to a total length of 6,700 LF, much of which was constructed on retaining wall panels.

Public Involvement: An Advertising and Marketing Plan was utilized in collaboration with the VDOT communications staff. This included project boards depicting plans, design and other visual aids, public meetings throughout the project, radio and interactive media coverage. Communication with property owners adjacent to the DMV weigh stations and the noise barrier was ongoing throughout the project's construction.

I-64 over Chickahominy River

MSE Wall at Box Culvert

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Denbigh Boulevard Bridge (Rte. 173) over I-64 and CSXT** Location: **City of Newport News, VA**	Name: **Corman-Kokosing Construction Company**	Name of Client.: **Virginia Department of Transportation – Hampton Roads District** Phone: **(757) 925-3622** Project Manager: **Kenny Wynne, PE** Phone: **(757) 925-3622** Email:**kenneth.wynne@vdot.virginia.gov**	**March 2019**	**July 2021 (Actual) Design Completed: 100%**	**$22,963**	**$22,963 (Estimated)**	**$1,379**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Scope & Complexity Similarities to Skiffes Creek Connector

- ✓ Bridge Engineering over CSXT/Roadway
- ✓ Geotechnical Engineering
  - ❖ Bridge Foundations
  - ❖ Retaining walls
  - ❖ Lightweight Fills
- ✓ Roadway Realignment/Widening
- ✓ Hydraulics and SWM
- ✓ Traffic Control Devices
- ✓ TMP
- ✓ Public Involvement/Communications
- ✓ QA/QC – Design

Verifiable Evidence of Good Performance

- Delivered within budget.
- Delivered final plans early to meet funding obligations.
- Use of Geofoam to reduce dead loads and settlement along widened approach roadway and existing approach roadway.
- 900 ft. continuous bulb-tee girder bridge.
- Lightweight concrete to reduce bridge dead loads on foundations.

WRA's Role: WRA was selected by VDOT to design the Denbigh Boulevard (Rte. 173) widening and replacement over I-64 and CSXT (**the same railroad line as Skiffes Creek**) project. Constructed in 1964, the existing Denbigh Boulevard bridge structure is located between Warwick Boulevard and Jefferson Avenue in Newport News and is an urban minor arterial roadway with an ADT of 31,400.

Bridge Engineering: The existing bridge structure consists of twelve (12) simple structural steel beam spans that range in length from 43 ft. to 105 ft. for a total bridge length of approximately 850 ft. The substructure consists of multi-column piers/solid wall piers supported by either individual column footings or pile caps and the abutments are stub abutments with "U-back" wingwalls. In 1964, the approach roadway underwent a shear failure along the west approaches of Denbigh Boulevard in trying to construct the approximately 33 ft. tall fill sections. The failure caused settlement of approximately 8 to 10 feet for 350 along the west approach. Due to this failure, the existing clay layer was weakened and after various studies were conducted the original design plans were modified to span over the shear failure as the soundest engineering solution to reduce the overall impact to the adjacent roadways. Since the completion of the project in the 1960s, settlement has been an ongoing issue for this roadway and bridge structure.

After review of the existing geotechnical recommendations and performing a Type, Size, and Location study, the selected option designed the replacement bridge structure within the same 85 ft. right-of-way corridor with a slight shift in the horizontal alignment toward the south to accommodate a two-stage sequence of construction. The new bridge design meets current design standards, is jointless (using Virginia abutments) and will be built at an elevation that will accommodate the required vertical clearances over CSXT property and the future widening of I-64 and will consist of 6 spans for a total bridge length of 909'-9". The 85-inch bulb-tees will support four 12-foot lanes, a 16-foot raised median, and two 8-foot sidewalks with architectural treatments along the retaining walls and bridge parapet.

Roadway: To support the bridge widening, the approach roadway will be widened to accommodate the wider bridge structure. In addition, the widened approaches have been designed to match the existing roadway at the project begin/end stations; the 8-ft. sidewalks were designed to meet City Standards and architectural features along the median were incorporated into the final design.

Geotechnical Engineering: Due to the geotechnical shear failure of the original construction, WRA conducted an extensive geotechnical analysis of the existing conditions to evaluate various methods of soil improvements and/or solutions to address the on-going settlement issues, including Pre-Loading, Column Supported Embankment (CSE), and Lightweight Fill (EPS Geofoam Block Fill). After discussions with the District and Central Office Geotechnical Staff, WRA designed the approach roadway fill to use the Expanded Polystyrene (EPS) Geofoam Blocks. The final design and construction involved load balancing by excavating the existing overburden material over the soft soil deposits and then filling with the Geofoam blocks. In addition to the design of the lightweight fill, the final design for the piles was required to consider both downdrag and lateral spreading due to the soft soil deposits; the piles are pre-stressed concrete piles except for the pier in the median of I-64 where steel pipe piles were used to minimize the potential impacts to the existing corridor.

Hydraulic Analysis and Stormwater Management: To meet the current SWM regulations, two facilities were designed on either end of the project to not increase the flow to the existing City systems and to meet water quality requirements. The design required close coordination with the City of Newport News to ensure that all regulations were being met for the project.

TMP and MOT Plans: After evaluation of the traffic, it was determined that one lane of traffic in each direction will be maintained on Denbigh Boulevard throughout construction with minor adjustments to the signals along the corridor. To accommodate the bridge widening and replacement, the project will be constructed in two phases. Phase 1 will reduce the existing 4 lanes to 2 lanes and half of the existing bridge structure will be demolished and re-built. Phase 2 will shift traffic to the newly constructed bridge structure and the 2 lanes shifted to this section and the remaining portion of the bridge structure will be demolished and re-built. In addition to the shift of traffic, temporary lane restrictions were detailed for I-64 for demolition and re-building of the bridge structure and a detour for Richneck Road was detailed for use during the Phase 2 operations. All TMP/MOT operations were coordinated with VDOT, the City of Newport News, and CSXT for protection of their facilities.

Public Involvement: A key element of the success of the project is communicating the goals of the project and how the project affects the public. The project included significant coordination with CSXT via VDOT for the upgraded crossing of the railroad and with the City of Newport News as the approach roadways are maintained by the City.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Fall Hill Avenue Widening and Mary Washington Boulevard Extension *Design-Build*** Location: **Fredericksburg, VA**	Name: **Corman Construction, Inc.**	Name of Client.: **VDOT** Phone: **(540) 899-4214** Project Manager: **Michael Coffey, P.E.** Phone: **(540) 899-4214** Email: **michaelt.coffey@vdot.virginia.gov**	**04/2014**	**10/2017 (Actual)**	**$30,784**	**$30,842 (Final with Owner-initiated change orders)**	**$1,815**

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.

Scope and Complexity Similarities to Skiffes Creek Connector

- ✓ Design-Build
- ✓ New Connector Road
- ✓ Survey
- ✓ Environmental
- ✓ Geotechnical challenges with poor soil conditions
- ✓ Hydraulics and SWM
- ✓ Traffic Control Devices
- ✓ Signalized Intersection Modification
- ✓ TMP
- ✓ Public Involvement/ Communications
- ✓ QA/QC
- ✓ Construction Inspection
- ✓ Transmission Line on new alignment
- ✓ Bridge over I-95
- ✓ Shared Use Path
- ✓ Right-of-Way Acquisitions

Verifiable Evidence of Good Performance

- Cost effective and innovative SWM design resulted in significant cost savings for the Department.
- Soil nail wall designed to protect civil war trenches.
- Structured work packages to accelerate the start of construction activities.

WRA's Role: Prime design firm responsible for the final engineering design documents and approvals for major improvements to the existing Fall Hill Avenue corridor and extension of Mary Washington Boulevard. Existing Fall Hill Avenue was largely a two-lane roadway with no bike facilities and limited pedestrian facilities. Along the project alignment are the Snowden Park, Rappahannock Canal Park, and several historic resources that were impacted by the project construction requiring strict adherence to all commitments in the environmental document. The project was led from the WRA Richmond, VA office and additional design support was performed from the Baltimore, MD office. Services included highway design, hydrologic and hydraulic design, stormwater management (SWM) design, erosion and sediment control design, geotechnical engineering, pavement evaluation and design, noise analysis and noise barrier design, maintenance of traffic, signing, lighting, pavement markings, traffic signalization, bridge, retaining walls, park design, utility relocation/coordination, public involvement, permitting and coordination with project stakeholders.

Roadway: The proposed improvements provide for a four-lane divided curb and gutter urban typical section with a 10-foot shared-use path on the north side and a 5-foot sidewalk on the south for a length of 1.5 miles on Fall Hill Avenue. Mary Washington Boulevard was extended on new location for 0.3 miles with an urban section including a sidewalk on the west side and the existing Rappahannock Canal trail network providing for bike and pedestrians to the east and intersects with the roundabout with Fall Hill Avenue. The remaining portion of Mary Washington Boulevard 0.4 miles was widened to a four-lane divided urban section with sidewalks and the intersection with Route 1 was improved for 0.2 miles to provide additional turn lanes at Mary Washington Boulevard. A key element of the project is the roundabout at the Fall Hill Avenue and Mary Washington Boulevard.

Hydraulic Analysis and Stormwater Management: The project included the design and analysis of a tributary to the Rappahannock Canal, which required a 10'x 8' box culvert to ensure the 100-year storm event would have no impact on private property. A complete new storm drainage system was provided for the length of Fall Hill Avenue. WRA's design was able to eliminate one SWM facility on the frontage of a commercial property saving VDOT approximately $300,000 in right-of-way cost.

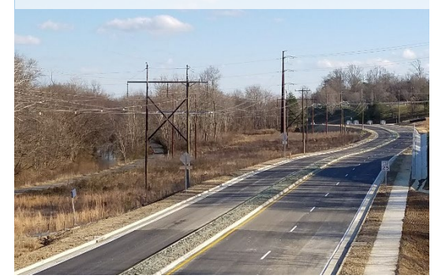
Geotechnical Engineering: The project is located in diverse and changing geology. The western portion of the project is located over relatively shallow residual soils of the Piedmont Province, while the eastern portion is more typical of the Coastal Plain Province with over-consolidated Potomac Clays. The bridge over I-95 is supported on driven steel H-piles with MSE wall abutments and were designed to mitigate downdrag forces induced by settlement. The design in the Potomac Clays included 20-foot cuts below the location of the historic Civil War trenches. To avoid impacts to the trenches WRA designed a soil nail retaining wall.

TMP and MOT Plans: The two major elements of the TMP were the phased construction of the bridge over I-95 and the three-phase reconstruction of Fall Hill Avenue. The TMP carefully evaluated the impacts to traffic operations on I-95 for placement of concrete barrier, beams and removal of the existing bridge. Work requiring lanes closures on the heavily traveled I-95 was limited to nights and carefully coordinated with the regional traffic operations center and emergency responders.

Traffic Engineering: The project included the design of three traffic signals and three pedestrian crossing using Rectangular Rapid Flash Beacons (RRFBs). A major focus of WRA efforts was to carefully evaluate the high pedestrian movements along the corridor to provide opportunities for residents to access the transit stops along the corridor and access the extensive system of trails in the City.

Public Involvement: A key element of the success of the project is communicating the goals of the project and how the project affects the public. The project included significant access management controls restricting movements to and from developments and the public's concern with the traffic operations at the proposed roundabout. Both issues were a major discussion item at the "Pardon Our Dust" public meeting. Being able to address these concerns quickly and effectively with the VDOT Team resulted in the project moving forward with minimal redesign efforts.

Transmission Line on New Alignment



Fall Hill Avenue over I-95

Bridge: This project included complete demolition and replacement of the bridge over I-95. The new 420 ft. bridge is a 5-span bulb-tee superstructure continuous for live-load; the piers are individual columns supported by deep foundations and the abutments are semi-integral to make this bridge structure jointless. The transverse section provides for four lanes, a raised concrete median, shared use path on the north side, and sidewalk on the south side. The layout took into account future I-95 widening through Fredericksburg.

VDOT

Branch Civil, Inc.
442 Rutherford Avenue, NE
Roanoke, Virginia 24016

BRANCH CIVIL | WRA