VDOT
Virginia Department of Transportation

STATEMENT OF QUALIFICATIONS

SKIFFES CREEK CONNECTOR

A DESIGN BUILD PROJECT

Contract ID# C00100200DB104

ORIGINAL

BRANSCOME

REEVES CONSTRUCTION COMPANY

RK&K

May 30, 2019

VDOT
Virginia Department of Transportation

3.2 Letter of Submittal

May 30, 2019

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

RE: Skiffes Creek Connector Contract; ID Number: C00100200DB104

Dear Ms. Mudgade:

The Skiffes Creek Connector Constructors Team is pleased to submit the attached Statement of Qualifications for the above-mentioned project. Branscome, Inc. and Reeves Construction Company are heavy highway and bridge contractors with successful track record of design build project delivery.

3.2.1 Branscome, Inc., 432 McLaws Circle, Williamsburg, Virginia 23185 and Reeves Construction Company, 250 Plemmons Road, South Carolina 29334 form the Skiffes Creek Connector Constructors JV and Offeror and will be the overall authority on the project as well as the Lead Contractor. Skiffes Creek Connector Constructors JV will execute the contract and appoints Jordan Parker Mills as the Point of Contact and George Busbee League, Jr. as the Principal Officer of the Skiffes Creek Connector Constructors JV and the legal entity with whom a Design-Build contract with VDOT will be written.

3.2.2 Point of Contact	3.2.3 Principal Officer of Legal Entity
Jordan Parker Mills Branscome, Inc. 432 McLaws Circle Williamsburg, VA 23185 Phone: 757.229.2504 Fax: 757.220.0390 Email: MillsP@branscome.com	**George Busbee League, Jr.** Branscome, Inc. 432 McLaws Circle Williamsburg, VA 23185 Phone: 757.229.2504 Fax: 757.220.0390 Email:LeagueB@branscome.com

3.2.4 The Offeror for this submission is Skiffes Creek Connector Constructors JV, structured as a joint venture. Branscome, Inc. and Reeves Construction Company have joint and several liability for the performance of work required for the project, and will hold all financial responsibility for the contract, without any known liability limitations.

3.2.5 Lead Contractor: Skiffes Creek Connector Constructors JV; Lead Designer: Rummel, Klepper & Kahl, LLP (RK&K).

3.2.6 Branscome, Inc. and Reeves Construction Company do have any affiliated and/or subsidiary companies and has indicated such on Attachment 3.2.6.

3.2.7 Signed Certification Regarding Debarment Forms (Attachments 3.2.7 (a) and 3.2.7 (b)) are included in the Appendix.

3.2.8 A Joint Venture Bidding Agreement was submitted and approved by VDOT on May 20, 2019. The prequalification number for this Joint Venture is JV094. The prequalification numbers for our respective firms are: Branscome (#B850) and Reeves Construction Company (#R1025). Evidence indicating Skiffes Creek Connector Constructors JV's VDOT Prequalification is provided in the Appendix.

3.2.9 A single Surety Letter from the bonding company is included in the Appendix, confirming their willingness to provide any and all bonds for this project on behalf of the Skiffes Creek Connector Constructors JV. The surety letter states our rating categorization and the estimated contract value.

3.2.10 The SCC and DPOR information is provided on Attachment 3.2.10 with supporting documentation in the Appendix.

3.2.11 The Skiffes Creek Connector Constructors JV is committed to achieving a 13% DBE participation goal for the entire value of the contract.

We appreciate the opportunity to submit our qualifications and look forward to working with VDOT on the Skiffes Creek Connector Design-Build project.

Respectfully Submitted,
Skiffes Creek Connector Constructors

George Busbee League, Jr., President
Branscome, Inc.

Lee Rushbrooke, President
Reeves Construction Company

3.3 Offeror's Team Structure

3.3 TEAM STRUCTURE

Branscome, Inc. and **Reeves Construction Company** have formed a joint venture, Skiffes Creek Connector Constructors, to pursue the Skiffes Creek Connector Design Build project. Together, Skiffes Creek Connector Constructors JV offers VDOT successful relevant experience delivering road and bridge design-build (D-B) projects, as well as a solid reputation of strategically aligning our teams to meet the specific needs and requirements of D-B projects. Skiffes Creek Connector Constructors JV offers VDOT a team for the Skiffes Creek Connector Design-Build (D-B) that can manage the design and construction; reduce project risk, expedite schedules—all while focusing on safety, cost-control, and quality.

The **Skiffes Creek Connector Constructors JV** has carefully chosen a group of the most highly skilled team members, both firms and individuals, to create a team structure that advantageously utilizes the D-B process and capitalizes on the strongest attributes of each team member's respective capabilities. **Skiffes Creek Connector Constructors JV** will be the Lead Contractor with **Rummel, Klepper & Kahl, LLP [RK&K]** as the lead design firm forming the Skiffes Creek Connector Constructors D-B Team. The D-B Team is strengthened by the added depth of highly qualified sub-consultants.

Our D-B Team's approach to construct this project relies on key elements that will ensure a successful project delivery: precise planning; experienced and consistent staff from procurement to completion; dedicated resources; and seamless, concurrent project execution.

Subcontractors/Subconsultants

The following subcontractors/subconsultants were carefully selected based on their relevant experience and established working history of D-B project success with VDOT, Branscome, Reeves Construction Company, and/or RK&K:

- **ECS Mid-Atlantic, Inc.** (Geotechnical)
- **NXL Construction Company, Inc.** (QAM)
- **CES Consulting, LLC (**Construction QC)
- **O.R. Colan Associates, LLC** (Right of Way)
- **Precision Measurements, Inc.** (Survey)
- **Glenno Engineering, PLLC** (ROW/Utilities)

3.3.1 KEY PERSONNEL

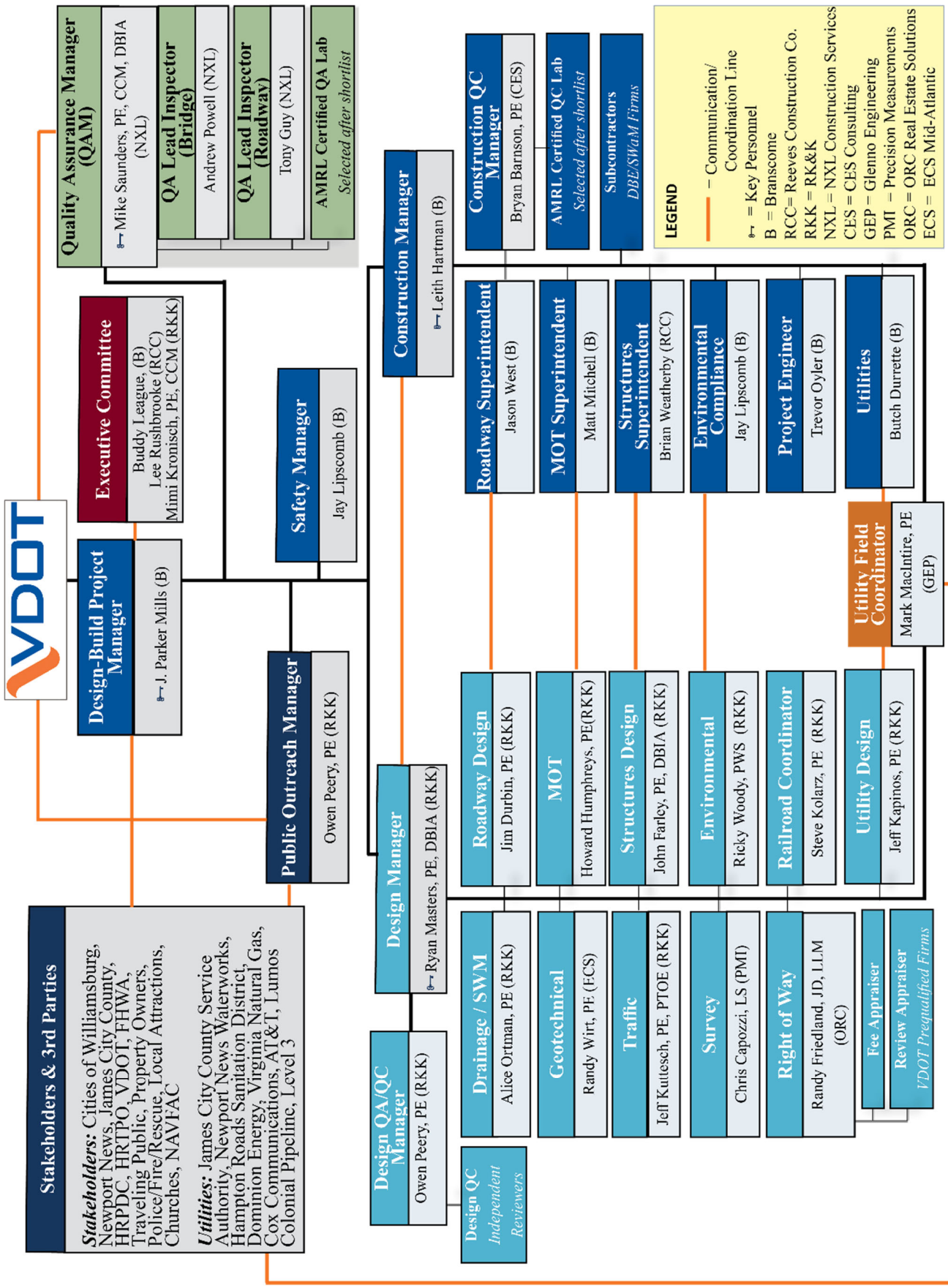
All Key Personnel are highly qualified individuals and have served in similar roles offering extensive road construction and exceptional design expertise. Information regarding their qualifications and experience can be found in Attachment 3.3.1 in the Appendix.

The DB icon denotes individuals with successful past D-B project experience.

NAME	POSITION	COMPANY
J. Parker Mills DB	Design Build Project Manager (D-BPM)	Branscome
Mike Saunders, PE, CCM, DBIA DB	Quality Assurance Manager (QAM)	NXL
Ryan Masters, PE, DBIA DB	Design Manager (DM)	RK&K
Leith Hartman DB	Construction Manager (CM)	Branscome

3.3.2 ORGANIZATIONAL CHART

The Organizational Chart on the following page identifies Key Personnel, the reporting structure, and the major functions each will perform. We have identified specific personnel that will address the design and construction and their reporting relationships. Furthermore, the reporting structure for the Quality Assurance shows a clear separation between the Construction Quality Control Inspection and field/laboratory testing duties. All team members will remain on the team for the duration of the procurement process and if awarded this contract, for the duration of the contract as described under Section 11.1 in the RFQ.


VDOT
Quality Assurance Manager (QAM)
Mike Saunders, PE, CCM, DBIA (NXL)
QA Lead Inspector (Bridge)
Andrew Powell (NXL)
QA Lead Inspector (Roadway)
Tony Guy (NXL)
AMRL Certified QA Lab
Selected after shortlist
Executive Committee
Buddy League, (B)
Lee Rushbrooke (RCC)
Mimi Kronisch, PE, CCM (RKK)
Design-Build Project Manager
J. Parker Mills (B)
Safety Manager
Jay Lipscomb (B)
Public Outreach Manager
Owen Peery, PE (RKK)
Construction Manager
Leith Hartman (B)
Construction QC Manager
Bryan Barnson, PE (CES)
AMRL Certified QC Lab
Selected after shortlist
Subcontractors
DBE/SWaM Firms
LEGEND
– Communication/ Coordination Line
= Key Personnel
B = Branscome
RCC= Reeves Construction Co.
RKK = RK&K
NXL = NXL Construction Services
CES = CES Consulting
GEP – Glenno Engineering
PMI – Precision Measurements
ORC = ORC Real Estate Solutions
ECS = ECS Mid-Atlantic
Roadway Superintendent
Jason West (B)
MOT Superintendent
Matt Mitchell (B)
Structures Superintendent
Brian Weatherby (RCC)
Environmental Compliance
Jay Lipscomb (B)
Project Engineer
Trevor Oyler (B)
Utilities
Butch Durrette (B)
Utility Field Coordinator
Mark MacIntire, PE (GEP)
Stakeholders & 3rd Parties
Stakeholders: Cities of Williamsburg, Newport News, James City County, HRPDC, HRTPO, VDOT, FHWA, Traveling Public, Property Owners, Police/Fire/Rescue, Local Attractions, Churches, NAVFAC
Utilities: James City County Service Authority, Newport News Waterworks, Hampton Roads Sanitation District, Dominion Energy, Virginia Natural Gas, Cox Communications, AT&T, Lumos Colonial Pipeline, Level 3
Design Manager
Ryan Masters, PE, DBIA (RKK)
Roadway Design
Jim Durbin, PE (RKK)
MOT
Howard Humphreys, PE(RKK)
Structures Design
John Farley, PE, DBIA (RKK)
Environmental
Ricky Woody, PWS (RKK)
Railroad Coordinator
Steve Kolarz, PE (RKK)
Utility Design
Jeff Kapinos, PE (RKK)
Design QA/QC Manager
Owen Peery, PE (RKK)
Drainage / SWM
Alice Ortman, PE (RKK)
Geotechnical
Randy Wirt, PE (ECS)
Traffic
Jeff Kuttesch, PE, PTOE (RKK)
Survey
Chris Capozzi, LS (PMI)
Right of Way
Randy Friedland, JD, LLM (ORC)
Fee Appraiser
Review Appraiser
VDOT Prequalified Firms
Design QC
Independent Reviewers

ORGANIZATIONAL CHART NARRATIVE

Reporting Relationships of Key Personnel

DB **Design Build Project Manager (D-BPM), J. Parker Mills [Branscome],** *will report to VDOT and be the primary point of contact for VDOT and have complete authority over all facets of the entire Skiffes Creek Connector Constructors D-B Team.* Mr. Mills will facilitate communication, integration and direction of the entire D-B Team, including design, construction, quality assurance, MOT, safety, utilities and environmental permitting/protection. He will be responsible for the execution of the work under the contract including corresponding with third parties and project stakeholders, coordinating design activities, oversight of construction quality, and managing the project risks and schedule to ensure timely completion. Mr. Mills will work cohesively with the D-B Team ensuring the design and construction complies with VDOT's specifications and meets contract obligations. He will also coordinate public outreach efforts, just as he did on the I-64 Pavement Rehabilitation D-B project. ***Added Value:*** Throughout his career, Mr. Mills has excelled in bringing a variety of D-B and transportation projects to completion on time and within budget. He served as the D-BPM on the I-64 Rehabilitation Project and has directed and overseen the completion of many VDOT projects. Due to the operating facilities he oversees within the project area, he offers the ability to match intimate knowledge of the construction zone with years of quality transportation construction success.

DB **Quality Assurance Manager (QAM), Mike Saunders, PE, CCM, DBIA [NXL]**, *will report directly to the D-BPM* on all quality issues and be responsible for establishing and overseeing the QA Program and leading the QA Team ensuring all work, materials, testing, and sampling conform to the contract requirements and the "approved for construction" plans and specifications. Mr. Saunders will have direct independent access to VDOT and be the key coordinator with for QA inspection and testing of materials used and work performed. He will have the authority to stop construction activities, if necessary, to ensure compliance with the specifications, issue Non-Compliance Reports (NCRs) and confirm corrective action is taken before work is accepted and certified for payment. The QAM Team will conduct independent and concurrent tests and analysis of the work with the construction QC Team. Mr. Saunders will maintain project quality records and approve and submit pay estimates. In addition, he will submit monthly written reports on the status of the QA Program to VDOT and the D-B Team. He has a solid background in coordinating activities with internal and external parties, as well as interacting with citizens regarding projects, perceived impacts, and benefits. Mr. Saunders will be given timely notice of construction activities, so his QA staff can be onsite at the appropriate and required times to document compliance. ***Added Value:*** Mr. Saunders offers his vast oversight of VDOT funded construction projects administered through both the design-build and design-bid build delivery methods. In his current role as QAM for NXL, he is serving as the QAM on the VDOT D-B project, I-64 Widening Exit 200 to 205, located in Henrico and New Kent Counties.

DB **Design Manager (DM), Ryan Masters, PE, DBIA [RK&K]**, *will report directly to the D-BPM* and be responsible for leading and coordinating all design disciplines and ensuring the overall project design conforms to the specifications. All design disciplines report directly to Mr. Masters. He will provide VDOT with design plans for review and approval. Mr. Masters will establish and oversee the Design QA/QC program for all design disciplines working on the project, including review of the design, plans, shop drawings, specifications and constructability. He will coordinate the design QC and it will be performed by qualified independent staff and meet or exceed the VDOT Minimum Requirements for Quality Assurance and Quality Control on D-B and P3 Projects.

Mr. Masters will remain involved throughout construction to oversee any plan modifications, ensure field changes/modifications meet the approved design(s), make sure revisions are documented in as-built plans, respond to Requests for Information (RFIs), review shop drawings, and review construction / MOT activities with the CM as work progresses to see if there are unrealized opportunities or needs for change. This team will benefit from his 20 years of experience designing and managing transportation projects on interstates, primary and secondary roadways, urban roadways, roundabouts, major intersection improvements, capacity improvement and widening projects, requiring extensive, coordinated maintenance of traffic with construction phasing and transportation management plans. This experience will be instrumental in the design and construction sequencing needed on the Skiffes Creek Connector D-B project. ***Added Value:*** Mr. Masters has led design teams on a wide variety of transportation projects, successfully managing the development of design-bid-build projects, developing RFP Conceptual Plans and Technical Requirements for VDOT, and the on-time delivery of D-B projects. He was Element Design Manager for the Route 29 Rio Road Grade Separation D-B project and was instrumental in completing the project early which resulted in a $7.3M early completion incentive. His experience working for both the Owner and Contractor brings a depth of understanding to the D-B Team that will be invaluable on the Skiffes Creek Connector D-B project.

DB **Construction Manager (CM), Leith Hartman [FCC]**, *will report directly to the D-BPM* and will be on-site full-time for the duration of the project and have the overall responsibility of the daily operations. He will manage the construction schedule and process including all QC activities to ensure the materials used and

work performed meet contract requirements and the construction plans and specifications and facilitate constructability reviews for the design and coordinate engineer's reviews of construction submittals and shop drawings. He will also review all construction QC reports and lab results. Any item that is not conforming to the specifications will be addressed immediately with corrective actions mandated that same day. He will also coordinate with the DM during construction for the proper and timely issuance and review of any RFIs and shop drawings, as well as preparation of as-builts and plan revisions. He will coordinate this project's activities with other on-going projects in the district. ***Added Value:*** Mr. Hartman has 33 years of experience in design and construction management of comparable transportation projects including the new construction roadways for Corridor H and Route 60 and two new bridge projects in West Virginia. One bridge crossed the Elk River in Charleston, WV and the other was a large concrete pier for a future bridge at Summerville Lake, West Virginia. Other relevant experience includes his work as the Earthwork Division Manager on Michigan DOT highway projects M-14 and 275 interchange that removed and replaced the existing concrete pavement and replacement of two bridges. He also managed and coordinated the widening project on I-75 north of Detroit, MI at South Boulevard East that included a pedestrian bridge crossing I-75 (Clinton River Trail).

Narrative Describing Functional Relationships and Communication

The Skiffes Creek Connector Constructors D-B Team is structured based on the scope and needs set forth by VDOT. The benefit of our team structure affords us the proper communication between all parties involved. This cooperation will be based upon open communication plus frequent meeting and updates. The D-B Team will have internal weekly meetings during the design phases with key construction and design staff present. Tracking sheets will be developed to track progress of utilities, various design disciplines efforts, CSXT coordination activities and environmental and design approvals. Once construction starts, the design participants will be reduced to the DM, Design QA/QC Manager, and key design discipline leaders. Added to the weekly meetings as the construction begins will be the superintendents, field surveyors, MOT Manager, Utility Field Coordinator and Construction QC Manager. At VDOT's approval, key stakeholder representatives will be invited to these meetings. Monthly meetings will also be held with the D-B Team, VDOT, the QAM, stakeholders, and others required to enhance the partnering effort and resolve any pertinent issues.

The Skiffes Creek Connector Constructors D-B Team includes the following team of design and construction professionals that have been selected because of their proven competencies in engineering, construction and design-build. Project design staff and construction staff are shown on the Project Staff Chart. These individuals will work alongside the Key Personnel to ensure consistency with detailing and plan development. They will interact with their counterparts and the additional positions described below:

DB **Safety Manager, Jay Lipscomb [Branscome],** will report directly to the D-BPM supporting both design and construction efforts. He will provide regular oversight of plans and field activities to deliver a safe environment for VDOT, construction workers and the traveling public. He will provide all needed safety training for the project and aid in developing element-specific safety plans to address unique hazards that will enhance Branscome's standard policies, including subcontractor protocols.

DB **Design QA/QC Manager, Owen Peery, PE [RK&K]**, offering his 36 years of experience, will report directly to the DM and arrange for design quality assurance and design quality control procedures in accordance with the quality control plan. He will verify that checks and reviews have been made prior to submissions, including review comment checking, contract conformance reviews, interdisciplinary reviews, and constructability reviews. The Design QA/QC Manager will serve as a D-B resource to the Project-Wide Design Team. Mr. Peery was the DM for the City of Roanoke's King Street Improvements D-B, VDOT I-64 and Route 623 Interchange D-B in Henrico and Goochland County, the overall Design Manager of the award-winning Route 29 Solutions D-B in Albemarle County, overseeing the design of all three project elements. Mr. Peery will also serve as the **Public Relations/Outreach Manager** and lead all public involvement efforts on all elements reporting to the D-BPM. He will have an open line of communication to stakeholders, third party representatives, and VDOT. In concert with VDOT, Mr. Peery will initiate and facilitate public meetings and communication necessary to announce lane closures and notice of other construction milestones. He is experienced in all areas of creative services, public affairs, community outreach, strategic planning and communications plans.

DB **Construction QC Manager (CQC Manager) Bryan Barnson, PE [CES]**, will lead the Quality Control Team and report to the CM as well as be a liaison directly to the QAM and will follow the approved Project Quality Management Plan (PQMP) that details the processes and procedures for the managing, inspecting, testing, documenting all the construction planning and production work on site. He has eight years of experience with the oversight and construction of highways, secondary and primary roads, and bridges on major interstates. He will arrange for all quality assurance and quality control procedures in accordance with the quality control plan. He will provide contract conformance reviews, interdisciplinary reviews, and constructability reviews for the Skiffes Creek Connector Constructors D-B Team. He will also coordinate the third-party QC testing lab and testing technicians. The CQC Manager will serve as a resource to the Project Construction Team.

DB **ROW/Utility Manager, Mark MacIntire, PE [GEP]**, will report directly to the D-BPM and coordinate all utility relocations and ROW procurement with design and construction. He has coordinated utility relocations on 6 VDOT design-build projects ranging in size from $31M to $286M and was the Right of Way and Utility Manager for the $4.6B NOVA MegaProjects. Offering his 39 years of experience for utilities, he will verify conflicts; determine cost responsibilities; coordinate plan and UT-9 development with utility owners, conduct utility field inspections; coordinate utility relocation design; obtain and review utility relocation plans and estimates, and ensure inspection and documentation of utility relocation construction. For ROW, he will prioritize and synchronize ROW procurement activities in coordination with ORC to meet utility relocation and construction schedules. For both utilities and ROW, he will ensure RUMS and required documentation are updated regularly and current. Mr. MacIntire ensures continuity of service from design through construction.

DB **ROW Procurement, Randy Friedland, JD, LLM [ORC]**, will report directly to the DM and will facilitate timely and yet sensitive ROW acquisition services. He will perform all right of way activities including appraisal, negotiations, settlement and title services in a timely manner. Mr. Friedland has 23 years of experience and has managed numerous ROW and acquisition projects including conducting negotiations with property owners. He has worked with RK&K and Branscome on recent road and utility design projects including the Military Highway, Turnpike Road and I-64/264/Witchduck. Prior to joining ORC, he served as VDOT's Right of Way and Utilities Division Southeast Regional Right of Way Manager where he oversaw and performed acquisitions, negotiations, appraisals, project management, litigation, mediation, property management and relocations.

DB **Executive Committee, Buddy League [Branscome], Lee Rushbrooke [Reeves]** and **Mimi Kronisch, PE, CCM [RK&K]**, executives of the D-B Team's firms, will ensure that all team partners, including VDOT, are on the same page and that proper resources are allocated for the successful completion of the project. They will meet monthly to discuss the overall progress and performance of the D-B Team and to make sure the project progresses on schedule.

Value Added Design and Construction Staff

The D-B Team also includes the following recognized specialists whom we deem critical to this Project.

PROJECT STAFF	
Design Staff (reporting directly to the DM)	
Name (Years of Experience) / Role / Relevant Experience	
RK&K	DB **Alice Ortman, PE (16); Lead Drainage/Stormwater Engineer** | Will lead hydraulic and hydrological analyses, drainage studies and design, and stormwater management. Experienced in stormwater, erosion and sediment control design and other water resources engineering services for transportation projects. Served eight years at VDOT as an Associate Hydraulic and River Mechanic Engineer. Experience includes the design of roadway drainage systems, stormwater management design, stormwater pollution and prevention plans, and erosion and sediment control plans for both rural and urban projects, as well as Hydrologic and Hydraulic Analyses (H&HA's) and scour computations. Has extensive experience leading and overseeing complex drainage designs for VDOT and local clients. Relevant D-B experience includes serving as Hydraulic Engineer on the VDOT I-64 Widening and Route 623 Interchange Improvements D-B Project.
	DB **Jeff Kapinos, PE (32)**; **Lead Utility Engineer** | Will work with the Utility Coordinator, Mark MacIntire, to verify and work to mitigate utility conflicts while designing any necessary relocations. Lead Utility Engineer on the VDOT I-64 Widening and Route 623 Interchange Improvements D-B Project, the City of Fairfax drainage and utility relocation project in the Old Town District, and the utility projects along State Route 3 in King George County.
	DB **Jim Durbin, PE, LEED AP (23); Lead Roadway Engineer** | Will be responsible for management and oversight of preliminary and final design of roadway plans, coordination of complete right of way and construction plans, profiles and cross sections. Will also responsible for the development of cost estimates, specifications and supporting data for all roadway classifications. Experienced in the transportation field, focusing on roadway, interstate and intersection design projects. Led and directed the geometric design and plan production for the roadway design, preparation of the Traffic Control Plans, as well as, interfacing with the various elements of the roadway design including structures, drainage, signals and lighting design. Experience designing and managing complex bridge and roadway projects. Performed similar services on the VDOT High Rise Bridge D-B project. Lead Engineer for roadway design on the I-81 Exit 105 and I-81, Exit 14 Interchange and mainline improvements.

RK&K	DB **Howard Humphreys, PE (35)**; **Maintenance of Traffic Lead** | Will ensure that all MOT designs allow for the safe travel of vehicles through the construction zone as well as safe work zones and ingress / egress of construction equipment and vehicles in accordance with the VWAPM and the MUTCD. Experienced in the design of roadway projects as lead roadway engineer and lead developer of MOT concepts. Recently led the MOT design for the very complex phasing of the reconstruction of I-81 Exit 105 including the reconstruction of the bridges over the New River, and Longhill Road Roundabout project.
	DB **Jeff Kuttesch, PE, PTOE (12); Lead Traffic Engineer |** Responsible for traffic studies and operational analysis. Plans, designs, implements, and manages operations of ITS and other traffic control devices, Performance Management, and active TMS. Served two years as VDOT's Area Traffic Engineer for the Richmond District where he oversaw the traffic engineering reviews for federally and state funded projects. Responsible for the development of the IMR for modifications for the I-81 New River Bridge and Exit 105 Improvements and the I-81 Exit 14 Improvements. Also, led traffic efforts on VDOT's Rt. 29 Solutions D-B and Rt. 220 Improvements D-B, and was involved with the I-64 Widening and Rt. 623 Interchange Improvements D-B Project.
	DB **John Farley, PE, DBIA (25); Lead Structures Design Engineer** | Will oversee structural engineering for the project and lead production efforts for all structural engineering plans, estimates, and specifications for the project. Will also review structural shop drawings and assist the D-BPM, CM and DM during construction, as needed, for structural engineering project questions that arise. Will collaborate with the entire design and construction team leadership for constructability characteristics, inter-operability of bridge/ roadway/ utilities/drainage aspects, and project cost control. Served as Lead Structural Designer on the Great Bridge Boulevard Bridge over I-64 and all noise barriers, signs structures, retaining walls and drainage structures, the VDOT High Rise Bridge D-B Project, the VRE D-B for the Arkendale-Powells Creek- Quantico (CSX), and Monroe Bypass D-B completed with Reeves Construction.
	DB **Richard Woody, PWS (29); Wetland Delineation & Environmental Permitting Coordinator** | Will prepare NEPA documents, secure wetlands and water quality permits and promote compliance with environmental clearances. Has a strong foundation in environmental resource studies which is required for successful document/permit approvals. Experience performing project reviews and providing corrective action recommendations to ensure compliance with project specific environmental commitments. He has been involved in numerous VDOT projects providing environmental engineering and services and managed all environmental aspects of several major and minor infrastructure projects, including the VDOT I-64 Widening and Route 623 Interchange Improvements D-B project, VDOT High Rise Bridge, VDOT Route 29 Solutions D-B project, King Street Improvements D-B project, Woodrow Wilson Bridge, Manassas Bypass, and Fairfax County Parkway.
	DB **Steve Kolarz, PE (14); Lead Rail Coordinator** | Experienced in the transportation field, focusing on freight and passenger rail design projects throughout the mid-Atlantic region; clearances from existing and proposed rail facilities to proposed and existing overpasses; track geometry; and trackbed sections. Led railroad coordination during construction phase for the VRE Design-Build for the Arkendale-Powells Creek, Quantico, Virginia (CSX); Lead Rail/Transportation Engineer for Commuter Rail Improvements – Third Track, Wilmington, Delaware (Amtrak/SEPTA); Leading railroad coordination for MTA Purple Line, Montgomery County, Maryland (CSX). Experience designing and managing complex rail projects and coordination with CSX, Amtrak and Norfolk Southern on parallel and overpass projects affecting their corridors.
ECS	DB **Randy Wirt, PE (20); Lead Geotechnical Engineer |** Will oversee all aspects of geotechnical engineering and evaluation for the project including bridge, retaining wall, and soundwall foundations, unsuitable soils, slope and embankment stability and settlement, pavements, ground improvement evaluations, and geotechnical construction considerations. Review designs and verify and modify design based on field conditions and construction activities. Will assist the DM and CM during construction, as needed, for earthwork and geotechnical project questions. Provide construction inspection related to the geotechnical design in accordance with the RFP requirements. Served as the lead geotechnical engineer for multiple VDOT projects in the region with varying project delivery systems, and many with RK&K. Experience managing more than 250 geotechnical and construction testing projects, over 150 bridge and roadway projects, and multiple VDOT D-B projects including the I-64 Widening and Route 623 Interchange Improvements D-B project.

PMI	DB **Chris Capozzi, LS (30); Lead Surveyor** | Experienced in all aspects of surveying including miles of design surveys, bridge situation surveys and aerial mapping control surveys. Knowledge of right-of-way surveys is supplemented by extensive boundary surveying experience outside of VDOT assignments. Offers complete mastery of VDOT rules and methodology and ability to manage teams.
Construction Staff (reporting to the CM)	
BRANSCOME	**Jason West (26); Roadway Superintendent** | Will oversee all aspects of the roadway construction to include our in-house grading crews and subcontractors. He will report to the CM, and make certain that all construction of earthwork, aggregate base, and asphalt paving is completed in accordance with the plans, specifications, and project schedule. His experience with road construction projects and 26 years of construction experience will ensure that the project will be built on time and at the highest quality.
	Trevor Oyler (4); Project Engineer | Will assist the CM in administrative and on-site duties. His 4 years of experience in this role will ensure that all documentation is completed and filed for review by all stakeholders and team members as necessary.
	Jay Lipscomb (40); Environmental Compliance Manager | Will manage the implementation and effectiveness of all environmental controls per the designed control plan. He will be responsible for conducting audits and inspections of erosion control measures, and he will be available to assist with or review the inspections by others. Mr. Lipscomb has extensive knowledge of this area, because he has managed the environmental compliance of Branscome's operational facilities that are located at each end of the project area for decades. His 40 years of experience in managing environmental compliance, and his detailed knowledge of environmental controls in the Skiffes Creek area, will ensure the highest levels of environmental stewardship are maintained.
	Butch Durrette (38); Utilities | Will oversee all aspects of underground utility construction offering his 38 years of experience in this role. By working effectively with our Utility Coordinator and Designer, he will ensure that all underground utilities are installed with maximum quality and effectiveness.
	Matt Mitchell (14); MOT Superintendent | Will be involved with the MOT design reviews and provided feedback, as well as oversee the implementation of all aspects of our MOT plan. He is certified to provide all necessary training to our on-site workforce, and he will routinely inspect our MOT zones for effectiveness and quality.
REEVES	DB **Brian Weathersby (14); Structures Superintendent** | Will manage all aspects of bridge construction providing oversight to our in-house bridge crews and manage all subcontractor work. Experience with bridge replacement projects and 14 years of construction experience will ensure that the project will be built at the highest quality and will be delivered on time.

Design and Construction Team Interaction

Our D-B Team ensures proper communication and coordination between the many parties involved with the project elements based upon continuous communication plus frequent meetings and updates. The D-BPM will be involved in all development and construction processes ensuring overall quality management, adherence to the contract, and will allocate appropriate resources to meet the project schedule. He will facilitate communication, integration and direction of the entire D-B Team. The D-BPM will lead the D-B Team internal weekly meetings during the design phases with key design and construction staff present.

The staff selected for this project has a history of successfully delivering projects by creating a collaborative atmosphere where challenges are solved at the appropriate level and work is efficiently completed on schedule. Our D-B Team includes specialized expertise to mitigate project risks, such as railroad coordination, and have worked together seamlessly across various projects. We are excited for the opportunity to demonstrate how our D-B Team will deliver this project for VDOT in the same manner.

Commitment to Keep Team Intact

The Skiffes Creek Connector Constructors D-B Team has selected specific personnel with current assignments that will allow them to serve on this project in the capacity needed. The individuals identified in this Statement of Qualifications, both Key Individuals and non-Key Individuals, will serve on the Skiffes Creek Connector D-B project through completion of construction.

VDOT
Virginia Department of Transportation

3.4 Experience of Offeror's Team

3.4 TEAM EXPERIENCE

Branscome, Inc., a heavy highway and general contracting company, offers a full range of heavy construction services. The company has a reputation for excellence and innovation and is an established leader in in the D-B process throughout the mid-Atlantic. Branscome has successfully delivered D-B pursuits as a prime and subconsultant and continually exceeds owners' expectations, while meeting strenuous maintenance of traffic and environmental commitments such as the governor's priority I-64 Segment I D-B project.

Branscome's headquarters and the proposed project base camp location are within five miles of the project location. Furthermore, their direct experience with interchanges and roundabouts, enhances the D-B Team's experience and capabilities.

Reeves Construction Company [Reeves] is a leader among heavy highway, bridge, and general contracting companies, and is well-situated to offer D-B capabilities to VDOT for this project. Reeves offers a full range of heavy construction services, including excavation and site work, underground utilities, bridge construction, asphalt paving, and materials supply. This broad range of services allows Reeves to meet the needs of the most challenging large-scale, fast-track, highway D-B projects such as the Monroe Bypass D-B project in Union and Mecklenburg Counties, North Carolina, and one of the state's largest D-B projects.

Rummel, Klepper, & Kahl, LLP [RK&K], as the Lead Designer, will provide overall project management for all design activities. RK&K has delivered 52 road and bridge D-B projects in 17 states and DC. RK&K has a solid reputation of strategically aligning teams to meet the specific needs and requirements of D-B projects. RK&K's experience with VDOT includes over 500 projects or assignments. RK&K held the initial contracts with VDOT's Innovative Project Delivery Office assisting in the development of technical requirements and bridging documents on the earliest D-B and P3 projects administered. RK&K has successfully delivered more than $3.2 Billion D-B projects for VDOT and other DOTs.

We will work collaboratively with our subconsultants to develop cost-effective, tailored solutions to meet VDOT's objectives for the Skiffes Creek Connector D-B project.

NXL Construction Company, Inc. [NXL] has performed Quality Assurance and Construction Inspection services on numerous VDOT D-B projects across Virginia similar in scope to this project. NXL has performed services over streams and wetlands and understands the importance of upholding environmental compliance. NXL's D-B experience also includes working with railroads where they've performed work on interstate bridges crossing CSX and Norfolk Southern Railroads. NXL has an established relationship on projects with both Branscome and RK&K. Additionally, they have worked on 16 D-B projects including VDOT's Route 220 Improvements D-B and I-64 Widening and Route 623 Interchange Improvements with RK&K. ■SWaM #626437

CES Consulting, LLC [CES] has served in an IA/IV, QA or QC role on eleven D-B projects throughout the state. CES has fully certified QAMs with PE/DBIA/CCM credentials and QCMs with DBIA/CCMs. CES has teamed up previously with RK&K on the I-64 Widening and Rt. 623 Interchange Improvements D-B, Route 29 Solutions D-B project and on multiple D-B pursuits as well as working on together on CEI and project specific contracts over the past eight years. ■DBE#690040

Glenno Engineering, PLLC [GEP] joins our team providing ROW/Utility Coordination and Management. Glenno's D-B projects include VDOT's Route 220 Corridor Safety Improvements in Botetourt Co. and the I-81 Truck Climbing Lanes in Montgomery Co. They are also currently leading the development and completion of the bridge and structures technical requirements, and risk management support for the $3.5B Hampton Roads Bridge Tunnel Expansion.

ECS Mid Atlantic, Inc. [ECS] specializes in geotechnical engineering, geostructural design, tunnel and underground engineering. ECS is familiar with the local soil conditions from current and completed projects in James City County and surrounding localities. ECS has delivered geotechnical services on 12 successful D-B projects and performed over 300 geotechnical investigations within the VDOT Districts.

Precision Measurements, Inc. [PMI] provides surveys on projects involving bridges, streets and interstate highways. PMI has performed survey on multiple projects as a survey sub-consultant to Branscome and/or RK&K, as well as on multiple D-B projects and 190+ VDOT projects. ■DBE #5346.

O. R. Colan Associates, LLC [ORC] is a VDOT pre-qualified right-of-way and easement acquisition firm. ORC specializes in the implementation of land acquisition, relocation assistance, and program management services in compliance with the Uniform Relocation Act. ORC has s managed some of the largest D-B initiatives in the nation. Their clients include more than 30 state DOTs. ■SWaM #674542

3.4.1 Work History Forms

Work History Forms (Attachments 3.4.1(a) and (b)) as required are included in the Appendix.

3.5 Project Risks

3.5 RISKS

The Skiffes Creek Connector Constructors D-B Team will employ the Construction Management Association of America (CMAA) endorsed approach to risk management by using a "Risk Register" which includes a formal list of identified risks, potential impacts to the project, and mitigation strategies for each issue. Our D-B Team's risk management process has already commenced, and will continue throughout design and construction, enabling our team to respond in an organized and proactive way as specific project issues unfold. The D-B Team will employ a five-step risk management approach to the project as follows:

1. **Identify** – name risks facing the project, determine cause and effect, and categorize risks
2. **Assess** – assign probability of occurrence, severity of impact, and determine response
3. **Analyze** – quantify risk severity, determine risk exposure, establish risk tolerance level, and determine risk contingency (applicable during preliminary design and pricing)
4. **Manage** – define response plans and actions, establish ownership of risk, and manage response (after NTP)
5. **Monitor / Review** – monitor/review/update risks, monitor response plans, update risk exposure, analyze trends, and produce reports (after NTP, during design, during construction)

We have reviewed the available information for the Skiffes Creek Connector D-B Project, visited the sites during various traffic and weather conditions, and jointly discussed the major risks. With the mindset of project risks being defined as an issue that has the potential to impact the project schedule, budget, and/or safety, the team has identified the three most critical risks facing the D-B Team during the project:

Risk No. 1 – Environmental Permitting and Compliance

Risk Identification: This discipline area is multifaceted and represents a substantial risk to this project. The FHWA Finding of No Significant Impacts (FONSI) decision, the FHWA, VDOT and VDHR Programmatic Agreement (PA) (for archaeological sites 44JC0664 and 44JC1024 and historic railroad), the U.S. Army Corps of Engineers (USACE) Section 404 Clean Water Act Individual Permit, the Virginia Department of Environmental Quality (VDEQ) Individual Virginia Water Protection Permit (VWPP), the VDEQ Virginia Stormwater Management Permit (VSMP) General Permit, and the VDEQ Federal Consistency Determination for the Coastal Zone Management Program CZM) have not been secured for this project. All of these will require environmental commitments that will affect the development and construction of this project and are not clearly defined at this stage of project development. Design and construction personnel must ensure the project complies with the environmental commitments from these authorizations to ensure the project is successful.

Why this Risk is Critical: The Skiffes Creek Connector Constructors D-B Team is fully aware of how important the proper and timely handling and coordination of environmental permitting and performing the NEPA re-evaluation are to the success of this project. Failure to properly communicate and execute these elements will risk damage to environmental resources, delay the project schedule, increase costs and result in unintended scope modifications. Project risk is amplified by the following factors, that if present must be corrected early in project development: lack of proper information to support critical decisions, inappropriately scheduling and delivering work products, limiting coordination with the agencies, excluding/limiting public involvement, an overall lack of understanding of the required environmental clearances to deliver the project. Additionally, poorly managing the project's design and construction can result in unauthorized discharge of sediment laden water during construction to the Skiffes Creek Reservoir.

Not managing the risks will ultimately lead to poor public perception, require additional VDOT resources, propagate regulatory agency delays or investigations into suspected non-compliance situations, cause irreversible impacts to environmental resources, result in punitive damages, delay project delivery and loss of reputation as responsible designers and builders of transportation infrastructure in the Commonwealth of Virginia.

Risk Impact to the Project & Mitigation Strategies: Should the environmental permitting and NEPA re-evaluation risk not be properly identified, conveyed, and managed among design and construction personnel, the project can be, and most probably will be, exposed to public criticism, poor quality, schedule delays, scope uncertainties, and budget increase impacts that affect project delivery.

Our D-B Team's approach to mitigating potential environmental risks on the project is to assemble an experienced environmental team that has a complete understanding of the required documentation, evaluation, analysis, and coordination necessary to secure environmental clearances. Our staff has a proven track record of successfully

navigating environmental processes for Design-Build projects and will ensure the compliance and timely delivery of the project clearances, while minimizing risks to VDOT and FHWA.

Our D-B Team will develop a project-specific listing of required environmental clearances and their commitments that will provide the basis for our Environmental Compliance Matrix (ECM). The ECM is a living document and an environmental management tool used throughout entire project development process to ensure clearances and project commitments are recorded and compliance is documented and tracked from the issuance of the notice to proceed (NTP) through construction close out.

To ensure the environmental clearances are secured within the time frames developed for the project schedule at NTP we will:

- Start the noise reevaluation to confirm the NEPA document decision that no noise walls are required,
- Verify the Threatened and endangered species NEPA documentation that no species will be impacted,
- Start coordination for known hazardous materials,
- Field confirm, GPS locate and survey waters of the US, and archaeology site locations identified in the NEPA documentation,
- If required by the PA, begin coordination for the successful excavation and recordation of the archaeological site within the project corridor,
- Start the bridge design at Skiffes Creek and the railroad which are necessary to avoid and minimize impacts to these resources.

To further remediate the environmental risk, our team will coordinate with the federal, state regulatory and resource agencies to establish a complete understanding of agency concerns to ensure they are considered and addressed throughout design and construction. Our Environmental team will attend weekly design team meetings and work collaboratively with the team to incorporate avoidance and minimization actions to reduce impacts to wetlands, streams, natural and cultural resources by:

- Reducing the road cross-section in key areas,
- Applying minor alignment shifts in key areas,
- Evaluating retaining walls and steepening the side slopes near wetland and stream locations,
- Designing perpendicular crossings, countersinking culverts and considering spanning/bridging streams and their floodplains,
- Reducing longitudinal encroachments, minimizing fills and maximizing floodwater conveyance and storage in floodplain locations,
- Applying innovative erosion and sediment control and stormwater management practices,
- Designing stream relocations with natural channel design principles,
- Prescribing construction methods that reduce permanent and temporary impacts.

Our D-B Team has successfully applied this environmental compliance approach on other VDOT transportation projects such as I-64 Widening and Route 623 Interchange Improvements D-B project, Route 29 Solutions D-B project, King Street Improvements D-B project, High Rise D-B project Coast Guard Permit, and CSX Arkendale D-B project.

Overall our risk mitigation strategy organizes, retains, and documents decisions made to comply with regulatory agency authorizations requirements. We use an active peer-review process to perform periodic QA/OC reviews of both draft and final products, participate in project design meetings and use memorandums to disseminate environmental commitment information to design and contractor personnel. We track environmental clearances and their commitments from the issuance of NTP through construction close out to ensure they are obtained in a timely manner, accurately recorded and communicate compliance expectations. Ultimately, we demonstrate that our project complies with, or exceeds, environmental commitments made to FHWA, VDOT and the Regulatory Agencies.

Role of VDOT and other Agencies: The Skiffes Creek Connector Constructors D-B fully expects to handle and manage the environmental and permitting processes to deliver an environmentally complaint project to VDOT. It is anticipated the role of VDOT and federal and state regulatory and resource agencies will be extremely minimal beyond their respective regulatory defined roles. Our D-B Team states in confidence that we have the extensive experience in this arena.

Risk No. 2 – Subsurface Geotechnical Characteristics

Risk Identification: The project is in the Atlantic Coastal Plain Physiographic Province of Virginia. This geology is characterized by a series of south-easterly dipping layers of consolidated sandy clay deposits, with lesser amounts of gravel. Specifically, the Project alignment passes through the Windsor Formation, which is typically characterized by alluvial and terrace deposits consisting of pebbly sand grading upward into cross-bedded sand, clayey silt, and silty clay.

ECS, as the Geotechnical Lead for the Skiffes Creek Connector Constructors D-B, has completed multiple projects in the immediate vicinity of the Project alignment and has first-hand knowledge of the existing soils conditions that pose a risk to the Project. Based on our experience in this geologic province and review of the previously collected data in the vicinity of the Project, the near surface soils (below topsoil layer) are generally anticipated to include alluvial silts and clays with varying amounts of sand. These soils typically exhibit high natural moisture contents and are soft to very soft in consistency. The deeper soils at the project site are likely to contain deposits of highly plastic (CH, MH and OH), soft, compressible, and saturated soils. These soils are prone to long term time-dependent settlement when loaded by the placement of fill for roadway embankments and bridge approaches. Overall, we see these potential subsurface geotechnical characteristics as comprising risks related to:

- Potential unsuitable subgrade soils,
- Settlement and stability of new fills and embankments, and
- Soft/loose soils for deep foundations at bridge structure and retaining wall locations.

Why the Subsurface Geotechnical Characteristics Risk is Critical and the Impacts to the Project: The subsurface risks identified above have the potential to impact maintenance of traffic, public safety, quality of construction, schedule (including the critical path), and ultimately construction costs. The description of the risks and associated impacts are presented in more detail below.

Soft and/or Compressible Soils at Depth: For deep, soft, compressible, saturated soil deposits, stress increases from fill placement can induce long-term consolidation settlements. The risk of long-term settlements in these soils has critical impacts on the construction schedule as well as the quality and long-term performance of the pavements, bridge foundations, and retaining wall structures. Excessive time-dependent settlements could occur where large amounts of new fill will be placed for new roadway embankments and bridge approaches. Based on the conceptual plans, approximately 35 percent of the planned roadway alignment will involve raising the existing grades five feet or more for the construction of both roadway embankments and bridge approaches. The potential for long-term settlement in these areas must be evaluated and accounted for and may necessitate the use of staged construction and/or ground improvement alternatives to accelerate settlement rates. In addition to the schedule impacts for long-term settlements, post-construction settlement at bridge approaches can induce downdrag loading on the bridge foundations resulting in longer foundation elements, reduced factored resistance for design, and/or unplanned construction sequences such as coatings on foundation piling.

Potential Unsuitable Near-Surface/Subgrade Soils: Unsuitable subgrade soils (high natural moisture contents, high plasticity, and/or loose/soft) present risks to the project by impacting schedule, maintenance of traffic, and long-term pavement performance. Based on the conceptual plans, approximately 65 percent of the planned roadway subgrades will consist of new fill, while 25 percent will be cut into existing soils. Where pavement subgrades will consist of new fill, unsuitable soils near the existing ground surface may require mitigation techniques to become stable for the placement and compaction of new fill. Where pavement subgrades will be cut into existing soils, unsuitable soils in the upper two to three feet of subgrade will require mitigation to become suitable to support the new pavement structure. Both subgrade situations are critical and will require proactive identification of these areas during design to reduce potential schedule impacts during construction.

Risk Mitigation Strategies: The Skiffes Creek Connector Constructors D-B will mitigate the geotechnical risks associated with the project by confirming the extent of the potential impacts with a thorough geotechnical exploration program that meets or exceeds the minimum requirements in Chapter III of VDOT's Manual of Instruction (MOI), selecting appropriate design and remediation strategies, and managing safe and efficient construction operations to minimize cost, schedule, and public safety impacts. To evaluate and delineate the risks associated with the subsurface geotechnical characteristics, the D-B Team will follow nine major action items undertaken from commencement of the Project through final construction and Quality Control sequences. This process routinely exceeds minimum VDOT MOI requirements for volume and quality of testing.

1.	Conduct a thorough geotechnical investigation program in full compliance with VDOT MOI Chapter III to delineate potential unsuitable soils;

2.	Supplement MOI compliant investigation with in-situ testing, as appropriate;
3.	Create a matrix of potentially unsuitable near surface/subgrade soil locations and deep layers of soft/compressible soil locations with a mitigation strategy for each location;
4.	Plan for mitigation/improvement strategy and incorporate the plan in the construction schedule;
5.	Prepare estimated quantities of unsuitable soils;
6.	Create a Soils Remediation Plan to include haul-off, treatment types and locations, and borrow needs/sources;
7.	Maintain consistent coordination between Geotechnical Engineer, Contractor, and the QAM during construction to modify soil management plan by planning for increased geotechnical representation on site during critical earthwork and foundation construction operations;
8.	Use on-site soils to the extent possible, using drying (lime) or stabilizing admixtures (cement), as needed, and;
9.	Develop alternatives to treatment methods that may accelerate schedule or improve quality.

Our experience indicates that risks to the Contractor as well as the Owner, are best handled when they are accurately identified as early as possible after project commencement. By following the 9-step action plan, it will allow the D-B Team to identify and delineate the subsurface geotechnical risks and develop the appropriate mitigation strategies from the onset of the Project. Our approach to identify problematic soils and proposed mitigation strategies include the following:

Soft and/or Compressible Soils at Depth: Identification and delineation of these layers throughout the project limits will be performed in the earliest phase of the geotechnical exploration program. Critical areas, including the bridge approaches, retaining walls, and roadway embankments consisting of large amounts of new fill, will be identified and targeted in the geotechnical exploration program. As the exploration program progresses, characterization of these layers through laboratory testing to evaluate the index properties, strength, and compressibility parameters will be performed. In addition, in-situ testing can be used in critical areas (CPTu, DMT, etc.) to supplement the required Standard Penetration Test (SPT) borings. The design team can then provide anticipated occurrence/extents of these soil types and design for the time-dependent settlement and/or downdrag forces that would result. A matrix of the station ranges, estimated depth ranges, and remediation alternatives are typically prepared and included in the final Geotechnical Engineering Report (GER). For deeper deposits of soft soils, a variety of ground improvement alternatives will be considered to reduce the schedule risk and to reduce long-term consolidation and secondary compression effects. These alternatives typically include wick/PV drains, staged filling, lightweight fills, intermediate foundation types such as aggregate piers, and in-situ reinforcement techniques.

Unsuitable Near Surface/Subgrade Soils: Unsuitable subgrade soils are identified as those that are wet, soft/loose, and/or exhibit high-plasticity as defined in the VDOT Road and Bridge Specifications. Unsuitable subgrade soils will be identified and delineated early in the geotechnical exploration program. Our D-B Team will proactively identify these zones by station range and depth and will additionally identify proposed treatment methods. A thorough review of the available data will be performed and incorporated alongside new field exploration and laboratory data to better define unsuitable subgrade soil zones. Unsuitable soil locations and remediation alternatives will be provided in a matrix for the D-B Team to utilize in schedule and resource planning. Typical treatment methods considered include in-situ stabilization via lime or cement admixtures, over excavation and replacement, and/or the use of stabilization geotextiles.

During construction, our Geotechnical Engineer will be an integral member of the construction team and assist in developing an excavation and earthwork management plan. Our Geotechnical Engineer will visit the site to review earthwork and foundation operations and verify that the work is being completed consistent with the geotechnical recommendations and modify the recommendations, if needed, based on conditions encountered.

As evidence in the list of projects below, the Skiffes Creek Connector Constructors D-B has extensive and relevant local experience successfully designing and constructing major infrastructure projects utilizing the action plan and mitigation techniques previously discussed in this section.

Gilmerton Bridge – Soft soils were encountered at the bridge approaches. Insitu testing including DMT, CPTu, and SPT, was utilized to delineate the location and thickness of the soft soil zones as well as aid in estimating the

engineering properties of the soil. Staged construction was successfully implemented at the approaches to help mitigate settlement.

Magrueder Boulevard – Soft soils were encountered in areas of embankment widening. CPTu and SPT methods were used in estimating engineering properties of the soft soils. Reinforced soil slopes were successfully implemented in the new embankments to mitigate global stability risks associated with the underlying soft soils.

Nike Park Road – Poor near surface and subgrade soils were encountered along the project alignment. ECS was able to successfully identify and delineate areas of unsuitable subgrade prior to construction so that a proactive mitigation plan could be created.

I-264 Exit to London Bridge Road – The existing retaining wall supporting the exit ramp was experiencing large vertical and lateral movements. ECS was consulted to help identify the causes of the movement. ECS used SPT, CPTu, and advanced laboratory testing on undisturbed samples including Direct Shear Testing, Unconfined Compressive Testing, and One-Dimensional Consolidation Testing to identify soft saturated soils and estimate engineering properties for forensic analysis. The insitu and laboratory testing program proved successful and indicated that the original wall was designed by others with overestimated soil strength properties

Role of VDOT and other Agencies: The Skiffes Creek Connector Constructors D-B will complete the geotechnical scope in compliance with the project specifications, VDOT's MOI, and applicable AASHTO and FHWA requirements. As such, we do not anticipate oversight or significant interaction by VDOT or other agencies to complete the work on time and in a quality manner.

Risk No. 3 – Railroad Coordination

Risk Identification: Designing and constructing a bridge over CSXT will require extensive interaction and coordination with the railroad. They have strict requirements regarding avoiding adverse impacts to their facilities, including specific requirements for horizontal and vertical clearances, depth of bury for utilities, and support of excavation. Additionally, reliance on coordinated field activities, design review schedules and construction monitoring schedules by CSXT forces/consultants may not be reliable. Work by CSXT forces will take priority on their own facilities over other projects.

Risk concerns are evident in several phases of project development primarily due to the availability of CSXT work forces and strict compliance with CSXT requirements and procedures.

During the pre-engineering design process, it will be necessary to validate existing conditions, obtain surveys, soil borings, utility test pits, etc. within CSXT's right of way. Any work within CSXT right of way will require their authorization. Surveys along tracks will require CSXT flagman be on site. Survey crews will have to coordinate with CSXT flagman schedules. If CSXT flagman schedules abruptly change then so will the survey crews schedule. No work near the tracks will be allowed without CSXT flagman.

As design plans progress and submittals are coordinated with CSXT, the review will be dependent upon the availability of CSXT plan reviewers and the order as to which plans are submitted by all firms/agencies for different projects. The plan review will go into the queue and will be reviewed when its turn rises to the top of the stack. Not having a thorough understanding of CSXT requirements will adversely affect the overall design process by requiring multiple resubmissions for revisions or additional information. Additionally, the project will necessitate a Purchase Sale Agreement (PSA) to purchase an aerial easement over CSXT. Their Real Estate group and Engineering groups will review and ultimately approve the project's plans and calculations. The review and approval process will be dependent on the availability of CSXT forces and consultants.

During construction CSXT forces (flagman and inspection personnel) will be required to be on the project site anytime the contractor is working within the right of way or is using means and methods and equipment on adjacent properties that have the potential to foul the tracks. CSXT personnel will have the authority to shut down construction if they see a potential impact to the rail. The availability of CSXT personnel to be on the project site is critical to meeting the project schedule.

Why Risk is Critical: Successfully managing the coordination efforts with CSXT is one of the keys to completing construction on time and on budget. Their cooperation is essential to obtaining and completing right of entry for scope validation, aerial easement / right of way (ROW) acquisition, pre-engineering activities, plan reviews and construction on schedule. Oftentimes, CSXT personnel may not be available at the time the D-B Team may need them for flagging, inspection or design reviews. This issue can cause serious delay in a project schedule.

The overall D-B process begins with obtaining a Right of Entry Agreement (ROE) for the work we must complete during scope validation. A failure to do that in a timely manner affects our ability to discover changing site conditions and discuss them with VDOT before scope validation ends. Missing the scope validation discussion with VDOT could place the D-B Team in jeopardy from the start. Obtaining pre-engineering data (surveys,

borings, etc.) that require CSXT personnel on site could result in delays if their personnel are busy with other priorities.

If the proposed design is not developed in accordance with CSXT's specifications and guidance, the overall design process will be delayed. Partial adherence to standards or incomplete work will be rejected and the review process will be re-started, and the D-B Team will be subject once again to the availability of CSXT to perform the review. Not understanding CSXT requirements will result in a vicious cycle of resubmittals resulting in significant delay. This situation could ultimately delay signing of the VDOT/CSXT Railroad Construction Agreement and any work near their ROW.

A poor understanding of CSXT's procedures will have a serious impact on the schedule. For instance, CSXT requires that a review not begin until the PE Agreement has been executed. CSXT will stop reviews if they feel that the estimated PE is inadequate. Potential small misses such as not knowing that construction revisions require a formal resubmission prior to performing work could lead to a critical stoppage of work once construction has begun.

Risk Mitigation Strategies: The Skiffes Creek Connector Constructors D-B's risk mitigation strategy consists of:

- Assigning highly experienced staff to work with CSXT
- Proactive and strategic scheduling
- Frequent progress calls and meetings with CSXT personnel

Steven Kolarz, PE is a Lead Rail Engineer and Coordinator for RK&K and has more than 14 years of experience focusing on freight and passenger rail design projects throughout the mid-Atlantic region. He has led and directed many rail projects along CSX facilities. He led railroad coordination during construction phase for the VRE Design-Build for the Arkendale-Powells Creek- Quantico, Virginia (CSXT), a project that constructed a third mainline along CSXT's RF&P Subdivision; Lead Rail/Transportation Engineer for Commuter Rail Improvements – Third Track, Wilmington, Delaware (Amtrak/SEPTA), a project that constructed a third main track along Amtrak's heavily trafficked Northeast Corridor; Leading railroad coordination for MTA Purple Line, Montgomery County, Maryland (CSXT), a project that is currently constructing a 16-mile light rail line, including a mile parallel to CSXT's Metropolitan Subdivision and a LRT structure overhead of CSXT tracks. Mr. Kolarz has experience designing and managing complex rail projects and coordination with CSX, Amtrak and Norfolk Southern on parallel and overpass projects affecting their corridors. His experience designing and managing complex rail projects and coordination with CSX, Amtrak and Norfolk Southern is second to none and he is committed to be a part of this project. The key to success with CSXT coordination is a thorough understanding of their procedures, specifications, restrictions and requirements during design and construction, and frequent communication to ensure CSXT remains on-schedule. Without this knowledge, the project will face delays.

The Skiffes Creek Connector Constructors D-B will be proactive with CSXT coordination activities. We will always be two steps ahead of the process in informing CSXT of future activities, so they may schedule appropriate resources. In addition, we incorporate back up strategies in scheduling that will allow us to stay on schedule should CSXT have delay issues. We have found through experience that regularly scheduled coordination conference calls with the CSXT project manager and Construction Management Representative (CMR) was of significant benefit in meeting scheduled activities. Additionally, we will maintain detailed meeting minutes with party action items and documentation of agreements directing the advancement of coordination activities.

These three mitigation strategies will greatly enhance the success of meeting the project schedule.

Role of VDOT and other Agencies: While VDOT will sign the VDOT/CSXT Railroad Construction Agreement and PSA and be included on all correspondence, VDOT's role will be minimal. The Skiffes Creek Connector Constructors D-B will communicate directly with CSXT, successfully design the project improvements to be fully compliant with their specifications, while navigating their PE review process to deliver the Skiffes Creek Connector D-B project on schedule. We also understand that we will be responsible for all costs associated with this work including but not limited to, insurance, compliance with CSXT safety requirements, planning, design standards, scheduling, correspondence, coordination, erection plans, shoring plans, track monitoring and demolition plans.

Appendices

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	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				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	Pg. 1 & Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Page 1 & Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

ATTACHMENT 3.1.2

Project: 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	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
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 2 - 4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	Page 3
Organizational chart narrative	NA	Section 3.3.2	yes	Pages 3-8

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	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	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)

SIGNATURE — MAY 23, 2019 DATE

GEORGE B. LEAGUE JR. — PRINTED NAME

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
Branscome and Reeves Affiliate	Colas, Inc.	73 Headquarters Plaza, Morristown, NJ 07960
Branscome Affiliate	Nello L. Teer Company	432 McLaws Circle, Williamsburg, VA 23185
Branscome Affiliate	Colas Solutions, Inc.	7374 Main Street, Cincinatti, OH 45244
Branscome Affiliate	Reeves Construction Company	4931 Riverside Drive, Macon, GA 31210
Branscome and Reeves Affiliate	Delta Companies, Inc.	114 South Silver Springs, Cape Girardeau, MO
Branscome and Reeves Affiliate	Barrett Industries Corp	3 Becker Farm Road, Roseland, NJ 07068
Branscome and Reeves Affiliate	Simon Contractors	1103 Old Town Lane, Cheyenne, WY 82009
Branscome and Reeves Affiliate	Sully-Miller Corporation	135 State College Blvd, Brea, CA 92821
Branscome and Reeves Affiliate	Colaska, Inc.	4000 Seward Highway, Anchorage, AK 99503
Reeves Affiliate	Branscome, Inc.	432 McLaws Circle, Williamsburg, VA 23185
Reeves Affiliate	HRI, Inc.	1750 West College Avenue, State College, PA 16801
Reeves Affiliate	Strawser Construction	1392 Dublin Road, Columbus, OH 43215

Debarment Forms

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	4-23-2019	President
	Date	Title

Branscome Inc.
Name of Firm

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
[signature]	5/23/2019	PRESIDENT

REEVES CONSTRUCTION COMPANY

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 30, 2019 Date	Director, Transportation Title

Rummel, Klepper & Kahl, LLP (RK&K)
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.

J. Randy Wirt	3/23/2019	Principal
Signature	Date	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	4/23/19	CEO / President
	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	04/23/2019	President
	Date	Title

Precision Measurements, 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	April 23, 2019	President
	Date	Title

O. R. Colan 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	Date	Title
	4/15/19	CHIEF OPERATING OFFICER

GLENNO ENGINEERING, PLLC

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	Date	Title
[signature]	MAY 30, 2019	PRINCIPAL AND EXECUTIVE VICE-PRESIDENT

CES CONSULTING LLC

Name of Firm

Offeror's VDOT Prequalification Certificate

From: LEAGUE, Buddy (WMSBG)
To: Angie Pollard
Cc: MILLS, Parker (WMSBG); DANIEL, Scott (WMSBG); THOMAS, Whitney (WMSBG)
Subject: Fwd: Prequalification Waiver - Reeves Construction Company
Date: Thursday, May 23, 2019 10:53:30 AM

Thank you.

Buddy League

From: Caples, Harold <harold.caples@vdot.virginia.gov>
Sent: Thursday, May 23, 2019 9:38 AM
To: FANT, Scott (DUNCA)
Cc: rr VDOT-Prequalification; LEAGUE, Buddy (WMSBG)
Subject: Re: Prequalification Waiver - Reeves Construction Company

---

Scott,

I have reviewed the qualifications of Reeves Construction Company and I find them acceptable for the purpose of bidding the referenced project. Therefore, I hereby waive the bidding restriction on your firm for this project.

This waiver is predicated on your compliance with the Rules Governing Prequalification. The rules state that you are limited to no more than three projects at any given time, each of these contracts will be limited to a maximum contract value of $2 million not exceeding a total value of $6 million (aggregate). This waiver allows you to bid beyond that dollar limit, but should you be successful on this project, you may be ineligible for any further VDOT work as a prime contractor until your receive a satisfactory VDOT performance evaluation.

VDOT looks forward to your submission.

Harold R. Caples, P.E., VCCO

Assistant State Construction Engineer

Virginia Department of Transportation

1401 East Broad Street

Richmond, Virginia 23219

(804) 786-1630 - Office

(804) 371-7896 - Fax

On Tue, May 7, 2019 at 5:17 PM FANT, Scott (DUNCA) <fants@sloancc.net> wrote:

> Mr. Caples
>
> Please find attached our letter for Prequalification Waiver in order for us to propose on the Skiff Creek Connector in a Joint Venture
>
> with our sister company Branscome, Inc. I have sent the original copies to you in the over-night mail.
>
> If you need any other information please let me know.
>
> Thank you,
>
> Scott Fant

BRANSCOME
INCORPORATED

May 15, 2019

Virginia Department of Transportation
1401 E. Broad Street
Richmond, Virginia 23219

Attn: Harold Caples, PE

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

Dear Mr. Caples,

Please find enclosed a Joint Venture Bidding Agreement between *Branscome Incorporated* and *Reeves Construction Company*, collectively referred to as *Skiffes Creek Connector Constructors*. The Joint Venture has been formed for the purpose of bidding on the above referenced project, Skiffes Creek Connector.

If you have any questions, please feel free to contact me directly at (757) 592-1601.

Sincerely,

George B. League, Jr.
President, Branscome Incorporated

Enclosures

www.branscome.com

432 McLAWS CIRCLE
WILLIAMSBURG, VIRGINIA 23185
PHONE: 757-229-2504
FAX: 757-220-0390

Angie Pollard

From: LEAGUE, Buddy (WMSBG) <leagueb@branscome.com>
Sent: Monday, May 20, 2019 4:02 PM
To: MILLS, Parker (WMSBG); Angie Pollard
Subject: Fwd: Your assigned Joint Venture # is JV094

Thank you.

Buddy League

From: sfr.lucas@vdot.virginia.gov <sfr.lucas@vdot.virginia.gov> on behalf of VDOT-Prequalification, rr <prequalification@vdot.virginia.gov>

Sent: Monday, May 20, 2019 3:57 PM

To: LEAGUE, Buddy (WMSBG); RUSHBROOKE, Lee (DUNCA)

Cc: Harold Caples

Subject: Your assigned Joint Venture # is JV094

Branscome Inc.
Reeves Construction Company

Thank-you for submitting the Joint Venture Agreement for **Skiffes Creek Connector Constructors** to the Prequalification Office.

We have processed the paperwork to assign a JV number.
This Joint Venture is assigned the # **JV094**

Please feel free to contact me if there are any concerns.

Thank-you

Suzanne Lucas

Prequalification Supervisor

Construction Division

Virginia Department of Transportation

1401 East Broad Street

Richmond, Virginia 23219

(804)-786-2941

Webpage: http://www.virginiadot.org/business/const/prequal.asp

Surety Letter

Liberty Mutual Surety

8044 Montgomery Road, Suite 150
Cincinnati, Ohio 45236

May 20, 2019

Commonwealth of Virginia, Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: Skiffes Creek Connector Constructors – Surety Prequalification
Project: Skiffes Creek Connector Design Build

Dear Gentlemen/Ladies:

As surety for Skiffes Creek Connector Constructors, Inc., Liberty Mutual Insurance Company with A.M. Best Financial Strength Rating A (Excellent) and Financial Size Category XV ($2 Billion or Greater) is prepared to issue 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 said project.

We have approved bonds for their projects in excess of $50,000,000., with an aggregate bonding capacity of $1,800,000,000. with $750,000,000 available capacity.

Skiffes Creek Connector Constructors' DB rate is structured as follows: $4.11 for the first $2,500,000, $3.70 for the next $2,500,000, $3.09 for the next $2,500,000 and anything over $7,500,000 is $2.88 per $1,000 of contract value.

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

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

Very truly yours,

LIBERTY MUTUAL INSURANCE COMPANY

Pablo Rios, Jr.
Attorney-In-Fact

Attached

cc: Ms. Whitney Thomas
Skiffes Creek Connector Constructors, Inc.

Mr. Robert Santa
Liberty Mutual Insurance Company

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

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

Certificate No: **8201206-019023**

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Pablo Rios, Jr.; Vincent J. Mancini; Christopher F. Mulvaney; Charles N. Parsons; Wendy Lee Wadkins

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 6th day of May, 2019.

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

By: _____
David M. Carey, Assistant Secretary

State of PENNSYLVANIA
County of MONTGOMERY ss

On this 6th day of May, 2019 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: _____
Teresa Pastella, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 20th day of May, 2019.

By: _____
Renee C. Llewellyn, Assistant Secretary

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

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

SCC and DPOR Information Tables

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
Branscome, Inc.	05506134	Corporation	Active	432 McLaws Circle Williamsburg, VA 23185	Class A Contractor	2705061347	02-28-2021
Reeves Construction Company	F1859133	Corporation	Active	N/A	--	--	--
Rummel, Klepper & Kahl, LLP (RK&K)	K000417-8	LLP	Active	2100 East Cary Street, Suite 309, Richmond, VA 23223	ENG	0411000271	02-29-2020
ECS Mid-Atlantic, LLC	S1208216	LLC	Active	2119-D North Hamilton Street, Richmond, VA 23230	ENG	0411000384	02-29-2020
NXL Construction Company, Inc.	03497427	Corporation	Active	114 E. Cary Street, Suite 200, Richmond, VA 23219	ENG, LS	0407003031	12-31-2019
Precision Measurements, Inc.	04504361	Corporation	Active	11835 Canon Boulevard, Suite B-103 Newport News, VA 23606	LS	0411000292	02-29-2020
O. R. Colan Associates, LLC	T0653610	LLC	Active	N/A	--	--	--
Glenno Engineering, PLLC	S7585989	LLC	Active	1672 Wildwood Shores Drive, Powhatan, VA 23139	ENG	0413000706	12-31-2019
CES Consulting, LLC	S3416007	Limited Liability Company	Active	23475 Rock Haven Way, Suite 255 Dulles, VA 20166	ENG	0407005783	12-31-2019

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**
Rummel, Klepper & Kahl, LLP (RK&K)	Ryan Wendell Masters, PE, DBIA	Richmond, VA	9506 Indianfield Drive Mechanicsville, VA 23116	Professional Engineer	0402038025	06-30-2019
NXL Construction Company, Inc.	Michael William Saunders, PE, CCM, DBIA	Richmond, VA	4500 Litchfield Drive Chesterfield, VA 23832	Professional Engineer	0402041295	12-31-2019

VDOT
Virginia Department of Transportation

SCC Licenses

VIRGINIA STATE CORPORATION COMMISSION

BRANSCOME INC.

General

SCC ID: 05506134
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 12/14/2000
Status: Active
Shares Authorized: 1000

Principal Office

432 MCLAWS CIRCLE
WILLIAMSBURG VA23185

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
100 Shockoe Slip Fl 2
Richmond VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 1/1/2018

Select an action

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

New Search Home

Reeves Construction Company

General

SCC ID: F1859133
Entity Type: Foreign Corporation
Jurisdiction of Formation: GA
Date of Formation/Registration: 4/28/2011
Status: Active
Shares Authorized: 100000

Principal Office

250 PLEMMONS ROAD
DUNCAN SC29334

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
100 Shockoe Slip Fl 2
Richmond VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 1/1/2018

Select an action

File a registered agent change
File a registered office address change
Resign as registered agent
File an annual report
Pay annual registration fee
Order a certificate of good standing
View eFile transaction history
Manage email notifications

New Search Home

VIRGINIA STATE CORPORATION COMMISSION

COMMONWEALTH OF VIRGINIA
STATE CORPORATION COMMISSION

Office of the Clerk

1807030008

July 3, 2018

CT CORPORATION SYSTEM
4701 COX ROAD, SUITE 285
GLEN ALLEN, VA 23060

RECEIPT

RE: RUMMEL, KLEPPER & KAHL, LLP

ID: K000417 - 8

DCN: 18-07-03-0587

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 July 3, 2018.

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

Sincerely,

Joel H. Peck
Clerk of the Commission

GPACCEPT
CIS0509

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

VIRGINIA STATE CORPORATION COMMISSION

ECS Mid-Atlantic, LLC

General

SCC ID: S1208216
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 4/16/2004
Status: Active

Principal Office

14026 THUNDERBOLT PL STE 100
CHANTILLY VA20151

Registered Agent/Registered Office

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

Select an action

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

New Search Home

NXL Construction Co., Inc.

General

SCC ID: 03497427
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 11/17/1989
Status: Active
Shares Authorized: 5000

Principal Office

114 E CARY STREET SUITE 200
RICHMOND VA23219

Registered Agent/Registered Office

NICOMEDES L DE LEON
9606 GEORGE'S BLUFF RD
RICHMOND VA 23229
HENRICO COUNTY 143
Status: Active
Effective Date: 10/8/1998

Select an action

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

New Search Home

VIRGINIA STATE CORPORATION COMMISSION

PRECISION MEASUREMENTS, INC.

General

SCC ID: 04504361
Entity Type: Corporation
Jurisdiction of Formation: VA
Date of Formation/Registration: 7/24/1995
Status: Active
Shares Authorized: 5000

Principal Office

629 PHOENIX DRIVE
SUITE 100
VIRGINIA BEACH VA23452

Registered Agent/Registered Office

DOUGLAS W DAVIS
WYNNGATE BUSINESS PARK
516 BAYLOR CT
CHESAPEAKE VA 23320
CHESAPEAKE CITY 236

Select an action

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

New Search Home

O.R. COLAN ASSOCIATES, LLC

General

SCC ID: T0653610
Entity Type: Foreign Limited Liability Company
Jurisdiction of Formation: FL
Date of Formation/Registration: 5/9/2016
Status: Active

Principal Office

7005 SHANNON WILLOW RD STE 100
CHARLOTTE NC28226

Registered Agent/Registered Office

CORPORATION SERVICE COMPANY
100 Shockoe Slip Fl 2
Richmond VA 23219
RICHMOND CITY 216
Status: Active
Effective Date: 1/1/2018

Select an action

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

New Search Home

Glenno Engineering, PLLC

General

SCC ID: S7585989
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 6/13/2018
Status: Active

Principal Office

1672 WILDWOOD SHORES DRIVE
POWHATAN VA23139

Registered Agent/Registered Office

BROOKE S BARDEN
1330 ALVERSER PLAZA
MIDLOTHIAN VA 23113
CHESTERFIELD COUNTY 120
Status: Active
Effective Date: 6/13/2018

Select an action

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

New Search Home

CES Consulting, LLC

General

SCC ID: S3416007
Entity Type: Limited Liability Company
Jurisdiction of Formation: VA
Date of Formation/Registration: 10/14/2010
Status: Active

Principal Office

23475 ROCK HAVEN WAY
SUITE 255
DULLES VA20166

Registered Agent/Registered Office

AVTAR SINGH
6773 LEOPOLDS TRAIL
HAYMARKET VA 20169
PRINCE WILLIAM COUNTY 176
Status: Active
Effective Date: 5/18/2016

Select an action

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

New Search Home

DPOR Firm Licenses

VIRGINIA DPOR LICENSES - FIRM

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: 2705061347

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
CLASSIFICATIONS H/H

BRANSCOME INC
432 MCLAWS CIRCLE
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: 02-29-2020

NUMBER: 0411000271

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

PROFESSIONS: ENG

RUMMEL KLEPPER & KAHL LLP
RK&K
2100 EAST CARY ST
SUITE 309
RICHMOND, VA 23223

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)

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

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

Jay W. DeBoer Director

VIRGINIA DPOR LICENSES - FIRM

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)

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 0411000292

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

PROFESSIONS: LS

PRECISION MEASUREMENTS INC
11835 CANON BLVD STE B-103
NEWPORT NEWS, VA 23606

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 0413000706

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS AND LANDSCAPE ARCHITECTS
PROFESSIONAL LIMITED LIABILITY COMPANY

PROFESSIONS: ENG

GLENNO ENGINEERING PLLC
1672 WILDWOOD SHORES DR
POWHATAN, VA 23139

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

Jay W. DeBoer, Director

VIRGINIA DPOR LICENSES - FIRM

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
0407005783

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

PROFESSIONS: ENG

CES CONSULTING LLC
23475 ROCK HAVEN WAY
SUITE 255
DULLES, VA 20166

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

DPOR Key Personnel Licenses

VIRGINIA DPOR LICENSES - KEY PERSONNEL

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
0402038025

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

RYAN WENDELL MASTERS
9506 INDIANFIELD DR
MECHANICSVILLE, VA 23116

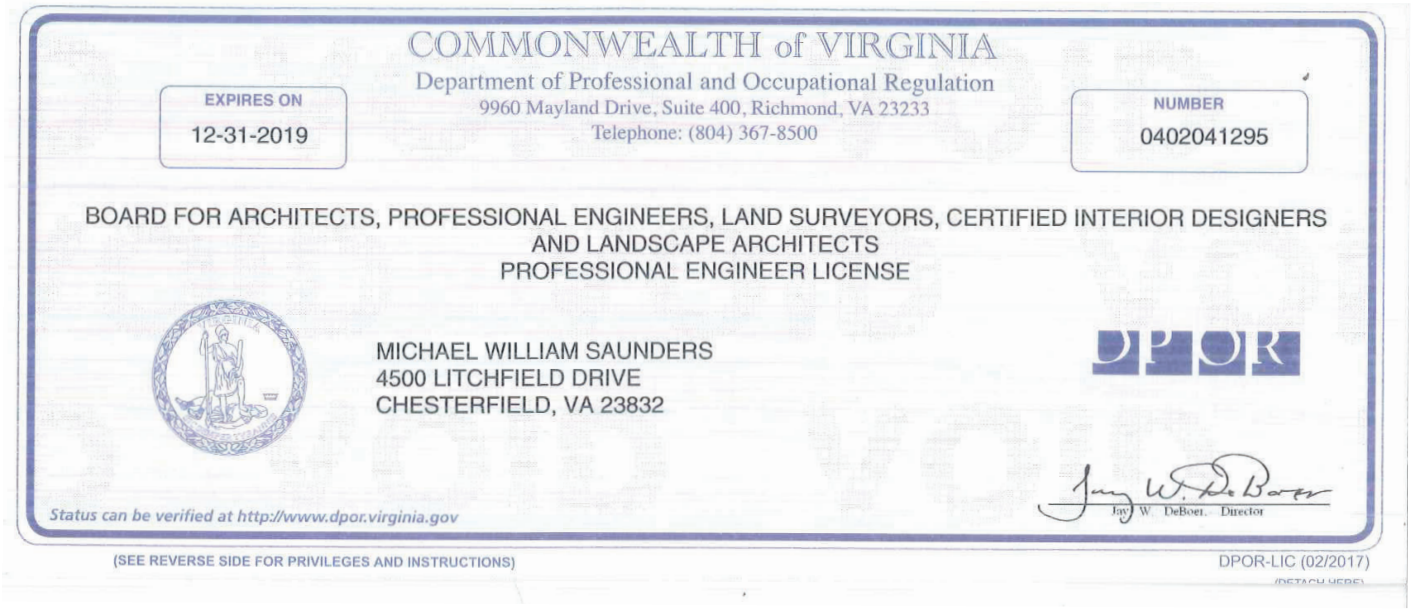
DPOR

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
12-31-2019

NUMBER
0402041295

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

MICHAEL WILLIAM SAUNDERS
4500 LITCHFIELD DRIVE
CHESTERFIELD, VA 23832

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)

Attachment 3.3.1 Key Personnel Resumes

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **J. PARKER MILLS – VICE PRESIDENT OPERATIONS**

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) : **Branscome, Inc. (Full Time)**

d. Employment History: With this Firm **12** Years With Other Firms **0** 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):

Vice President, Operations, Branscome, Inc. (2017-present): Mr. Mills offers his more than 12 years of construction experience in both highway and bridges. He directs and leads D-B projects ensuring all project activities are in accordance with contract specifications. He interacts with the Design Manager, Construction Manager and Owner representatives to complete projects on time and within budget by overseeing the safety program, budgets, schedules, change orders, expenditures and billings. Mr. Mills also interfaces with the Owner, project team, and stakeholders to answer questions/inquiries relevant to projects as well as coordinates public outreach and public meetings. Additionally, he assigns and manages project resources including staff resources and equipment. Mr. Mills is responsible for all construction and manufacturing operations, long-term strategic planning, and the development and regional financial management to include oversight of internal controls, budgets, capital expenditure allocation, asset management, and financial forecasting.

Assistant Regional Manager, Branscome, Inc. (2016-2017): Responsible for Branscome's construction projects and operations, long-term strategic planning and development, and P&L responsibility in all regions of the company. Projects included widening and rehabilitation of highways and interstates. Other responsibilities included preconstruction services; overseeing safety initiatives; estimate review; budgeting; customer relations; project management; quality assurance and quality control; resource, operational and asset management.

Operations Manager, Branscome, Inc. (2011-2016): Responsible for Branscome's projects and operations, long-term strategic planning and development, and P&L responsibility in the Hampton Roads area. These projects included bridge, grading, drainage and paving disciplines. Responsibilities included the oversight of the Divisions construction activities including safety, field operations, means and methods of construction, project staffing and equipment allocation. Responsibilities also included preconstruction services, overseeing and developing safety initiatives, oversight of all estimating, customer relations, project management, quality assurance and quality control, operational management, and asset management.

Federal Projects Manager, Branscome Inc. (2008 to 2011): Responsible for the procurement and management of projects for the Federal Government in all Branscome's regions. Duties included preconstruction services, procurement, customer relations, and project and asset management.

Project Manager, Branscome Inc. (2007 to 2008): Responsible for managing projects operationally and financially. Duties included subcontractor scheduling, project scheduling, production analysis, quality assurance and quality control, and contract administration.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Military Institute, Lexington, VA / BA / 2005 / International Studies

f. Active Registration: Year First Registered/ Discipline/VA Registration #:

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.)

VDOT | I-64 Pavement Rehabilitation Project DB 66, UPC 104330, *City of Norfolk, VA*

Name of Firm**: Branscome, Inc.**	Project Role: **Design Build Project Manager**
Beginning Date: **January 2014**	End Date: **December 2014**

Design Build Project Manager for this VDOT project which was instrumental to restoring the I-64 corridor. To meet the fast-paced delivery schedule unique to this project, Mr. Mills directed the design team to deliver the design in carefully crafted work plans that would accelerate the start of construction. He managed the TMP process, which included nightly lane closures as well as detouring more than 14 different ramp configurations. As construction progressed, Mr. Mills worked closely with VDOT on numerous public relations engagements and supervised the QA/QC

process with the QAM. He partnered with VDOT and met with their representatives at weekly and monthly meetings to provide updates and answer inquires as well as resolve disputes quickly and avoid delays. He developed and maintained a schedule for design and construction that not only delivered the finished project on time but incorporated numerous scope changes that added significant work to the project and value to the public.

Client: Virginia Department of Transportation | Cost: $15.7 Million

Project Relevance: This project was a fast-paced D-B project for VDOT. Although the project duration was approximately 11 months from NOI to Substantial Completion, all the normal steps for a D-B were present. This included creation and acceptance of the design, development of the QA/QC plan, and creation and acceptance of an extensive TMP plan. Additionally, work plans were generated that significantly accelerated the pace of the work and limited the impact to travelling motorists. The Skiffes Creek project will require the same care and planning capabilities to limit the impact to the local businesses and travelling public. Both termini of this project see heavy industrial traffic and are traveled daily by interstate commuters. Mr. Mills demonstrated on the I-64 Pavement Rehabilitation Project the ability to lead all members and disciplines of his team to successfully utilize the VDOT D-B delivery model to limit inconvenience and maximize value for both VDOT and the travelling public.

VDOT | Order 5B3, Princess Anne Road, *City of Virginia Beach, VA*

Name of Firm: **Brancome, Inc.**	Project Role: **Operations Manager**
Beginning Date: **January 2011**	End Date: **June 2014**

Operations Manager for Branscome, Inc. on this road widening and improvement project. Mr. Mills oversaw the project team and was responsible for reviewing and approving work schedules, the allocation of resources to ensure project deliverables were met. He coordinated closely and met with VDOT representatives to avoid or resolve project issues collaboratively.

The scope included widening of two existing lanes of Princess Anne Road to four lanes with additional turn lanes and two major intersections. The project also included the construction of 1-mile of new four-lane highway, Nimmo Parkway. The road construction was all asphalt paving on top of select fill material and cement treated aggregate. There were also more than 15,000' of storm drain, 10,000' of waterline, and 3,500' of 42" sanitary sewer force main installed. Mr. Mills and the Branscome Team worked effectively with VDOT to craft a value-engineering proposal, which saved VDOT more than $1M and six-months of project duration.

Client: City of Virginia Beach | Cost: $29.6 Million

Project Relevance: Like the Skiffes Creek project, Princess Anne Road involved building a new one-mile, four-lane road through less than desirable subgrade conditions, and it terminated at two heavily used existing intersections. Through successful partnership with VDOT, Branscome was able to execute a multi-million-dollar, value-engineering concept that saved VDOT money associated with the unexpected subgrade issues. It also allowed Branscome to use its expertise and local cost efficiencies to remove or remediate the soils and construct the project. Even with traffic counts exceeding an ATD of 50,000, Branscome completed the widening and new construction with limited impact to commuters. This project illustrates Mr. Mills' ability to utilize his team's expertise to handle constructing a new roadway with unsuitable soil conditions, traffic maintenance, and collaborate with VDOT to find the most cost-effective solutions.

VPA | Design-Build Commonwealth Railway Mainline Safety Relocation Project, *Cities of Portsmouth, Suffolk and Chesapeake, VA*

Name of Firm: **Brancome, Inc.**	Project Role: **Project Manager**
Beginning Date: **July 2007**	End Date: **December 2009**

Project Manager for this D-B project, which was constructed on Route 17 and I-664 for the for the Virginia Port Authority. The project's scope included utility relocations and installation, grading, asphalt paving, and material supply. Mr. Mills oversaw subcontractors that completed multiple retaining walls, sound walls, and a bridge over two railroad lines. He also managed the structure efforts on the project directly overseeing the wall and bridge subcontractors. He was the direct link between the bridge subcontractor and the structure engineer and oversaw all QA/QC activities. Mr. Mills ensured that coordination was maintained between the field operations, design team, and the owner's expectations. Mr. Mills supervised the team's efforts in creating and maintaining a phasing plan that exceeded the schedule requirements and had the least impact on the travelling public. He provided updates to the owner, design team, and other stakeholders weekly and answered questions and inquiries relevant to the project.

Client: Virginia Port Authority | Cost: $60 Million

Project Relevance: Similar to Skiffes Creek, this D-B project, the project included a bridge that crossed two railroad lines. The Rt. 17 bridge was constructed while maintaining traffic on the existing road. Mr. Mills worked with the design and construction teams to create a construction plan that allowed for continuous traffic flow on Rt. 17 during all phases of construction. He directed and inspected extensive MOT work on a primary route that was adjacent to a busy I-664 ramp network. Mr. Mills' managed the planning, construction, QA/QC, and interaction with the structures design engineer for the bridge subcontractor. Construction on this project started with 30% plans. He worked with Branscome's integrated team and VPA to design and build the project concurrently, incorporating many value-added cost saving features that greatly reduced the construction schedule.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Michael Saunders, PE, CCM, DBIA - Executive Vice President of Operations**

b. Project Assignment: **QUALITY ASSURANCE MANAGER (QAM)**

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) : **NXL Construction Services, Inc. (NXL) (Full-time)**

d. Employment History: With this Firm **8** Years With Other Firms **10** 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):

Executive Vice President of Operations, NXL (2011-present): Mr. Saunders is currently managing and coordinating the workload of our in-house staff and subconsultants, including overseeing our Prime VDOT District Wide Contracts. He is providing consistency and coordination across all assigned tasks, coordinating progress meetings and establishing regular communication with clients, as well as continuing to provide project review and Quality Control / Quality Assurance management.

Project Control Engineer/Area Construction Engineer, VDOT (2011-2011): Responsible for D-B and Locally Administered Projects in Richmond, Virginia. Coordinated constructability reviews to include developing pre-advertisement schedules and sequence of construction as well as for coordination of post award schedule reviews and district wide schedule impact analysis. Responsible for performing district wide NOI and claims analysis. Handled day-to-day activities as directed by the District Construction Engineer and was assigned as Responsible Charge Engineer for various D-B projects throughout the Richmond District. These assignments included serving on the selection panel in the procurement phase and as project manager of the construction phase. Responsibilities included attending weekly progress meetings and design meetings, and ultimately serving as the Responsible Charge Engineer to act on behalf of VDOT.

Area Construction Engineer/Southern Area Construction, VDOT (2007-2011): Responsible for executing the six-year program to include managing all aspects of construction/maintenance contracts safely and providing responsible charge supervision and technical guidance to construction managers and inspectors. Supervised all phases of multi-operational roadway and structural construction projects and was responsible for producing a three-year outlook manpower plan for VDOT and consultant inspectors' needs on upcoming projects. Coordinated with the appropriate staff in the preparation and review of Work Orders, Notice of Intents, and claims to validate the necessity of work and level of federal participation if the Federal Highway Administration was involved. Performed Responsible Charge duties and assisted the Fredericksburg District with the administration of D-B projects.

Construction Project Manager Salem District, VDOT (2005-2007): Supervised all phases of multi-operational roadway and structural construction projects along with multiple construction inspectors' work and career development. Prepared and presented the project showings and preconstruction conferences, prepared and submitted work orders, and tracked project cost to assure projects remained within the designated budget. Also, conducted on-site field visits and interpreted plans, schedules and contract requirements to provide technical advice to contractors, design and construction engineers, and others involved with the project. Established guidelines, procedures and policies and performed Construction Project Manager duties.

Permits/Subdivision Supervisor Christiansburg Residency, VDOT (2005-2005): Responsible for the supervision and administration of the subdivision, rural streets and land use permits programs, including direct responsibility for supervising the performance and development of three staff members.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic and State University, Blacksburg, VA / BS / 2001 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2005 / Professional Engineer / VA (#041259)

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.)

Name of Firm: **NXL**	Project Role: **Quality Assurance Manager**
Beginning Date: **Jan. 2014**	End Date: **Ongoing**

Quality Assurance Manager responsible for preparing the project's quality assurance and quality control plan as well as the oversight of the project's QA procedures and plans. Mr. Saunders is also responsible for the performance and coordination of the QA testing and inspection in accordance with VDOT's Design-Build guidelines throughout the project. He also monitors the contractor's QC program and serves as the liaison with VDOT with respect to project compliance to ensure that IA/IV testing is being performed, and approves QC inspection, staffing assignments on the project, and the QC frequency testing plan before submission to VDOT. Mr. Saunders handles the preparation, maintenance, and submissions of associated project documentation including but not limited to, diaries, EEO, materials notebook and documentation, as-built sketches, the approval or monthly pay packages, and the preparation/submission of final records. In addition, he manages the project's QA staff and ensures that sufficient staffing is enforced to ensure compliance with the contract, plans and specifications. This is a part-time role.

Client: Virginia Department of Transportation | $54 Million

Project Relevance: VDOT D-B; roadway; survey; bridge and retaining walls; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; landscaping; roadway lighting; traffic control devices; ITS; transportation management plan; ROW; utility relocations; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; RFIs, and as-built drawings.

VDOT | Design Build Route 3 Culpeper Widening, *Culpeper, VA*

Name of Firm**: NXL**	Project Role: **Quality Assurance Manager**
Beginning Date: **May 2014**	End Date: **May 2017**

Quality Assurance Manager for this $24 million project that improved a 5.1-mile section of Route 3 from two lanes to a four-lane divided highway. Mr. Saunders was responsible for preparing the project's quality assurance and quality control plan as well as oversight of the project's QA procedures and plan. He was also responsible for the performance and coordination of QA testing and inspection in accordance with VDOT's D-B guidelines throughout the project. Other responsibilities included the monitoring of contractor's QA program and serving as the liaison with the Department with respect to project compliance to ensure that IA/IV testing was being performed. He approved QC inspection, staffing assignments to the project, and the QC frequency testing plan before submission to VDOT. Mr. Saunders handles the preparation, maintenance, and submission of associated project documentation including but not limited to diaries, EEO, materials notebook and documentation, as-built sketches, the approval of monthly pay packages, and the preparation/submission of final records. He also managed the project QA staff and ensured sufficient staffing was in place to comply with the contract, plans, and specifications.

Client: Virginia Department of Transportation | $24 Million

Project Relevance: VDOT D-B; roadway; survey; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; landscaping; traffic control devices; transportation management plan; ROW; utility relocations; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; RFIs; and as-built drawings.

VDOT | Design Build VIRGINIA CAPITAL TRAIL – NEW MARKET HEIGHTS PHASE

Name of Firm**: NXL**	Project Role: **Quality Assurance Manager**
Beginning Date: **Feb. 2013**	End Date: **Sept. 2016**

Quality Assurance Manager on this $13.5 million project that consisted of eight miles of trail. Mr. Saunders was responsible for preparing the project's quality assurance and quality control plan as well as the oversight of the project's QA procedures and plan. He was also responsible for the performance and coordination of QA testing and inspection in accordance with VDOT's D-B guidelines throughout the project. His other responsibilities included the monitoring of contractor's QC program and serving as the liaison with the Department with respect to project compliance to ensure that IA/IV testing was being performed. Mr. Saunders approved QC inspection, staffing assignments to the project, and the QC frequency testing plan before submission to VDOT. He handled preparation, maintenance, and submission of associated project documentation including, but not limited to diaries: EEO, material notebooks and documentation, as-built sketches, the approval of monthly pay packages, and the preparation/submission of final records. He also managed the project QA staff and ensured that there was sufficient staffing to ensure compliance with the contract, plans, and specifications.

Client: Virginia Department of Transportation | $13.5 Million

Project Relevance: VDOT D-B; survey; bridge and retaining walls; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; landscaping; roadway lighting; traffic control devices; transportation management plan; ROW; utility relocations; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; and RFIs.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **RYAN MASTERS, PE, DBIA - MANAGER, TRANSPORTATION**

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) : **RK&K (Full-time)**

d. Employment History: With this Firm **20** Years With Other Firms **0** 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):

Manager/Project Manager, RK&K (2010-present): Mr. Masters, a registered licensed PE in Virginia, has been the project manager and/or the lead project engineer on many transportation and civil engineering projects, including design build, for VDOT and local transportation agencies. His responsibilities include management of in-house engineering staff, client and owner/agency coordination, the direction of design by in-house staff and subconsultant personnel, leading innovative design solutions resulting in capital and maintenance cost reductions, implementing and maintaining an effective quality assurance and quality control program, public interaction including public hearings and workshops, and the management of budgets and schedules. Mr. Master's specific experience includes the development of preliminary and final roadway designs for roadway rehabilitation, widening and projects on new alignment. Management thereof includes highway design, maintenance of traffic (MOT)TMP, drainage design, hydrologic/hydraulic (H&H) analyses, stormwater management (SWM), erosion/sediment control (E&S), environmental compliance, geotechnical, right of way, utility impact studies and design, striping, signing and structure plan coordination. His experience also includes managing design teams in the development of RFP Conceptual plans and Technical Requirements for VDOT to advertise DB projects that include extensive coordination with CSXT.

Senior Project Engineer/Project Engineer/Engineer, RK&K (2002-2010): Specialized in developing and preparing roadway design plans for state and municipal transportation projects. Projects included interstate, primary and secondary roadways, urban roadways, roundabouts, major intersection improvements, capacity improvement and widening projects. Directed the work of teams that included designers, technicians and other engineers, as well as coordinating with other disciplines and agencies. Mr. Masters successful management of multifaceted projects contributed to consistently meeting his clients' needs and achieving or exceeding the project objectives.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic and State University, Blacksburg, VA / BS / 1998 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2003 / Professional Engineer / VA (#0402038025)

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.)

VDOT | Design Build Route 29 Solutions – Rio Road Grade Separated Intersection (GSI), *Albemarle County, VA*	
Name of Firm**: RK&K**	Project Role: **Element Design Manager (Rio Road GSI)**
Beginning Date: **Jan. 2015**	End Date: **July 2017**

Element Design Manager for Route 29 / Rio Road GSI Project Element. Oversaw the design of the Route 29 GSI at Rio Road, which was one of three project elements of the Route 29 Solutions D-B project). This complex project included numerous design subconsultants and specialists, consisted of a SPUI grade separated intersection to allow traffic to move efficiently on the Route 29 corridor, and the construction of four through lanes underneath Rio Road to carry traffic north or south. The innovative bridge design, the first of its kind in Virginia, was designed with the superstructure to function as a compression strut, allowing the bridge abutments to be an integral part of the retaining walls below the bridge and which reduced the overall length of the bridge. Mr. Masters designed the sequence of construction which allowed elements of the proposed walls and bridge to be built at night while maintaining all lanes of traffic during the day all while minimizing utility impacts to avoid delays associated with relocations. He helped create the Design Quality Plan, was responsible for overseeing its implementation on this project, and certifying that each submittal had been reviewed in accordance with the plan and met the Contract Requirements. Mr. Masters coordinated the work of the

individual design disciplines; as well as coordination with the RCE and VDOT to maintain a collaborative atmosphere, resolve comments quickly and maximize cost and schedule savings making the project successful.

Client: Virginia Department of Transportation | Cost: $129 Million ($46.3M for Rio Road Portion)

Project Relevance: Mr. Masters led the design team and coordination to avoid utility conflicts and delays associated with utility relocations. The project used advanced construction packages to allow critical elements to begin construction long before RFC plans were approved which resulted in a $7.3M early completion incentive. The project included creative stormwater management solutions, walls to reduce the construction footprint and minimize impacts and a detailed and extensive MOT plan to safely convey traffic through an active work zone while the bridge was constructed and intersection rebuilt.

VDOT | Design Build I-64 Widening & Route 623 Interchange Improvements, *Henrico and Goochland Counties, VA*

Name of Firm: **RK&K**	Project Role: **Lead Roadway Engineer**
Beginning Date: **Oct. 2013**	End Date: **Nov. 2015**

Lead Roadway Engineer responsible for managing the team and development of the roadway design and Transportation Management Plan (TMP). Traffic was maintained through this busy corridor, while constructing additional through lanes to the median, thus widening of I-64 in both directions. The interchange improvements included upgrading the existing traffic signal, widening the I-64 westbound ramp to Route 623 to provide an additional turn lane, adding a left turn lane on Route 623 to I-64 eastbound, and widening the I-64 eastbound off ramp to Route 623 to provide an additional turn lane. In addition to managing the team that developed those elements, Mr. Masters coordinated with other design disciplines maintaining the submittal schedule and integrating their work into phased construction packages. He worked closely with the project's DBPM to ensure the project design was completed in accordance with the contract documents. He also assisted the DM in creating and administering the Design QA/QC plan and verified that each submittal was checked in accordance with the plan prior to submission. He used an environmental compliance matrix to track the status of each clearance to ensure it was incorporated in the final design and coordinated with the field staff throughout construction to quickly resolve questions that arose during construction.

Client: Virginia Department of Transportation | Cost: $34.8 Million

Project Relevance: This D-B project replaced two 130' bridges over Little Tuckahoe Creek, constructed MSE walls to avoid stream and wetland impacts, barrier pier protection and the following services similar to the Skiffs Creek Connector Project: VDOT Design-Build; roadway; survey; bridge and retaining walls; environmental permitting; geotechnical; erosion and sediment control; hydraulics and stormwater management; ; traffic control devices; ITS devices; transportation management plan; ROW; utility relocation and coordination; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; shop drawing review; RFIs, as-built drawings, overall project management. The knowledge and lessons learned from developing creative solutions to project challenges will be an asset to the Branscome Team and VDOT on the Skiffs Creek Connector D-B Project.

Route 250 Bypass Interchange at McIntire Road, City of Charlottesville, VA

Name of Firm: **RK&K**	Project Role: **Lead Roadway Engineer**
Beginning Date: **September 2005**	End Date: **July 2015**

Lead Roadway Engineer on this new diamond-shaped, grade-separated interchange that eliminated an existing at grade T-intersection, improved connectivity and alleviated congestion by providing a free-flowing traffic pattern through this area. Mr. Masters was responsible for development of the roadway design and Transportation Management Plan (TMP), as well as leading the team of engineers and technicians under his direction. Mr. Masters coordinated with the other disciplines to ensure design conflicts were identified and resolved and he assembled the plans, specifications and estimate for the project. He was responsible for ensuring that all work was reviewed in accordance with RK&K's QA/QC Plan and coordinated plan reviews with the City and VDOT. He supported development of the EIS and other permits and ensured that the design complied with the conditions of the final permits. He was heavily involved in the public outreach which included coordination with City Staff, City Council, community meetings and Citizen Informational Meetings. He worked with the Construction Engineering Team to solve issues during construction and ensure the project was completed on time and the interchange opened on schedule.

Client: City of Charlottesville | Cost: $24.4 Million

Project Relevance: LAP Project with VDOT and FHWA oversight included; construction of a bridge over a four-lane divided roadway; stream relocation; H&HA modeling, extensive geotechnical ground improvements to construct roadway embankments and bridge elements in areas with unsuitable soils; retaining walls to limit impacts; environmental permitting and coordination; traffic control devices; ITS; transportation management plan; ROW acquisition; utility relocation and coordination; stakeholder coordination; public involvement/public relations; QA/QC; construction engineering and inspections; RFIs, shop drawing review, overall project management. The context sensitive interchange minimized impacts to the adjacent park, historic properties, residential neighborhoods, a private school and regional rescue squad facility. The experience designing a roadway crossing in a challenging area, minimizing countless utility conflicts and working with numerous stakeholders will be a benefit on the Skiffs Creek Connector D-B Project.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **LEITH HARTMAN – SR. 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) : **Branscome, Inc. (Full Time)**

d. Employment History: With this Firm **8** Years With Other Firms **27** 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):

Project Manager, Branscome, Inc. (2011-present): Mr. Hartman's primary responsibility is managing the construction process of D-B projects and large heavy civil projects. His is responsible for project delivery, quality management, contract administration, and safety. He serves as the main liaison between the owner, designer, Branscome management and the construction teams on site. Mr. Hartman effectively manages D-B and design-bid-build construction projects for both private and public clients. His duties include contract administration activities, such as coordination with Owner and Design Engineer for constructability issues, coordination and tracking of any EEO and DBE/MBE reporting requirements, developing and updating schedules, materials submittals to ensure correct material procurement, sub-contract development, invoicing, change orders, and all QC activities including scheduling of QC inspections, subcontractor and major material procurement including contractual paperwork, oversight and coordination of QC testing and reporting program, and provides construction oversight, and submittal reviews to ensure both materials used and work performed meet contract requirements and the approved for construction plans and specifications. His extensive experience in construction and design assures VDOT that he is more than capable of managing the construction process of the Skiffes Creek Connector D-B project.

Project Manager, Jack L. Massie Contractor, Inc. (2007-2011): Responsible for planning, directing and coordinating the activities of designated heavy civil projects to ensure that goals and objectives were accomplished within scheduled timeframes and established budget. Projects ranged in size from $1M to $20M. Duties included preparing and maintaining profit and loss reports, creating and maintaining project schedules, project billings, cash management, subcontract management, developing purchase orders and customer relations. Developed contract requirements and approved for construction plans and specifications on complex design-build and bid-build projects. Daily responsibilities included developing and monitoring engineering budgets, establishing task scope and fee proposals, developing and processing design exceptions, design waivers, access management waivers and educating staff on VDOT standards and specifications. Performed construction field inspections and responded to RFIs, NFCs, and NDCs for construction.

Earthwork Division Manager, John Carlo, Inc., (2003-2007): Managed the overall project delivery for transportation, commercial, industrial, environmental restoration and D-B projects by providing oversight to direct operations in constructing projects and ensuring that the safety, financial, and schedule performance goals were met.

Project Manager, Angelo Iafrate Construction Company (2002-Spring of 2003): Responsible for contract negotiation, schedule management, budget management, development and the implementation of project safety initiatives, and customer relations for the successful delivery of projects in the Heavy Highway and Environmental Sectors.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Hampden Sydney College, Hampden Sydney, VA / BS / 1974 / Biology and Environmental Science

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2006 / Occupational Safety and Health Association 30-Hour Construction Safety & Health (#600112195)
2008 / National Ready Mixed Concrete Association Pervious Concrete Technician (#PCC991219)
**Will hold Virginia Department of Environmental Quality - Responsible Land Disturber Certification and a VDOT Erosion and Sediment Control Contractor Certification prior to and for the duration of Construction.*

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.)

VDOT | Robious Road Widening, *Chesterfield County, VA*

Name of Firm**: Branscome, Inc.**	Project Role: **Sr. Project Manager**
Beginning Date: **April 2018**	End Date: **April 2019**

Senior Project Manager that oversaw all aspects of the project's successful completion including timely delivery, safety, budgeting, and resource management just like the CM role on the Skiffes Creek Connector project, Mr. Hartman was responsible for ensuring the project was constructed in accordance with approved plans and specifications and that work met Branscome's expectations for quality control. He coordinated all work activities and sub-consultants and, created and maintained progress schedules, regular jobsite meetings and communicated with VDOT inspectors to coordinate work activities with inspections. Served as the primary liaison between Branscome, Chesterfield County, and stakeholders.

This was a road widening project Rte. 711 (Robious Rd.) near the Powhatan Co./Chesterfield Co. line and shares scope and complexity similarities to the widening and intersection work that will be require along Routes 60 and 143. Utility relocations were a major issue and the erosion and sediment control devises were a challenge to maintain with the heavy rains that was experienced at the project site. There were wetlands in the construction areas that the construction team worked around and a very large drainage area that affected the existing stream cross with a new box culvert. The project also included reconstruction of one existing traffic signal and one new traffic signal.

Client: Virginia Department of Transportation | Cost: $4.6 Million

Project Relevance: VDOT project; roadway; survey; triple box culvert; geotechnical; erosion and sediment control; storm water management; traffic control devices; extensive MOT planning; transportation management plan; ROW; utility relocations; stakeholder coordination with HOAs, private land owners; soil conversation plans and permits; public involvement; QA/QC; construction engineering and inspections; shop drawings, hand rails; drainage structures; RFIs; as-builts drawings, overall project management; traffic signals; and GPS technology.

VDOT | Order G95, *Dinwiddie County, VA*

Name of Firm: **Branscome, Inc.**	Project Role: **Sr. Project Manager**
Beginning Date: **July 2015**	End Date: **October 2017**

Senior Project Manager. Provided oversight and leadership in executing projects from planning to completion and was responsible for successfully delivering this project safely, on time and within budget Served as primary contact between Branscome, VDOT, and other major stakeholders as well as scheduling and coordinating construction staff and subconsultants. Daily tasks included managing budgets, developing and executing schedules, identifying, managing, and solving project risks, overseeing overall safety and quality control programs, and ensuring that the project was constructed in accordance with the approved plans and specifications.

Scope included road widening Route 226, construction of a new signalized intersection with Route 1 and a new four-leg roundabout at the intersection with Route 600. This is the most heavily trafficked area in Dinwiddie County. As such, Branscome carefully managed construction activities to ensure they were executed while maximizing safety to the traveling public. **Client: Virginia Department of Transportation | Cost: $3.5 Million**

Project Relevance: VDOT project; roadway; survey; roundabout; geotechnical; erosion and sediment control; stormwater management; traffic control devices; extensive MOT planning; transportation management plan; ROW; utility relocations; stakeholder coordination, private land owners; public involvement; QC; construction engineering; shop drawings; drainage structures; RFIs; as-builts drawings, and overall project management; signalization intersection; and GPS technology.

VDOT | Order 5B3, Princess Anne Road Expansion Project, *City of Virginia Beach, VA*

Name of Firm: **Brancome, Inc.**	Project Role: **Project Manager**
Beginning Date: **January 2011**	End Date: **June 2014**

Project Manager. Managed all aspects of the project's successful completion including timely delivery, safety, budgeting, and resource management; and served as primary liaison between Branscome, the owner (VDOT), and other major stakeholders. Developed and maintained a cost-effective plan and construction schedule to complete the project following a logical pattern for utilization of resources. Assessed, and was responsible for erosion and sediment controls. Leith selected, coordinated, and oversaw the work of crews and subcontractors working on the project and ensured that all work and materials were in compliance with the approved plans, specifications and environmental regulations. Responsible for proper administration of construction contracts and for obtaining all necessary permits and licenses. Monitored crews, reviewed reports, checked/reported difficulties, and corrected any safety violations or deficiencies. Monitored construction schedule and associated costs to achieve completion of project on schedule and within budget.

Princess Anne Road widening was constructed in wetland areas with very soft terrain and showcases Branscome's ability to manage the drainage on a daily bases with the E&S controls and provide direction to Branscome's grading crew in working with the challenging soil conditions. The approved plans proposed significant undercutting prior to constructing the new lanes and Branscome suggested a value engineering proposal to lime stabilize the existing soils saving VDOT more than $1M and six months of construction time. The work along Princess Anne Road also included constructing two signalized intersections in a busy area near the City of Virginia Beach Government Campus and the Princess Anne Middle School. The project also included constructing one-mile of new four-lane highway, Nimmo Parkway, through soft soils that required importing and placing select fill material and cement treated aggregate. The project included more than 15,000' of storm drain, 10,000' of waterline, and 3,500' of 42" sanitary sewer force main.

Client: Virginia Department of Transportation | Cost: $29 Million

Project Relevance: VDOT project, roadway; survey; signalized intersections; geotechnical; E&S control; stormwater management, BMPs; DEQ inspections; E&S; traffic control devices; extensive MOT planning; transportation management plan; ROW; utility relocations; stakeholder coordination with commercial business, private land owners; public involvement; QC; construction engineering; shop drawings; drainage structures; RFIs; as-builts drawings, overall project management; GPS technology; extensive street lighting system; Soil stabilization; HRSD coordination with force mains; cement treated aggregate, and sound walls.

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

Carter Machinery Expansion; Hanover County, VA; Sr. Project Manager; Anticipated end date: December 2019.

Attachment 3.4.1 (a) Lead Contractor Work History Form

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: **Commander Shepard Boulevard Extension Phase I** Location: **Hampton, VA**	Name: **Virginia Department of Transportation**	Name of Client/ Owner: **City of Hampton** Phone: **757.727.6101** Project Manager: **Angela Rico** Phone: **757.728.2038** Email: **angela.rico@hampton.gov**	**05/2010**	**05/2011**	**$12,695**	**$14,034**	**$8,419**

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.

Similar Scope of Work:

- Roadway
- Survey
- Structure and Bridge
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- QA/QC
- Utilities
- Construction Engineering & Inspection
- Project Management

PROJECT SCOPE

The one-mile roadway extension project created a new east-west corridor in the City of Hampton to serve Langley Air Force Base, NASA, and the new development anticipated in the area. The project extended Commander Shepard Boulevard from Magruder Boulevard to the intersection of North Campus Parkway. The project included new interchanges at Commander Shepard Boulevard and Magruder Boulevard, and Commander Shepard and North Campus Parkway. Major features included a new overpass bridge, four directional ramps, and two loop ramps.

The project's scope of work included asphalt paving, demolition, grading, bridge construction, BMP excavation, drainage pipe and structures, guardrail, striping, electrical and signalization. Since this project was located along a heavily used thoroughfare (Magruder Boulevard), the safe maintenance of traffic was a top priority as the existing Commander Sheppard Boulevard served as one of the major access routes to the NASA Research facility and Langley Air Force Base. The project completion date was extended by the City of Hampton due to extensive change-orders requested by the City for additional roadway and ground improvements. Branscome's work was completed in accordance with the City's revised construction schedule. This primary roadway included traffic signals and electrical work which accounted for $ 1.4 million of the project's scope and approximately 10% of the value of the contract.

The Branscome Team was responsible for providing project management, all aspects of roadway construction including bridge construction, earthwork and grading, aggregates and asphalt paving, signals and street lighting, utilities, guardrail and drainage. The project's original scope included importing 130,000 cy of borrow for construction of the new ramps and loops. Branscome worked with the geotechnical firm and the City's design team to test the soils from the BMPs, which were found to be suitable for use as fill. This eliminated the need for importing borrow for the project, significantly reducing the number of trucks and traffic congestion in the work zone. Branscome was able to reduce costs further by utilizing recycled concrete for aggregate base material.

The Commander Shepard Boulevard Extension was the first phase of a multi-phased project; Branscome also built Phase 2 of Commander Shepard Boulevard.

RELEVANT PROJECT ELEMENTS TO THE SKIFFES CREEK CONNECTOR

Maintenance of Traffic: Phased construction was required for construction of the overpass bridge to accommodate traffic on Commander Shepard Boulevard as well as Magruder Boulevard. Branscome worked with the design engineer to implement a traffic management plan that allowed for continuous flow of traffic on the primary and secondary routes along with simultaneous construction of the project.

Hydraulics/Drainage: Construction of two BMPs and storm drainage systems provided the stormwater management and provided borrow for the new intersection ramps and loops.

Signals: New traffic signals were installed at the intersection of Commander Shepard Boulevard and North Campus Parkway.

Utilities: A 30" HRSD force main relocation was required due to a conflict with the new bridge construction.

Bridge: A new four lane bridge was constructed for Commander Shepard Boulevard over Magruder Blvd.

SUCCESSFUL PROJECT DELIVERY

The Commander Shepard Phase 1 project was successfully completed on time and within budget, without disruption to traffic flows into Langley Air Force base or NASA facilities.

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: **Commonwealth Railway Mainline Safety Relocation Project (CRMSRP) (Design-Build)** Location: **Cities of Suffolk, Chesapeake, Portsmouth, VA**	Name: **Moffat & Nichol**	Name of Client/ Owner: **Virginia Port Authority (VPA)** Phone: **757.391.6101** Project Manager: **Jeff Florin (former Deputy Director and Chief Operating Officer)** Phone: **757.374-3312** Email: Not Available	**Dec. 2009**	**Dec. 2009**	**$54,750**	**$52,285**	**$52,285**

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

Similar Scope of Work:

- Design-Build
- Roadway
- Survey
- Structure and Bridge
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- QA/QC
- Railroad
- Right-of-Way
- Utilities
- Construction Engineering & Inspection
- Project Management

PROJECT SCOPE

Branscome, Inc. was the lead contractor on the Commonwealth Railway Mainline Safety Relocation Project (CRMSRP), a fast-track project for the Virginia Port Authority. This D-B project relocated 4.5 miles of railway through the urban neighborhoods of Portsmouth and Chesapeake. The project consisted of the relocation of this rail line to the Western Freeway (Route 164/I-664) Median Rail Corridor through Chesapeake and Portsmouth, Virginia and eliminated fourteen at grade crossings in residential areas and at major arterial road crossings. This in effect significantly reduced noise levels and pollution from vehicles idling at crossings as well as from trains passing through neighborhoods. Also, the new rail lines service the APM/Maersk Terminal, a vital port on the East Coast, and the future Craney Island Marine Terminal. Emergency vehicles can now respond to neighborhoods by the most direct routes without delays due to trains at rail crossings. At the state level, the project enhances the vitality of our Port and region by allowing commercial trains to move cargo to and from the Port quickly and efficiently. At the national level, the new rail corridor provides secure transportation of strategically important goods to and from the affected port facilities.

The work included over 150,000 cubic yards of excavation, import and placement of over 300,000 cubic yards of borrow, installation of 85,000 tons of aggregate base, 20,000 tons of asphalt pavement installation, as well as over 15,000 linear feet of utility relocations, and 4.5 miles of single-line and dual-line rail, including turnouts and cross-overs. The project included a value engineering proposal that was accepted for the installation of a chance anchor retaining wall system in lieu of the original retaining wall design. The project was constructed on time and under-budget.

RELEVANT PROJECT ELEMENTS TO THE SKIFFES CREEK CONNECTOR

Similar to the Skiffes Creek Connector, the Median Rail Relocation Project required design, scheduling, planning, roadway construction including asphalt paving, bridge construction, retaining walls, utility and electrical work, grading, and imported borrow material. The majority of the work was performed directly adjacent to primary and interstate traffic. As will be required for the Skiffes Creek Connector, the Median Rail project included planning and implementation of a comprehensive traffic control plan, erosion and sedimentation control measures to handle stormwater runoff and regular wetlands monitoring that were critical project elements in a number of locations along the project.

This project required construction of a four-lane vehicular bridge on primary Route 17 over the proposed rail line, including MSE walls and retaining walls. The team designed and constructed a stormwater collection system and pump station consisting of a 1600' concrete corridor built to collect stormwater which channeled the water to storage well. A pump station discharged the water into the interstate grass median. The rail project was built in the medians of Route 164 and I-664 as a phase of the Heartland Corridor project. MOT phasing required for bridge construction and temporary construction access needed along Route 164 & I-664 for materials delivery.

Environmental: Moving the rail line away from densely populated areas provided a safer, cleaner environment for citizens by eliminating the potential for rail accidents at fourteen at-grade rail crossings. Branscome constructed numerous stormwater retention basins as well as many erosion and sediment control devices to manage control erosion during construction and provide a facility that meets the 100 year flood criteria.

Utilities: Utility relocations were required throughout the corridor where existing water lines and sanitary force mains had to be lowered and encased in steel sleeves when crossing under the proposed rail line. Branscome worked effectively with third party utility stakeholders to include numerous communications companies, HRSD, L3, Virginia Natural Gas, and the municipalities of Norfolk, Suffolk, and Portsmouth.

Geotechnical: This project crossed low lying areas requiring undercuts and chemical stabilization of subgrades.

Coordination with Rail: 4.5 miles of new single- and double-line rail, turnouts, four-lane vehicular bridge over rail, retaining walls, stormwater management and environmental. The new rail connects with the existing rail line on Pughsville Road and at the APM/Maersk Port Facility.

SUCCESSFUL PROJECT DELIVERY

"Branscome is to be commended for their performance on the Commonwealth Rail Mainline Safety Relocation Project. The Construction Team completed the project on time and on budget, the Project Manager and the Team of field superintendents performed in exemplary fashion while maintaining a high-quality and safe work environment. It was a pleasure to work with Branscome on this project." — Anthony Kondysar, PE, Former Engineering Project Manager, Virginia Port Authority.

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: **Monroe Bypass Design Build Project** Location: **Union and Mecklenburg Counties, NC**	Name: **RK&K**	Name of Client/ Owner: **North Carolina Department of Transportation** Phone: **704.983.4400** Project Manager: **Rick Baucom, PE** Phone: **704.983.4400** Email: **rwbaucom@ncdot.gove**	**11/2018**	**11/2018**	**$450M**	**$464,000**	**$32,000**

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.

Similar Scope of Work:

- Design-Build
- Roadway
- Survey
- Structure and Bridge
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- QA/QC
- Utilities
- Construction Engineering & Inspection
- Project Management

PROJECT SCOPE

Monroe Bypass Constructors, a Joint Venture D-B Team comprised of United Infrastructure, Anderson Columbia and Boggs Paving, successfully delivered one of North Carolina's largest design-build projects. Located in Mecklenburg and Union Counties, Monroe Bypass is a $464M, 19.7-mile new alignment toll road that extends from US 74 near I-485 in Mecklenburg County to US 74 between the Towns of Wingate and Marshville in Union County. For the one-mile section of mainline along existing US 74 on the west end, the project consisted of an elevated six-lane divided, controlled access toll road with two-lane frontage roads located along each side of the mainline. The remaining portion of the project consisted of a four-lane divided, controlled access toll road (all-electronic toll collection system, eliminating stopping at toll booths) with a 46-foot median on new location.

The western and eastern ends of the project were designed to meet 60-mph design speeds while the remaining section was designed to meet a 70-mph design speed for a rolling urban freeway. The project is designed to provide a major interchange at its western end with existing US 74 and full movement interchanges with Indian Trail-Fairview Road (SR 1520), Unionville-Indian Trail Road (SR 1367), Rocky River Road (SR 1514), US 601, NC 200 and Austin Chaney Road (SR 1758). The interchange at existing US 74 on the eastern end of the project accommodated the Forest Hills School Road traffic movements with the addition of a "Superstreet U-turn" located on US 74.

The project included 37 bridges (26 sites with 11 duals), 45 culverts, and three sound barriers.

Reeves Construction was selected by the Monroe Bypass Constructors team to led the construction effort of 14 of the bridges on nine bridge sites for the project and Segment 1, a 2.1-mile section of the 19.7-mile new alignment toll road. Segment 1 included the one-mile section of mainline along existing US 74 on the west end of the project, one of the heaviest traveled US highway sections in North Carolina. **RK&K** was the Lead Designer on this project and worked closely with Reeves Construction as the bridges were built on this this D-B project that improved mobility and capacity that allows for high-speed regional travel along the US 74 corridor.

RELEVANT PROJECT ELEMENTS TO THE SKIFFES CREEK CONNECTOR

Utilities/ROW: Reeves Construction worked closely with Monroe Bypass Constructors and RK&K to mitigate delays with right of way acquisition and utility relocations that occurred on Segment 1. Work sequences were rearranged to work around parcels that had not been acquired and utilities that had not been moved. We also used temporary wire walls to accelerate settlement waiting periods for proposed embankments prior to bridge completion. **This teamwork kept the project on schedule and saved over five months of costly delays to the critical path of the project.**

Bridge: The Reeves' Team reviewed bridge designs and worked with RK&K to find ways to combine concrete pours in both the substructure and the superstructure to shorten the duration of the bridge schedules. With extensive aesthetics involved, Reeves Construction led the construction effort of 14 of the bridges on nine bridge sites for the project. While preforming grading and drainage operations on the project, Reeves moved more than 1,000,000-cubic yards of material to construct the roadway embankments while coordinating with mechanically stabilized earth (MSE) wall and paving subcontractors for the project.

Maintenance of Traffic: Reeves Construction worked with RK&K to modify the MOT as needed due to the change in work sequences. Each week a meeting is held between the joint venture and all team members to review the upcoming week schedule, the overall project schedule, and address any questions before they become major issues.

SUCCESSFUL PROJECT DELIVERY

"The Monroe Expressway has been a priority of local communities and offers opportunities for more efficient travel in the greater Charlotte area," said Beau Memory, executive director of the North Carolina Turnpike Authority. *"We are committed to delivering transportation infrastructure that provides connectivity and promotes a vibrant economy in our state."*

Attachment 3.4.1 (b) Lead Designer Work History Form

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 and Route 623 Interchange Improvements (Design-Build)** Location: **Goochland and Henrico Counties, VA**	Name: **Corman Construction, Inc.**	Name of Client.: **Virginia DOT** Phone: **804.720.4229** Client Contact: **Shane Mann** Phone: **(804) 524.6433** Email: **shane.mann@vdot.virginia.gov**	**09/2013**	**11/2015**	**$33,238**	**$34,862 (Owner Approved Changes)**	**$2,500**

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.

Similar Scope of Work:

- Design-Build
- Roadway
- Survey
- Structure and Bridge
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- QA/QC
- Utility Coordination and Relocation
- Quality Assurance/Quality Control
- Construction Engineering & Inspection
- Project Management

PROJECT SCOPE

RK&K's Richmond office served as the Lead Designer for this Corman/RK&K/ECS project which involved widening 4.5 miles of I-64 from a four-lane divided freeway to a six-lane divided freeway, with additional through lanes constructed to the inside of I-64 in both the eastbound and westbound directions. The project began west of the interchange with Route 623 and extended to I-295, and included two replacement bridges and improvements to the I-64/Route 623 interchange.

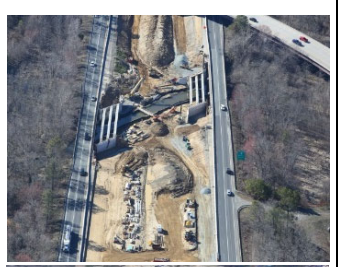
RELEVANT PROJECT ELEMENTS TO THE SKIFFES CREEK CONNECTOR

Roadway Design – This segment of I-64 provides a critical link between downtown Richmond and the "West End," with traffic volumes in the area at nearly 50,000 vehicles per day and serves as the primary connection between the cities of Richmond and Charlottesville. Design on this freeway, with a 75-mph design speed, included the following roadway improvements: addition of one 12-foot wide lane in each direction of I-64, a 12-foot-wide paved shoulder in each direction, median guardrail installation and outside shoulder guardrail replacement. Upgrades to the existing outside shoulder included full depth reconstruction for a portion of the project length, as well as 2" mill and overlay for the remaining portions of the project. The I-64/Route 623 interchange improvements included widening both off ramps from I-64 to Route 623 to provide additional turn lanes, the addition of a left turn lane on Route 623 southbound to access I-64 eastbound, and upgrading the existing traffic signal. Existing utilities were located and the design was adjusted to minimize conflict and avoid schedule delays that are commonly associated with relocations.

Structures and Bridges – Twin replacement bridges were designed for I-64 over Little Tuckahoe Creek. The new 130' simple span prestressed concrete girder bridges replaced the existing three-span steel girder bridges which resulted in a cost effective design that lowered VDOT's overall maintenance requirements as compared to the RFP's requirement to only replace the superstructure. Design considerations included designing for staged construction, significant skew and extreme scour conditions. An innovative abutment design was used, incorporating MSE-type straps at the abutment walls to carry a portion of the lateral loads, reducing the number of augured piles required for lateral stability of the abutments.

Structural design tasks on this project also included design of foundations for signal and overhead sign structures, upgrades to pier protection barriers to meet current standards at existing overpasses, **and placement of five MSE retaining walls at existing culvert locations, similar to what will be needed on the Skiffes Creek Connector project. Using these walls to support the widened roadway, in lieu of extending the culverts, avoided additional stream and wetland impacts.** Construction duration for installation of the MSE walls was also shorter than the option of culvert extensions which reduced risk to drivers and the construction staff.

MOT/TMP – RK&K developed a comprehensive Transportation Management Plan (TMP) and Maintenance of Traffic (MOT) plans for managing traffic during construction, which included a traffic operations plan, temporary traffic control plan and public communications plan. The sequence of construction was designed so that construction could be accomplished in two phases, with two lanes of traffic in each direction maintained throughout construction. The TMP was designed in accordance with the allowable work hours and holiday and weekend restrictions implemented by VDOT for this project.



Environmental – RK&K provided full service environmental design and permitting for this project, including: wetland delineations and stream assessments; determination of wetlands and stream compensatory mitigation requirements; securing rare, threatened and endangered species clearances; securing cultural resource clearances from the Virginia Department of Historic Resources; acquiring water quality permit authorizations and permit modifications; securing Clean Water Act Individual Permit , State Programmatic General Permit, Water Protection General Permit, and Virginia Stormwater Management Permit from the VDEQ. RK&K also performed the environmental compliance monitoring inspections and ensured that the environmental commitments contained in the NEPA document were fulfilled.

Geotechnical – As part of the Corman/RK&K Team, ECS provided full geotechnical services for this project. Work included subsurface explorations, laboratory testing including soil classification, strength, and consolidation parameters, design of permanent and temporary pavement sections, assessment and mitigation for unsuitable soils, foundation design for overhead sign and signal structures, and analysis of MSE retaining walls at culvert locations. ECS also provided foundation design for the replacement bridges and associated wingwalls, utilizing rock-socketed steel H-piles and an innovative design where MSE-style reinforcement straps were used to reduce the lateral load on abutment piles. The project included a VE proposal to utilize full-depth reclamation (FDR) in-lieu-of 19 inches of subbase to accelerate construction.

Hydraulics / Drainage – RK&K performed a full Hydrologic and Hydraulic Analysis (H&HA) for the bridge crossings over Little Tuckahoe Creek., including HEC-RAS modeling and scour analysis. Drainage design included design of stormwater management facilities, erosion and sediment control measures, bridge deck drainage, adequate outfall analysis, underdrains, storm sewer systems, and design of temporary drainage needs for MOT sequencing.

SUCCESSFUL PROJECT DELIVERY

Plan submittals were delivered on schedule, allowing construction to begin on time; Two replacement bridges were designed that provided VDOT with new structures with a longer life and fewer maintenance issues than rehabilitating and maintaining the existing bridges, at a lower cost than repair and rehabilitation; Innovative use of MSE retaining walls at culvert locations to reduce cost and environmental impacts; This project earned the second highest Construction Quality Improvement Program (CQIP) score for a Design-Build project; Construction was completed on schedule to be completed by contract completion date; The DBE goal of 10% was exceeded.

LESSONS LEARNED

Innovative Design – When implementing innovative design concepts in DB projects (such as the use of MSE straps at the abutments), it is important to engage VDOT early on in the project and make plan and design submittals as early as possible to allow time for VDOT review and approval. It is also important to weigh all of the impacts of a design decision early on, making sure that the full cost/benefit to the project is fully understood (i.e. – If adding retaining walls at culvert locations changes a borrow job to a waste job, ensures that the retaining wall option still provides the best cost benefit to the job); **Design During Pursuit** – By doing a full hydraulic analysis during the pursuit phase of this project, RK&K determined that a replacement bridge with a smaller hydraulic opening than the original bridge was feasible, resulting in significant cost savings and substantially less future bridge maintenance.

"I travel this road several times a day and am very pleased with the traffic safety and direction signage. The travel through this area is very smooth and hope that the work is completed soon. Thank you very much for a job well done – *Ron Brady, Goochland Resident*

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract 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: **Route 29 Solutions – US 29 & Rio Road Grade Separated Interchange (Design-Build)** Location: **Albemarle, VA**	Name: **LANE/Corman**	Name of Client: **VDOT** Phone: **434.422.9373** Project Manager: **David Covington, PE** Phone: **434.422.9373** Email: **dave.covington@vdot.virginia.gov**	**03/2015**	**10/2017**	**$116,700** (Entire project) **$39,336** (Rio Road)	**$129,027 -** *Entire Contract* **$46,336 -** *Rio Road Portion* - ***Due to owner changes and early completion incentive***	**$10,444 - Entire Contract** **$2,900 -Rio Road**

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.

Similar Scope of Work:

- Design-Build
- Roadway
- Survey
- Structure and Bridge
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- QA/QC
- Right-of-Way
- Utility Coordination and Relocation
- Public Involvement/Relations
- Quality Assurance/Quality Control
- Construction Engineering & Inspection
- Project Management

PROJECT SCOPE

RK&K was the Lead Designer and Design Manager for the entire Route 29 Solutions Design-Build project, which consisted of three distinct 'elements' bundled into a single D-B contract. The three elements were: Route 29 and Rio Road Grade Separated Intersection; Route 29 Widening from four lanes to six lanes from Polo Grounds Rd. to Towncenter Dr.; and Berkmar Dr. Extension for 2.3 miles of new alignment from Hilton Heights Rd. to Towncenter Dr. This work History Form focuses on the Rio Road Element where RK&K was the Lead Engineer. The contract required that the depressed travel lanes and associated bridge along Route 29 in the center of the Rio Road intersection be constructed within one summer in a period of 103 days – RK&K's innovative design was finished early allowing the Contractor to open the intersection 46 days early. All three project elements are complete.

RELEVANT PROJECT ELEMENTS TO THE SKIFFES CREEK CONNECTOR

Roadway: The project required significant roadway design for several different roadway types and typical sections with a mix of roadway rehabilitation, widening, and new construction. This project required building a grade separated intersection on an existing active signalized intersection in a heavily congested urban area. Therefore, the team needed to maintain traffic, access to adjacent properties and relocate numerous utilities to accomplish the improvements.

Grade Separated Intersection: RK&K performed the structural engineering of the Rio Road Grade Separated Intersection using an innovative design method that had not previously been constructed in Virginia. The abutments were integrally placed on top of the soldier pile retaining wall to minimize the footprint of the bridge and allow traffic on Route 29 to remain open throughout the construction process. The bridge superstructure was designed to act as a strut to support the retaining walls horizontally while also supporting traffic vertically. This design concept was chosen because it accelerated construction and limited the construction area within the intersection which reduced temporary lane closures and helped to maintain traffic at all times. The bridge and retaining walls were built in the congested intersection without acquiring additional right-of-way in an extremely tight schedule. The tight schedule ensured that the GSI was completed during the summer months and the road was fully open to traffic in time for the start of the fall semester at the University of Virginia.

Limiting Impacts to the Traveling Public/Businesses/Communities/Safety: The project was delivered in advance of the required completion date by utilizing the innovations discussed above. The reduction in construction duration effectively limited permanent and temporary impacts to the traveling public, businesses and the surrounding communities. The extremely aggressive interim requirement to complete the grade separation in 103 days was completely surpassed by the D-B Team's ingenuity, which was completed in 58 days. Our familiarity with working in the District and in the Albemarle and Charlottesville communities led to a deep understanding of the traffic patterns and the importance of these roadways to the traveling public and the communities they serve.

Maintenance of Traffic: RK&K provided traffic engineering, the regional transportation management plan (TMP), and maintenance of traffic (MOT) for the Rio Road project element. RK&K used the WZTIA to predict the impacts associated with detouring Rio's left turn and through movements in the interim period and included two temporary U-turns on US 29 to improve operations. The TMP included re-timing and phasing of Route 29 corridor signals to facilitate the modified traffic patterns, development of queue lengths at the U-turn locations and the use of detours to reduce the number of U-turning vehicles. The TMP included outreach in conjunction with VDOT to publicize the detours and re-timed signals. RK&K monitored traffic impacts after implementing each traffic change and made adjustments to optimize the plan to fit actual conditions.

Environmental: RK&K provided full service environmental design and permitting including: wetland delineations and stream assessments; determination of wetlands and stream compensatory mitigation requirements; secured rare, threatened and endangered species clearances; and secured numerous other clearances and permits. The Skiffes Creek Connector DB Team will have similar permitting requirements on the Skiffes Creek Connector D-B project.

Public Outreach/Involvement: Our D-B Team provided a Public Relations Manager to work alongside VDOT's Public Outreach Manager, providing support to the Project Development Advisory Panel and providing updates to VDOT from the D-B team. The Public Relations Manager handled Hot Line calls, met with citizens, business owners, homeowners' associations and others to brief on project developments and upcoming events. Many visits were performed just ahead of when construction activities were about to impact a property or facility. The results of this outreach on the project can be seen in the Evidence of Performance listed below. While the Skiffes Creek Connector project may not require this level of outreach because the majority of construction will not impact existing traffic, the termini at Route 60 and Route 143 are busy areas where clear communication with the public will be critical to safety during construction, community acceptance, and successful delivery of the project. We have the proven experience to partner with VDOT on D-B projects like the Rio Road GSI to provide that communication.

Safety: The project included design and construction of bike lanes and multi-use paths, increasing safety for these users. On Rio Road, separating the local and through traffic at this intersection, which had a history of high crash rates, improved safety.

SUCCESSFUL PROJECT DELIVERY

This award-winning project was completed ahead of schedule and on budget. Working around the clock, 6 days a week, crews substantially completed the bridge and through lanes in only 57 days. The intersection reopened to traffic 46 days ahead of major schedule ***"LANE/CORMAN and RK&K did an excellent job of selecting the right design for a unique need, designing the bridge quickly to meet the needs of an aggressive schedule, working closely with VDOT to provide solutions for long-term maintenance and providing high quality design and construction."*** — David Covington, PE, Regional Manager, VDOT. ***"This project brought something that you cannot pay for: Good will … This should become the default model for community engagement."*** — Liz Palmer, Chair, Albemarle County Board of Supervisors

*"**The partnership between VDOT and LANE/CORMAN, as well as the cooperation of Albemarle County, the nearby businesses and neighborhoods and the community at large, were instrumental in the success of this project. Without the involvement of the businesses and the community – and their understanding for the inconveniences they experienced – we would not have attained this successful outcome."*** — Charles Kilpatrick, VDOT Commissioner

Recipient of Pinnacle Award for Engineering Excellence, American Council of Engineering Companies of Virginia (ACEC/VA); Grand Award for Engineering Excellence, American Council of Engineering Companies of Virginia (ACEC/VA); DBIA Design-Build Award and Design Build Excellence in Engineering Award.

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: **Arkendale to Powells Creek (Cherry Hill) Third Track (Design-Build)** Location: **Prince William and Stafford Counties, VA**	Name: **KC Constructors (Joint Venture of Kiewit and Corman Construction)**	Name of Client: **CSX Corporation / VA Railway Express** Phone: **804.226.7708** Project Manager: **Fyiad Constantine** Phone: **804.226.708** Email: **fyiadconstantine@csx.com**	**01/2013**	**08/2017**	**$45,000**	**$48,000**	**$6,250**

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.

Similar Scope of Work:

- Design-Build
- Roadway
- Railroad
- Survey
- Structure and Bridge
- Environmental
- Geotechnical
- Hydraulics
- Traffic Control Devices
- TMP
- QA/QC
- Utilities
- Public Involvement/Relations
- Quality Assurance/Quality Control
- Project Management

PROJECT SCOPE

As the Engineering of Record for this Design-Build Project, and in a key partnership with the Kiewit Corman JVC, RK&K lead all aspects and facets of the engineering and design efforts required for the construction of a new third track through an 11.5-mile segment of the existing VRE Fredericksburg Line, part of the 1,200-mile I-95 Rail Corridor between Washington, DC and Miami, FL. The rail corridor parallel to I-95 between New York and Miami has the highest density of intercity passenger ridership on the entire Amtrak network. VRE operates 30 weekday commuter trains serving 15,000 riders, in the Washington, DC area. Key aspects of the engineering and design efforts include:

- Track engineering and design for a higher speed corridor, accommodating Intercity Passenger Rail Service (Amtrak), Commuter Rail Service (VRE), and Freight Service (CSX);
- Design of 18 massive retaining structures (200 ft– 850 ft long) using innovative designs, including Helical Screw, Sheet and Soldier Piles as well as Block Wall concepts;
- Civil design geared to balancing cut and fill throughout entire corridor;
- Bridge engineering and design of three new structures, including two new bridges over key sensitive environmental areas: Widewater and Chopawamsic Creeks, all designed to accommodate Cooper E-80 loadings;
- Innovative and Alternative Bridge and Rail Engineering Design Concepts resulting in significant cost savings at two critical locations, Bauer Road and Possum Point Road;
- Development of Innovative Designs specifically geared to comply with challenging permitting issues and constraints, including jurisdictional and tidal wetlands, sensitive floodplain areas such as the Potomac River, Widewater, Chopawamsic, Tank and Little Creeks, seven Bald Eagle sensitive areas and the Quantico Marine Corp Base; and
- Development of Innovative Drainage designs geared to meet stringent American Railway Engineering and Maintenance-of-Way Association (AREMA) and CSX requirements while providing cost-effective solutions.

RELEVANT PROJECT ELEMENTS TO THE SKIFFES CREEK CONNECTOR

Roadway: RK&K designed grade crossing modifications and improvements associated with the addition of the new third track, providing safe geometry for the auto users while minimizing cost for the rail clients.

Rail: RK&K designed final rail alignment and profiles, three new railroad bridges, one highway bridge over CSX, multiple culvert headwalls, and over a mile of retaining walls. Additionally, RK&K was responsible for environmental permitting, slope stabilization, and grading and drainage. RK&K's knowledge, experience and lessons learned of working directly for CSX on this project and many others will help the successfully deliver this project. Railroad coordination was not initially part of RK&K's scope; however, Steve Kolarz was brought into the project so that RK&K's experience with rail coordination could be leveraged to keep the project on schedule. Our relationships and strategy for coordinating with CSX will be key in helping to keep the Skiffes Creek Connector project on schedule as well.

Limiting Impacts to the Traveling Public/Businesses/Communities/Safety: RK&K revised the pier configuration on the existing bridge carrying Bauer Road over CSX while utilizing the existing superstructure. The work was sequenced so that bridge replacement was avoided and traffic on Bauer Road was maintained throughout construction, eliminating the need for an extensive detour route or restricting access to a critical Marine Corp airfield.

Maintenance of Traffic: The amount of time either rail traffic or the affected roadway traffic could be detoured or delayed was extremely limited; therefore, one of the challenges on this project was to produce a design that would not limit either freight or passenger rail services while also keeping adjacent roadway and bridge traffic open during construction.

Environmental: RK&K's work ensured that all environmental and NEPA permitting was conducted. We also audited construction activities for compliance throughout the construction process.

Hydrologic & Hydraulic/Scour Analysis: RK&K performed detailed H&HA for the proposed bridge and culvert crossings over the FEMA Zone A floodplains of Tank Creek, Little Creek, and Chopawamsic Creek. A scour protection design for the replacement bridge over Chopawamsic Creek was also conducted, resulting in riprap scour countermeasure designs so that the new bridge abutments would be protected from scour during the 100-year storm event.

Public Outreach/Involvement: RK&K conducted extensive outreach and coordination with the Quantico Marine Corps Base to gain acceptance of design elements for the portion of the track alignment through the base, including modifications to the Bauer Road bridge.

SUCCESSFUL PROJECT DELIVERY

This final design and engineering effort was performed under an extremely tight schedule, 10 months. Close coordination with the Contracting Team, CSX and key stakeholders proved invaluable throughout. Innovative designs were used to expedite the permitting process and attain timely concurrence from local jurisdictions and permitting agencies on key project impacts, including floodplains and sensitive eco system areas. RK&K used state-of-the-art tools to ensure efficient flow of information internally and externally. Among such tools, the use of Sharepoint, Primavera P6 Software Scheduling, Bentley MicroStation, GoToMeeting and Office 365 proved invaluable through this critical effort. Similarly, RK&K effectively used some fundamental and basic tools for the daily management of the activities, including weekly internal and external meetings/conference calls, as well as Action Item Lists to implement an accountable project management approach.

BRANSCOME

REEVES CONSTRUCTION COMPANY

RK&K

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