

**VOLUME I:  
LETTER OF SUBMITTAL**

**Fall Line Trail -  
Northern Section  
(Segment 7C.2 - 7C.4)**

**From: Walder Lane, Town of  
Ashland**

**To: 0.2 Miles South of Winfrey  
Road, Henrico County**

**State Project Nos.: 9999-166-294, P101,  
R201, C501 (UPC 121374), 9999-964-016,  
P101, R201, C501 (UPC 119599)**

**Contract ID Number: C00121374DB121**

**Submitted via BidExpress on  
March 14, 2023**



*in conjunction with Lead Designer*



# 4.1

Letter of Submittal

March 14, 2023

Bryan Stevenson, PE, DBIA  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street  
Annex Building, 5th Floor  
Richmond, VA 23219



**RE: Request for Proposals | Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)**  
**From: Walder Lane, Town of Ashland**  
**To: 0.2 Miles South of Winfrey Road, Henrico County**  
**Town of Ashland, Hanover County, and Henrico County, Virginia**

Dear Mr. Stevenson,

Partnership will be fundamental to the success of the Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4) Project (the Project). This complex endeavor demands a design-build (D-B) team that seamlessly collaborates both internally and with the Virginia Department of Transportation (VDOT). As the Offeror, **Branch Civil, Inc. (Branch)** submits to VDOT our Letter of Submittal and Price Proposal in response to the Request for Proposals (RFP) dated March 3, 2023 (Addendum 6). For this pursuit, Branch has partnered with **Timmons Group, Inc. (Timmons)** to furnish a product that exceeds the Department’s expectations.

Branch has a 75-year tradition of building enduring infrastructure projects throughout the mid-Atlantic and the southeastern U.S. As an employee-owned company, Branch is headquartered in Roanoke, Virginia, and has offices in Chesapeake, Richmond, Manassas, Virginia, and Morrisville, North Carolina. As one of the largest Virginia-based contractors, Branch's experience includes successful D-B, Public-Private Transportation Act, and D-B-B projects across the Commonwealth of Virginia. Branch has a proven history of partnering with clients and stakeholders to provide exceptional results despite technical, environmental, and MOT challenges. As a result, we deliver high-quality projects safely, on time, and at significantly lower prices than our competitors.

Branch has a reputation for strategically aligning with D-B partners to exceed project needs and requirements. Branch has partnered with Timmons as the Lead Designer for this Project. Timmons was specifically chosen because of their deep understanding of D-B projects and VDOT experience. Timmons is a multi-disciplined engineering and technology firm recognized for over 25 years as one of *Engineering News-Record’s* Top 500 Design Firms. Timmons provides civil engineering, surveying environmental, geotechnical, landscape architecture and GIS/geospatial technology services to a diverse client base, including VDOT and local governments. Founded in 1953, Timmons has over 350 employees across nine offices in Virginia, including Charlottesville and their corporate headquarters in Richmond. Their firm has extensive experience with D-B project delivery, including the design of over \$4 billion in federal, state, and local projects across the mid-Atlantic since 2006.

Our team understands that cost and efficiency are of the utmost importance to VDOT. Our team will produce a design that is not only effective but efficient. The staffing resources of Branch and Timmons, combined with our directly relevant project experience, enable our team to meet

VDOT’s schedule expectations. Our team offers the following in response to the RFP requirements:

**4.1.1 Full Legal Name and Address of the Offeror:** Branch, based at 3635 Peters Creek Road NW, Roanoke, VA 24019, is the Offeror and will be the overall authority on the Project and the Lead Contractor.

**4.1.2 & 4.1.3 Declaration of Intent & 120-Day Declaration:** Branch will enter a contract with VDOT in accordance with the terms of the RFP and subsequent addenda. Further, the offer represented by our Technical and Price Proposals will remain in full force and effect for 120 days after the date that the Price Proposal is submitted.

**4.1.4 Point of Contact Information:**  
Donald E. Bryson, Jr., Pursuit Manager  
3635 Peters Creek Road NW  
Roanoke, VA 24019  
Phone: 704.572.1684, F: 540.982.4216  
Email: [donald.bryson@branchcivil.com](mailto:donald.bryson@branchcivil.com)

**4.1.5 Principal Officer Information:**  
Brian Evans, Senior Vice President  
3635 Peters Creek Road NW  
Roanoke, VA 24019  
Phone: 757.420.1140  
Email: [brian.evans@branchcivil.com](mailto:brian.evans@branchcivil.com)

**4.1.6 Offeror’s Corporate Structure:** Branch is structured as a corporation, will undertake financial responsibility for the Project, and has no liability limitations. Branch will provide a single 100% performance bond and a 100% payment bond to VDOT for the Contract.

**4.1.7 Full Name of Lead Contractor, Lead Designer, and QAM: Branch Civil, Inc.** (Branch) is the Lead Contractor and Offeror and will serve as the prime/general contractor responsible for the Project’s overall construction. Branch will also serve as the legal entity that will execute the Contract with VDOT. **Timmons Group, Inc.** (Timmons) will be the Lead Designer responsible for the overall design of this Project. **CES Consulting, LLC (CES)** will serve as the Quality Assurance (QA) firm and will provide the Quality Assurance Manager (QAM) for the Project.

**4.1.8 Offeror’s VDOT Prequalification Information:** Branch’s VDOT prequalification number is B319, which is currently active. A copy of our current prequalification is provided in *Appendix 4.2.3*.

**4.1.9 Statement Confirming Offeror is Committed to Achieving the Required SWaM Goal:** Our team supports the DBE program and is committed to achieving or exceeding VDOT’s 12% SWaM participation goal for the entire value of the Contract.

**4.1.10 Final Completion Date:** Branch is dedicated to adhering to the RFP-mandated Final Completion Date of September 18, 2025. During construction and where practical, our Team will seek opportunities to advance the schedule.

Our team is 100% committed to delivering a successful, quality project to VDOT and the residents of the Town of Ashland, Hanover County, and Henrico County ahead of schedule and on budget.

**Kind Regards,**  
**Branch Civil, Inc.**

Brian Evans, Senior Vice President

# 4.2

## Attachments to the Letter of Submittal

# 4.0.1.1

Letter of Submittal Checklist  
and Contents

**ATTACHMENT 4.0.1.1**

**Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)**

**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Letter of Submittal.

<b>Letter of Submittal Component</b>	<b>Form (if any)</b>	<b>RFP Part 1 Cross Reference</b>	<b>Page Reference</b>
<b>Letter of Submittal Checklist and Contents</b>	Attachment 4.0.1.1	Section 4.0.1.1	Vol I, Attachments to the Letter of Submittal Tab 4.0.1.1
<b>Acknowledgement of RFP, Revisions, and/or Addenda</b>	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	Vol I, Attachments to the Letter of Submittal Tab 3.4
<b>Letter of Submittal</b>	NA	Sections 4.1	Vol I, Pages 1-2
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	Vol I, Pages 1-2
Offeror's full legal name and address	NA	Section 4.1.1	Vol I, Pages 1-2
Authorized representative's original signature	NA	Section 4.1.1	Vol I, Pages 1-2
Declaration of intent	NA	Section 4.1.2	Vol I, Page 1
120 day declaration	NA	Section 4.1.3	Vol I, Page 1
Point of Contact information	NA	Section 4.1.4	Vol I, Page 1
Principal Officer information	NA	Section 4.1.5	Vol I, Page 1
Offeror's Corporate Structure	NA	Section 4.1.6	Vol I, Page 2
Full Legal Name of Lead Contractor, Lead Designer, and QAM	NA	Section 4.1.7	Vol I, Page 2
Offeror's VDOT prequalification information	NA	Section 4.1.8	Vol I, Page 2
SWAM statement confirming Offeror is committed to achieving the required SWAM goal	NA	Section 4.1.9	Vol I, Page 2
Final Completion Date	NA	Section 4.1.10	Vol I, Page 2

**ATTACHMENT 4.0.1.1**

**Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)**

**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

<b>Attachments to the Letter of Submittal</b>	<b>NA</b>	<b>Section 4.2</b>	
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	Vol I, Attachments to the Letter of Submittal Tab 4.2.1
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	Vol I, Attachments to the Letter of Submittal Tab 4.2.2
Offeror's VDOT prequalification information	NA	Section 4.2.3	Vol I, Attachments to the Letter of Submittal Tab 4.2.3
Evidence of obtaining bonding	NA	Section 4.2.4	Vol I, Attachments to the Letter of Submittal Tab 4.2.4
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	Vol I, Attachments to the Letter of Submittal Tab 4.2.5
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	Vol I, Attachments to the Letter of Submittal Tab 4.2.5
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	Vol I, Attachments to the Letter of Submittal Tab 4.2.5
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	Vol I, Attachments to the Letter of Submittal Tab 4.2.6(a)

**ATTACHMENT 4.0.1.1**

**Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)**

**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	Vol I, Attachments to the Letter of Submittal Tab 4.2.6(b)
Conceptual Roadway Plans	NA	Section 4.2.7	Volume II. Tab 4.2.7
Conceptual Bridge Plans	NA	Section 4.2.8	Volume II. Tab 4.2.8



# 3.4

## Acknowledgment of RFP, Revisions, and/or Addenda

**ATTACHMENT 3.4****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**RFP NO. C00121374DB121PROJECT NO.: Fall Line Trail Northern Section**ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA**

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

By signing this Attachment 3.4, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFP – December 13, 2022  
(Date)
2. Cover letter of Addendum #1– December 28, 2022  
(Date)
3. Cover letter of Addendum #2– January 9, 2023  
(Date)
4. Cover letter of Addendum #3– February 10, 2023  
(Date)
5. Cover letter of Addendum #4– February 17, 2023  
(Date)
6. Cover letter of Addendum #5– February 27, 2023  
(Date)
7. Cover letter of Addendum #6– March 3, 2023  
(Date)



SIGNATURE

Brian Evans

PRINTED NAME

March 14, 2023

DATE

Senior Vice President

TITLE

# 4.2.1

Affiliate and/or Subsidiary  
Companies

## ATTACHMENT 4.2.1

### State Project No. 9999-166-294, 9999-964-016

#### 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.

<input type="checkbox"/> <b>The Offeror does not have any affiliated or subsidiary companies.</b>
<input checked="" type="checkbox"/> <b>Affiliated and/ or subsidiary companies of the Offeror are listed below.</b>

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Parent	The Branch Group, Inc.	3635 Peters Creek Road, Roanoke, VA 24019
Affiliate	Branch & Associates, Inc.	PO Box 40051, Roanoke, VA 24022
Affiliate	Branch Builds, Inc.	3635 Peters Creek Road, Roanoke, VA 24019
Affiliate	Hopkins   Lacy, Inc.	3635 Peters Creek Road, Roanoke, VA 24019
Affiliate	Balfour Beatty Infrastructure Inc./E.V. Williams, Inc. JV	430 Eastwood Road, Wilmington, NC 28403
Affiliate	Corman-E.V. Williams, a Joint Venture	12001 Guilford Road, Annapolis Junction, MD 20701
Affiliate	Flatiron   Branch, a Joint Venture	385 Interlocken Crescent, Suite 900, Broomfield, CO 80021
Affiliate	Flatiron   Branch II, a Joint Venture	385 Interlocken Crescent, Suite 900, Broomfield, CO 80021
Affiliate	Branch   Flatiron, a Joint Venture	442 Rutherford Avenue SE, Roanoke, VA 24016
Affiliate	Corman-Branch, a Joint Venture	442 Rutherford Avenue SE, Roanoke, VA 24016
Affiliate	Branch-Orders Joint Venture	442 Rutherford Avenue SE, Roanoke, VA 24016
Affiliate	Branch-Sloan Joint Venture	442 Rutherford Avenue SE, Roanoke, VA 24016
Affiliate	Branch-Reeves Joint Venture	3635 Peters Creek Road, Roanoke, VA 24019
Affiliate	Branch-S.T. Wooten Joint Venture	3635 Peters Creek Road, Roanoke, VA 24019
Affiliate	LA Lacy, Inc.	442 Rutherford Avenue SE, Roanoke, VA 24016
Affiliate	G.J. Hopkins, Inc.	442 Rutherford Avenue SE, Roanoke, VA 24016

# 4.2.2

## Certification Regarding Debarment Forms

ATTACHMENT 4.2.2(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Project No.: 9999-166-294, 9999-964-016**

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.

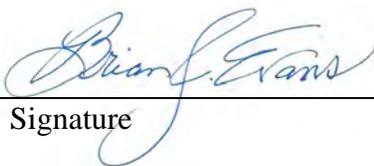
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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

March 14, 2023

\_\_\_\_\_  
Date

Senior Vice President

\_\_\_\_\_  
Title

Branch Civil, Inc.

\_\_\_\_\_  
Name of Firm

**ATTACHMENT 4.2.2(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 9999-166-294, 9999-964-016**

- 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

02/15/2023  
Date

Principal  
Title

Timmons Group  
Name of Firm

ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 9999-166-294, 9999-964-016**

- 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	<u>2/17/2023</u> _____ Date	<u>President</u> _____ Title
---------------------------------------------------------------------------------------------------------	-----------------------------------	------------------------------------

CES CONSULTING LLC  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT 4.2.2(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 9999-166-294, 9999-964-016**

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

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

  
\_\_\_\_\_  
Signature

March 8, 2023  
\_\_\_\_\_  
Date

President  
\_\_\_\_\_  
Title

Dovetail Cultural Resource Group  
\_\_\_\_\_  
Name of Firm

# 4.2.3

## Offeror's VDOT Prequalification Information



**Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 12/14/2022**

- B -

**Vendor ID:** B1164  
**Vendor Name:** BRACT RETAINING WALLS AND EXCAVATING LLC  
**Prequal Level:** Prequalified  
**Prequal Exp:** 02/28/2023

**-- PREQ Address --**

P.O. BOX 2099  
ASHLAND, VA 23005  
Phone: (804)798-5097  
Fax: (804)798-5098

**Work Classes (Listed But Not Limited To)**

006 - PORTLAND CEMENT CONCRETE PAVING  
056 - MASONRY CONSTRUCTION  
101 - EXCAVATING

**Bus. Contact:** MCCULLOUGH, AARON MICHAEL  
**Email:** AARON@BRACTWALLS.COM

**-- DBE Information --**

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

**Vendor ID:** B319  
**Vendor Name:** BRANCH CIVIL, INC.  
**Prequal Level:** Prequalified  
**Prequal Exp:** 02/28/2023

**-- PREQ Address --**

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

**Work Classes (Listed But Not Limited To)**

002 - GRADING  
003 - MAJOR STRUCTURES  
045 - UNDERGROUND UTILITIES

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

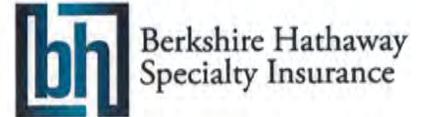
**-- DBE Information --**

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

# 4.2.4

## Evidence of Obtaining Bonding

March 14, 2023



Virginia Department of Transportation  
Bryan Stevenson, P.E., DBIA  
1401 East Broad Street  
Annex Building, 5th Floor  
Richmond, VA 23219

**Re: Branch Civil, Inc.**

Fall Line Trail, Northern Section, Segment 7C.2 - 7C.4; Contract ID C00121374DB121, Project Nos 9999-166-294, P101, R201, C501 (UPC 121374); 9999-964-016, P101, R201, C501 (UPC 119599)

Dear Sir or Madam:

It has been the privilege of American Global LLC and Hartford Fire Insurance Company and Berkshire Hathaway Specialty Insurance Company to provide surety bonds on behalf of Branch Civil, Inc., a subsidiary of The Branch Group. In our opinion, Branch Civil, Inc. remains properly financed, well equipped, and capably managed.

At the present time, Hartford Fire Insurance Company and Berkshire Hathaway Specialty Insurance Company provide a \$300,000,000.00 single project / \$1,250,000,000.00 aggregate surety program to Branch Civil, Inc. Branch Civil, Inc. is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this Project.

As always, Hartford Fire Insurance Company and Berkshire Hathaway Specialty Insurance Company reserves the right to perform normal underwriting at the time of any bond request, including, without limitation, prior review and approval of relevant contract documents, bond forms, and project financing. We assume no liability to your or any of your affiliates if for any reason we do not execute such bonds. Hartford Fire Insurance Company is listed on the U.S. Treasury Department's Listing of Approved Sureties (Department Circular 570) and is rated A+, XV by A.M. Best Company. Berkshire Hathaway Specialty Insurance Company is listed on the U.S. Treasury Department's Listing of Approved Sureties (Department Circular 570) and is rated A+ XV by A.M. Best Company.

Very truly yours,

Hartford Fire Insurance Company  
Berkshire Hathaway Specialty Insurance Company

---

Krystal L. Stravato, Attorney-In-Fact

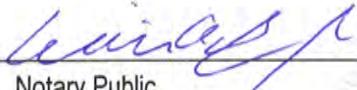
**ACKNOWLEDGEMENT OF SURETY COMPANY**

STATE OF New Jersey

COUNTY OF Morris

ON THE 14th DAY OF March, 2023 BEFORE ME PERSONALLY APPEARED Krystal L. Stravato TO ME KNOWN, WHO BEING BY ME DULY SWORN, DID DEPOSE AND SAY; THAT (S)HE IS THE ATTORNEY-IN-FACT OF Hartford Fire Insurance Company and Berkshire Hathaway Specialty Insurance Company, THE CORPORATIONS THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATIONS EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL, AT MY OFFICE IN THE ABOVE COUNTY, THE DAY AND YEAR WRITTEN ABOVE.

  
\_\_\_\_\_  
Notary Public

**William A. Drayton Jr.**  
Notary Public  
State of New Jersey  
My commission expires April 9, 2026

# POWER OF ATTORNEY

Direct Inquiries/Claims to:

**THE HARTFORD**  
BOND, T-11  
One Hartford Plaza  
Hartford, Connecticut 06155  
[Bond.Claims@thehartford.com](mailto:Bond.Claims@thehartford.com)  
call: 888-266-3488 or fax: 860-757-5835

KNOW ALL PERSONS BY THESE PRESENTS THAT:

Agency Name: AMERICAN GLOBAL LLC  
Agency Code: 21-212039

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

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

Marisol Mojica, Krystal L. Stravato, Jaclyn Thomas, Kevin T. Walsh, Jr., of Whippany NJ, Ricardo Davila, William Griffin, Michael Marino, Vivian Santiago, Torre Taylor of MIAMI, Florida

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

**In Witness Whereof**, and as authorized by a Resolution of the Board of Directors of the Companies on May 23, 2016 the Companies have caused these presents to be signed by its Assistant Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



*Shelby Wiggins*

Shelby Wiggins, Assistant Secretary

*Joelle LaPierre*

Joelle L. LaPierre, Assistant Vice President

STATE OF FLORIDA

COUNTY OF SEMINOLE

} ss. Lake Mary

On this 20th day of May, 2021, before me personally came Joelle LaPierre, to me known, who being by me duly sworn, did depose and say: that (s)he resides in Seminole County, State of Florida; that (s)he is the Assistant Vice President of the Companies, the corporations described in and which executed the above instrument; that (s)he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that (s)he signed his/her name thereto by like authority.



*Jessica Ciccone*

Jessica Ciccone  
My Commission HH 122280  
Expires June 20, 2025

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of March 14, 2023.

Signed and sealed in Lake Mary, Florida.



*Keith Dozois*

Keith D. Dozois, Assistant Vice President

**Power Of Attorney**

**BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY  
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY**

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Jaclyn Thomas, Kevin T. Walsh, Jr., Thomas MacDonald, Krystal L. Stravato, 100 South Jefferson Road, Suite 101, of the city of Whippany, State of New Jersey**, their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

**BERKSHIRE HATHAWAY SPECIALTY  
INSURANCE COMPANY,**



By: \_\_\_\_\_  
David Fields, Executive Vice President



**NATIONAL INDEMNITY COMPANY,  
NATIONAL LIABILITY & FIRE INSURANCE COMPANY,**



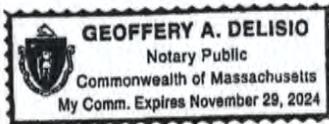
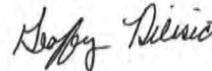
By: \_\_\_\_\_  
David Fields, Vice President



**NOTARY**

State of Massachusetts, County of Suffolk, ss:  
On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY** and Vice President of **NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]

Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this March 14, 2023.




Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSISurety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at [Jennifer.Porter@bhspecialty.com](mailto:Jennifer.Porter@bhspecialty.com) THIS POWER OF ATTORNEY IS VOID IF ALTERED To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at [claimsnotice@bhspecialty.com](mailto:claimsnotice@bhspecialty.com), via fax to (617) 507-8259, or via mail.

**BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)**

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

- (1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and
- (2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

**NATIONAL INDEMNITY COMPANY (BY-LAWS)**

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

**NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)**

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

**NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)**

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

**NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)**

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

# HARTFORD FIRE INSURANCE COMPANY

## Hartford, Connecticut

*Financial Statement, December 31, 2021*

Statutory Basis

### ASSETS

U.S. Government Bonds .....	\$ 1,089,309,403
Bonds of Other Governments .....	176,571,749
State, County and Municipal Bonds .....	1,218,163,949
Miscellaneous Bonds .....	5,948,359,415
Stocks .....	6,205,376,908
Short Term Investments .....	41,674,986
	<u>\$ 14,679,456,410</u>
Real Estate .....	\$ 315,811,915
Cash .....	68,217,813
Agents' Balances (Under 90 Day) .....	3,011,823,597
Other Invested Assets .....	3,952,823,715
Miscellaneous .....	3,738,110,067
<b>Total Admitted Assets .....</b>	<b><u>\$ 25,766,243,517</u></b>

### LIABILITIES

Reserve for Claims and Claim Expense.....	\$ 10,151,924,943
Reserve for Unearned Premiums .....	2,200,283,164
Reserve for Taxes, License and Fees .....	45,080,248
Miscellaneous Liabilities .....	1,625,602,623
<b>Total Liabilities .....</b>	<b><u>\$ 14,022,890,978</u></b>
Capital Paid In	\$ 55,320,000
Surplus .....	<u>11,688,032,539</u>
<b>Surplus as regards Policyholders.....</b>	<b><u>\$ 11,743,352,539</u></b>
<b>Total Liabilities, Capital and Surplus .....</b>	<b><u>\$ 25,766,243,517</u></b>

STATE OF FLORIDA  
SEMINOLE COUNTY  
CITY OF LAKE MARY

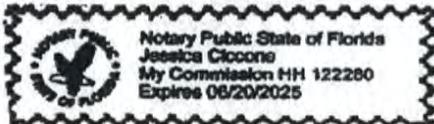
} ss.

Joelle L. LaPierre, Assistant Vice President and Shelby Wiggins, Assistant Secretary of the Hartford Fire Insurance Company, being duly sworn, each deposes and say that the foregoing is a true and correct statement of the said company's financial condition as of December 31, 2021.

Subscribed and sworn to before me this  
25th day of March, 2022.

*Jessica Ciccone*

Notary Public



*Joelle LaPierre*  
Assistant Vice President

*Shelby Wiggins*  
Assistant Secretary

# BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY

1314 Douglas Street, Suite 1400, Omaha, Nebraska 68102-1944

## ADMITTED ASSETS\*

	<u>12/31/2021</u>	<u>12/31/2020</u>	<u>12/31/2019</u>
Total invested assets	\$ 6,504,184,299	\$ 5,475,240,588	\$ 5,172,183,338
Premium & agent balances (n)	552,510,359	603,615,506	368,086,012
All other assets	142,765,038	157,897,676	127,524,677
<b>Admitted Assets</b>	<u>\$ 7,199,459,696</u>	<u>\$ 6,236,753,770</u>	<u>\$ 5,667,794,027</u>

## LIABILITIES & SURPLUS\*

	<u>12/31/2021</u>	<u>12/31/2020</u>	<u>12/31/2019</u>
Loss & loss exp. unpaid	\$ 1,142,116,028	\$ 921,923,948	\$ 634,745,558
Unearned premiums	484,660,143	372,836,160	314,117,549
All other liabilities	1,163,007,684	1,054,922,210	744,738,458
<b>Total Liabilities</b>	<u>2,789,783,855</u>	<u>2,349,682,318</u>	<u>1,693,601,565</u>
<b>Total Policyholders' Surplus</b>	<u>4,409,675,842</u>	<u>3,887,071,452</u>	<u>3,974,192,463</u>
<b>Total Liabilities &amp; Surplus</b>	<u>\$ 7,199,459,697</u>	<u>\$ 6,236,753,770</u>	<u>\$ 5,667,794,028</u>

\* Assets, liabilities and surplus are presented on a Statutory Accounting Basis as promulgated by the NAIC and/or the laws of the company's domiciliary state.

# 4.2.5

Full Size Copies of DPOR Licenses  
and SCC Registrations

**ATTACHMENT 4.2.5**

**State Project No. 9999-166-294, 9999-964-016**

**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 4.2.5 and that all businesses listed are active and in good standing.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFP Sections 4.2.5.1 and 4.2.5.2)</b>							
<b>Business Name</b>	<b>SCC Information (4.2.5.1)</b>			<b>DPOR Information (4.2.5.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Branch Civil, Inc.</b>	<b>02956183</b>	<b>Corporation</b>	<b>Active</b>	<b>442 Rutherford Ave Roanoke, VA 24016</b>	<b>Contractor</b>	<b>2701029434</b>	<b>2025-03-31</b>
<b>Timmons Group, Inc.</b>	<b>02640431</b>	<b>Stock Corporation</b>	<b>Active</b>	<b>1001 Boulders Parkway, STE 300, Richmond, VA 23225</b>	<b>PC - Professional Corporation</b>	<b>0405000456</b>	<b>2023-12-31</b>
				<b>608 Preston Ave, STE 200 Charlottesville, VA 22903</b>	<b>PC - Professional Corporation Branch Office</b>	<b>0410000161</b>	<b>2024-02-29</b>
<b>CES Consulting, LLC</b>	<b>S3416007</b>	<b>Limited Liability Company</b>	<b>Active</b>	<b>4245 Sigler Road Warrenton, VA 20187</b>	<b>Business Entity</b>	<b>0407005783</b>	<b>2023-12-31</b>
<b>Dovetail Cultural Resource Group I, Inc.</b>	<b>06685531</b>	<b>Stock Corporation</b>	<b>Active</b>	<i>N/A – Dovetail is a Cultural Resources Company and is not Regulated by DPOR</i>			



SCC – Branch Civil, Inc.

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Commonwealth of Virginia



State Corporation Commission

*CERTIFICATE OF GOOD STANDING*

*I Certify the Following from the Records of the Commission:*

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

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

That the period of its duration is perpetual; and

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

Nothing more is hereby certified.



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

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

## SCC – Branch Civil, Inc.

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### Entity Information

Entity Name: Branch Civil, Inc.

Entity ID: 02956183

Entity Type: Stock Corporation

Entity Status: **Active**

Series LLC: N/A

Reason for Status: Active and In Good Standing

Formation Date: 11/25/1986

Status Date: 12/14/2021

VA Qualification Date: 11/25/1986

Period of Duration: Perpetual

Industry Code: 0 - General

Annual Report Due Date: N/A

Jurisdiction: VA

Charter Fee: \$0.00

Registration Fee Due Date: Not Required

### Registered Agent Information

RA Type: Entity

Locality: HENRICO COUNTY

RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACT BUSINESS IN VIRGINIA

Name: C T CORPORATION SYSTEM

Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808,  
USA

# DPOR – Branch Civil, Inc.

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## DPOR License Lookup License Number 2701029434

### License Details

<b>Name</b>	BRANCH CIVIL INC
<b>License Number</b>	2701029434
<b>License Description</b>	Contractor
<b>Firm Type</b>	Corporation
<b>Rank <sup>1</sup></b>	Class A
<b>Address</b>	442 RUTHERFORD AVE, ROANOKE, VA 24016
<b>Specialties<sup>2</sup></b>	Highway / Heavy (H/H)
<b>Initial Certification Date</b>	1987-03-12
<b>Expiration Date</b>	2025-03-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<https://law.lis.virginia.gov/admincode/title18/agency50/chapter22/section20/>) and Specialty Definitions (<https://law.lis.virginia.gov/admincode/title18/agency50/chapter22/section30/>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup build 1,467 (built 2023-02-27 11:28:50).

# SCC – Timmons Group, Inc.

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## Entity Information

Entity Name: Timmons Group, Inc.  
Entity ID: 02640431  
Entity Type: Stock Corporation  
Entity Status: **Active**  
Series LLC: N/A  
Reason for Status: Active and In Good Standing  
Formation Date: 11/30/1984  
Status Date: 12/18/2018  
VA Qualification Date: 11/30/1984  
Period of Duration: Perpetual  
Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY  
not listed below as SPECIFIED in Section 13.1-543  
of the Code of Virginia  
Annual Report Due Date: N/A  
Jurisdiction: VA  
Charter Fee: \$80.00  
Registration Fee Due Date: Not Required

## Registered Agent Information

RA Type: Entity  
Locality: RICHMOND CITY  
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO  
TRANSACTION BUSINESS IN VIRGINIA  
Name: CORPORATION SERVICE COMPANY  
Registered Office Address: 100 SHOCKOE SLIP, 2ND FLOOR, RICHMOND, VA,  
23219 - 0000, USA

# DPOR – Timmons Group, Inc. (Richmond, VA)

## DPOR License Lookup License Number 0405000456

### License Details

<b>Name</b>	TIMMONS GROUP INC
<b>License Number</b>	0405000456
<b>License Description</b>	Professional Corporation Registration
<b>Firm Type</b>	PC - Professional Corporation
<b>Rank</b>	Professional Corporation
<b>Address</b>	1001 BOULDERS PKWY STE 300, RICHMOND, VA 23225
<b>Initial Certification Date</b>	1984-12-26
<b>Expiration Date</b>	2023-12-31

### Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0406001629	WILEY, SCOTT WILLIAM	Landscape Architect License	Landscape Architecture	2023-12-31
0402021266	BORTELL, BRIAN F	Professional Engineer License	Engineering	2022-07-31
0403002287	DUNEVANT, MICHAEL DWAYNE	Land Surveyor License	Land Surveying	2023-01-31

Showing 1 to 3 of 3 entries

# DPOR – Timmons Group, Inc. (Charlottesville, VA)

## DPOR License Lookup License Number 0410000161

### License Details

<b>Name</b>	TIMMONS GROUP INC
<b>License Number</b>	0410000161
<b>License Description</b>	Professional Corporation Branch Office Registration
<b>Rank</b>	Professional Corporation Branch Office
<b>Address</b>	608 PRESTON AVE STE 200, CHARLOTTESVILLE, VA 22903
<b>Initial Certification Date</b>	2006-04-27
<b>Expiration Date</b>	2024-02-29

### Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402030591	GOULD, ANDREW P	Professional Engineer License	Engineering	2023-02-28

Showing 1 to 1 of 1 entries

# DPOR – Timmons Group, Inc. (Christopher Kiefer, PE)

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## DPOR License Lookup License Number 0402023346

### License Details

<b>Name</b>	KIEFER, CHRISTOPHER MACK
<b>License Number</b>	0402023346
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	RICHMOND, VA 23225
<b>Initial Certification Date</b>	1992-06-25
<b>Expiration Date</b>	2024-06-30

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DPOR License Lookup build 1,459 (built 2023-01-09 12:48:55).

# SCC – CES Consulting, LLC

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## Entity Information

Entity Name:	CES Consulting, LLC	Entity ID:	S3416007
Entity Type:	Limited Liability Company	Entity Status:	<b>Active</b>
Series LLC:	No	Reason for Status:	Active
Formation Date:	10/14/2010	Status Date:	10/14/2010
VA Qualification Date:	10/14/2010	Period of Duration:	Perpetual
Industry Code:	70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below as SPECIFIED in Section 13.1-543 of the Code of Virginia	Annual Report Due Date:	N/A
Jurisdiction:	VA	Charter Fee:	N/A
Registration Fee Due Date:	Not Required		

## Registered Agent Information

RA Type:	Individual	Locality:	FAIRFAX COUNTY
RA Qualification:	Member or Manager of the Limited Liability Company		

# DPOR – CES Consulting, LLC

## DPOR License Lookup License Number 0407005783

### License Details

<b>Name</b>	CES CONSULTING LLC
<b>License Number</b>	0407005783
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	LLC - Limited Liability Company
<b>Rank</b>	Business Entity
<b>Address</b>	4245 SIGLER ROAD, WARRENTON, VA 20187
<b>Initial Certification Date</b>	2010-11-05
<b>Expiration Date</b>	2023-12-31

### Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035169	SINGH, AVTAR	Professional Engineer License	Engineering	2025-01-31

Showing 1 to 1 of 1 entries

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# DPOR – CES Consulting, LLC (Avtar Singh, PE, CCM, DBIA)

## DPOR License Lookup License Number 0402035169

### License Details

<b>Name</b>	SINGH, AVTAR
<b>License Number</b>	0402035169
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	CLIFTON, VA 20124
<b>Initial Certification Date</b>	2001-01-18
<b>Expiration Date</b>	2025-01-31

### Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407005783	CES CONSULTING LLC	Business Entity Registration	Engineering	2023-12-31

Showing 1 to 1 of 1 entries

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## SCC – Dovetail Cultural Resources Group, LLC

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### Entity Information

Entity Name: Dovetail Cultural Resource Group I, Inc.	Entity ID: 06685531
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: 11/30/2006	Status Date: 01/08/2016
VA Qualification Date: 11/30/2006	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: FREDERICKSBURG CITY
RA Qualification: Member of the Virginia State Bar	
Name: CHARLES W PAYNE JR	Registered Office Address: 725 JACKSON ST STE 200, FREDERICKSBURG, VA, 22401 - 0000, USA

A dark gray background with a white topographic map pattern of contour lines.

# 4.2.6(a)

Lead Contractor Work  
History Form

**ATTACHMENT 4.2.6(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: <b>I-64 Widening Exits 200 to 205 (Bottom's Bridge) Design-Build</b> Location: <b>Henrico and New Kent Counties, Virginia</b>	Name: <b>Whitman, Requardt &amp; Associates, LLP</b>	Name of Client/Owner: <b>VDOT</b> Phone: <b>804.212.8294</b> Project Manager: <b>Scott Fisher, PE</b> Phone: <b>804.212.8294</b> Email: <b>Scott.Fisher@VDOT.Virginia.gov</b>	<b>08/2019</b>	<b>10/2019</b> <i>(completion date adjusted by VDOT)</i>	<b>\$43,385</b>	<b>\$47,917</b> <i>(increase due to Owner-directed scope changes and early completion incentive)</i>	<b>\$47,917</b>

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

As the Design-Builder, managing partner in a Joint Venture, and Prime Contractor, Branch Civil, Inc. (Branch) was responsible for management and oversight of the construction of this challenging D-B project with a **construction value of almost \$48,000,000** and included a **bridge over a waterway**. The scope of services included the widening of four miles along I-64 from four lanes to six lanes, widening two existing structures over the Chickahominy River, and rehabilitating the existing structures to accommodate the additional lanes. The additional lane widening took place towards the median in both the WB and EB directions. The scope of services included design and engineering, management and oversight of construction, right-of-way (ROW) acquisition, permitting, utility relocations, public outreach, overall project administration, and QA/QC. All construction work was performed on a heavily traveled section of I-64, and all lane restrictions were coordinated with VDOT to allow for public notifications of impacts to traffic. Branch was the primary point of contact with the Owner in public relations and getting notices out to traveling motorists, businesses, and residents. Branch was also responsible for creating and monitoring the schedule throughout design and construction. Branch provided the DBPM, Construction Manager, General Superintendent, and a staff of engineers to help manage the project. Branch self-performed all erosion control, grading, drainage, MOT, and stone base construction.

The project included the design, repair, and widening of two existing bridges (B-624 and B-625) over the Chickahominy River. Each of the existing bridges consisted of four simple span AASHTO girders, with three intermediate piers for a total length of 280 feet. The widened portion of the bridge structure modified the crown point of the existing roadway, which required coordination with the roadway design and special detailing on the bridge structure to accommodate this modification. In addition to the widening, the existing concrete decks were removed and replaced along with rehabilitation of all elements, which remained in place. The widened piers and abutments were supported on deep pile foundations that accounted for scour. The final configuration detailed the widened bridge such that it appears that it was built with the original 1960s bridge structure. Geotechnical services included pavement and foundation design services (for bridge, retaining walls, and noise barriers) and slope recommendations. Investigations were performed to ensure the shoulders could accommodate temporary traffic shifts. The team understood that special attention to MOT would be essential to not only ensure the safety of workers on site but also to provide a safe, well-communicated TMP for the public that would have a minimal impact on this highly congested corridor. Significant elements of this plan were signage, temporary concrete barrier, and carefully planned ingress/egress into the median area. Per the original baseline schedule, the noise barrier was to be installed near the end of the project timeline. The sequence of construction was revised to allow the noise barrier construction to begin early, eliminating a temporary traffic shift.

Environmental compliance was crucial to the project's success. The focus on environmental protection was not overlooked with record-breaking rainfall and rising river levels. Plans were developed in advance to prepare for storms, react during rain events, and prepare to respond after the storm passed. Branch's environmental staff enacted mandatory environmental compliance training for all project office and field personnel. The footprint of the construction of the project was substantially contained within the limits of VDOT's existing ROW. A potential delay to the schedule was discovered with a conflict between a Dominion Energy line and the noise barrier. The Dominion line could not be shut down due to the noise barrier's proximity to the power line's zone of influence. To prevent the delay, the noise barrier posts were designed outside of the zone of influence, and shorter panels were used that could be erected with forklifts.

Branch's philosophy is that **quality is the responsibility of every worker** and is accomplished by using proven checks and balances throughout the course of the project. A job-specific Quality Control Plan (QCP), administered by a dedicated, independent QC Manager (and staff), was created. The QCP included constructability and verification reviews to confirm the design met specifications and conformed to the design plans. Inspection and testing procedures to control the quality of construction work were performed. Submittals were routinely reviewed for completeness and conformance to specifications and major materials were reviewed during the fabrication process.

This project was highly politically visible for VDOT. The functionality of the final product and the time during which the public would be impacted by construction were essential. The team utilized VDOT's website, social media, multiple message boards, radio ads, mailers, and meetings with police and first responders to manage and respond to the public outreach concerns associated with this project. An Advertising and Marketing Plan was utilized in collaboration with VDOT communications staff. Project boards depicting plans, design, and other visual aids, public meetings throughout the project, and radio and interactive media coverage were used throughout design and construction. Communication with property owners adjacent to the DMV weigh stations and the noise barrier was ongoing throughout the project's construction.

Extreme weather that impacted bridge and roadway construction and additional scope of work pushed the project behind schedule during the early phases of construction. **Additional crews and re-sequencing activities brought the project's completion ahead of the adjusted completion date, earning the maximum early completion incentive from VDOT.**



**PROJECT HIGHLIGHTS:**

- VDOT D-B Project
- Bridge and Superstructure Construction, including a Bridge Spanning across a Waterway
- Right of Way Acquisition
- Geotechnical Challenges
- Drainage
- Signage and Pavement Markings
- E&SC and Stormwater Management
- Utility Coordination and Relocations
- Environmental Permitting
- Third Party Stakeholder Coordination
- Public Involvement & Outreach
- QA/QC

**PROJECT HIGHLIGHTS:**

- Recipient of a 2020 *Infrastructure Award* from the Heavy Construction Contractors Association
- Completed ahead of schedule and on budget and recipient an incentive bonus from VDOT

**CLIENT ACCOLADES:**

*"Despite higher than normal river levels, which affected your substructure work on the bridge, pushing the project weeks behind the baseline schedule and the addition of soundwall square footage, Branch kept focused on completing the project within the original schedule. You led the project toward safety and quality while actively partnering with the Department. I appreciate your commitment to the project and look forward to working with you on future projects."*

*Shane Mann, PE*  
**District Construction Engineer**  
**VDOT Richmond District**

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

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					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Crosstrail Boulevard: Segment B</b> Location: <b>Loudoun County, Virginia</b>	Name: <b>Dewberry Engineers, Inc.</b>	Name of Client/Owner: <b>Merritt Construction Services, Inc.</b> Phone: <b>703.858.2725</b> Project Manager: <b>Eric Dunn</b> Phone: <b>443.324.7116</b> Email: <b>edunn@merrittconstrucion.com</b>	<b>01/2023</b>	<b>09/2022</b>	<b>\$37,610</b>	<b>\$37,987</b> <i>(increase due to owner-directed change order)</i>	<b>\$37,987</b>

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.

Branch Civil, Inc. (Branch) worked as a subcontractor to General Contractor/Owner Agent (GC/OA) Merritt Construction Services on this **\$37,000,000 project that included the construction of bridges spanning a waterway**. The scope of services included the construction of a new four-lane, median divided one-mile road segment, extending Crosstrail Boulevard from Kincaid Boulevard to Russell Branch Parkway at its existing intersection with River Creek Parkway. The project included the following major elements:

- A 115-foot-long bridge that will carry Crosstrail Boulevard over the W&OD Trail Regional Park.
- A direct pedestrian and bicycle connection between the W&OD Trail and Crosstrail Boulevard.
- A 500-foot-long bridge over Tuscarora Creek.
- Clearing and grubbing and ~250,000cy of mass earth and rock excavation, which included ~150,00cy of surplus materials that had to be hauled off site.
- Construction of retaining walls, four storm water retention and bioretention facilities, including 177 LF of 12' x 6' box culvert, 9300+ LF of storm sewer main, 90+ storm structures.
- Construction of a temporary and permanent access road for the Federal Aviation Administration (FAA) and an adjacent project.

This new location project included a new four-lane, median-divided road segment provides a connection from Sycolin Road, near Philip A. Bolen Memorial Park to Route 7. It will also serve as an alternate route to both Battlefield Parkway to the north and Cochran Mill Road to the south and will improve access to Loudoun Soccer's facility and the Loudoun United soccer stadium. The project was faced with many access issues during construction.

The W&OD Pedestrian Trail and the Tuscarora Creek both cut perpendicularly through the project. Access to the portion of the project between these two features was initially planned via a secondary road adjacent to the project. However, it was determined after construction began that the road was privately owned and the project had no rights for its use. To address this challenge, Branch constructed an onsite access road with a stream crossing over the Tuscarora Creek and through the adjacent flood plain. This access proved mutually beneficial for the construction of the bridge over the Tuscarora Creek, as well as providing more efficient access the 170,000 CY of excavation located between the pedestrian trail and Tuscarora Creek.

The W&OD bridge was proposed to be constructed over a heavily used pedestrian trail, which was required to remain active during construction. This presented numerous challenges, including coordination with the local Park Authority and constant consideration of public safety. The location of the project created a situation where multiple stakeholders/owners were involved. In addition to Loudoun County and the Town of Leesburg, a private developer began construction activities on properties immediately adjacent to our project while construction on our project was ongoing.

Our project provided the only access available to these properties, which significantly increased the amount of traffic and congestion within our project limits. All of these access issues were mitigated through continuous communication and coordination throughout construction to ensure that affected stakeholders and the public were informed of project progress and changes that could impact them.

Ultimately, the project was *completed four months ahead of schedule and on budget, with flawless safety and environmental records.*



**PROJECT HIGHLIGHTS:**

- Bridge and Superstructure Construction, including a Bridge Spanning Across A Waterway and Busy Multi-use/Pedestrian Trail
- Right of Way Acquisition
- Geotechnical Challenges
- Drainage
- Signing and Pavement Markings
- E&SC and Stormwater Management
- Utility Coordination and Relocations
- Environmental Permitting
- Third Party Stakeholder Coordination
- Public Involvement & Outreach
- QA/QC

**PROJECT HIGHLIGHTS:**

- Completed four months ahead of schedule and on budget

**ATTACHMENT 4.2.6(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: <b>I-95 Southern Terminus Extension Design-Build</b> Location: <b>Stafford County, Virginia</b>	Name: <b>Whitman, Requardt &amp; Associates, LLP</b>	Name of Client/Owner: <b>VDOT</b> Phone: <b>703.259.2362</b> Project Manager: <b>Susan Shaw</b> Phone: <b>571.221.5219</b> Email: <b>Susan.Shaw@VDOT.Virginia.gov</b>	<b>08/2018</b>	<b>11/2017</b> <i>(completed ahead of schedule)</i>	<b>\$31,000</b>	<b>\$37,000</b> <i>(increase due to owner-initiated scope changes)</i>	<b>\$37,000</b>

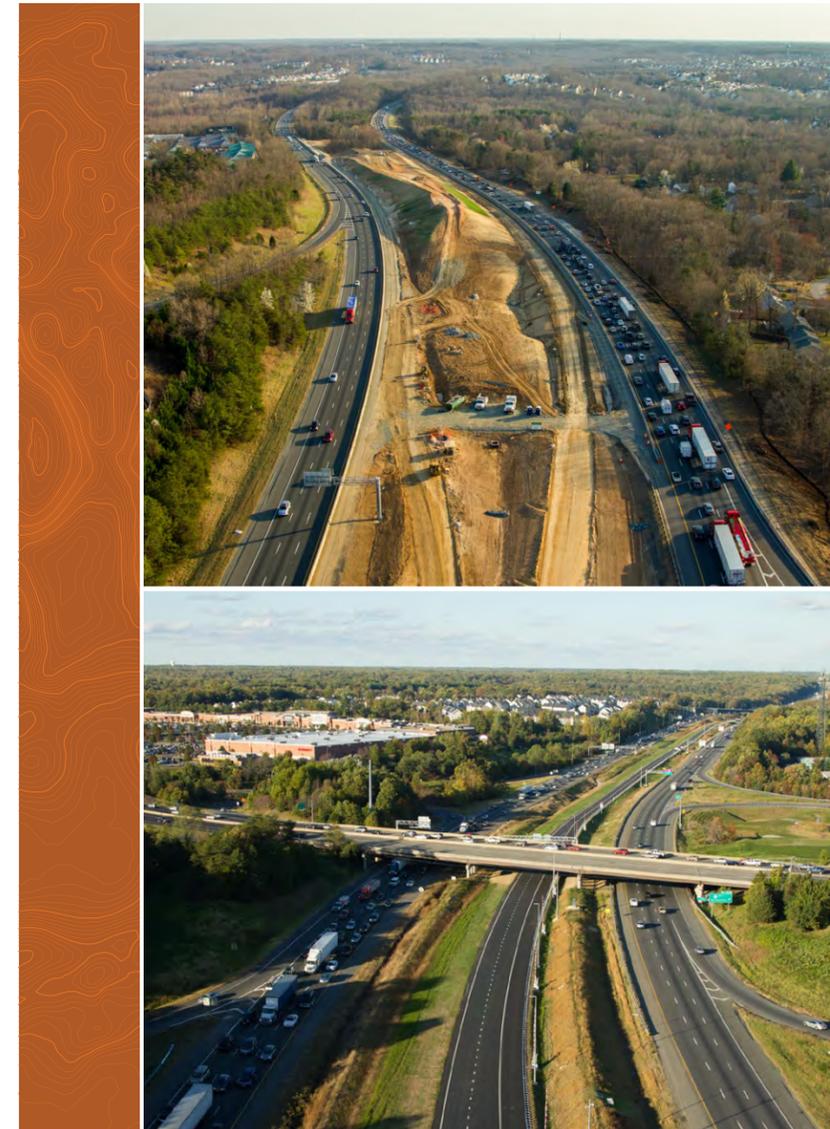
h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will 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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

Branch was the Prime Contractor on this **\$37M DB project** that extended the existing express lanes (ELs) further south to alleviate congestion challenges at the previous merge point and entry in Stafford County. Approximately 2.2 miles of a reversible lane was constructed starting at the beginning of the current southern end of the I-95 ELs (located north of Garrisonville Road) and included development of new northbound (NB) and southbound (SB) ramps between the ELs and the general purpose (GP) lanes. As prime contractor, Branch oversaw all aspects of design and construction. Branch self-performed all mass grading, erosion control, maintenance of traffic (MOT), drainage, fine grading, base stone placement activities, and contract administration and coordination with QA/QC.

VDOT's conceptual design for the project included impacting 500 LF of stream on the southern end of the project. Instead, the team's innovative design led to a reinforced soil slope (green wall) and the impact to 500 LF of stream was completely eliminated. This design approach helped expedite the water quality permit application process and saved VDOT approximately \$350,000 that would have been spent to purchase stream credits. Additionally, prior to contract award, VDOT took an innovative approach and obtained the VPDES and water quality permits for the project. VDOT worked with Branch during design development along with the permitting agencies to transfer the permits to Branch. During the design development and permit transfer stage, Branch proceeded at-risk with clearing and grubbing, grading, and drainage installation to accelerate the construction schedule. This proactive permitting approach allowed construction to begin within 45 days of the Notice to Proceed. The team maintained a transparent relationship with VDOT and Transurban (the Commissionaire), which allowed the team to proactively address review and approval of the design, submittals, and overall constructibility. Design and construction of the ITS scope of work were adapted to address Transurban's specific requirements and operational needs. Midway through the project, VDOT added a second lane change order to revise the design, grading, electrical, utility, and overall roadway work to avoid conflicts with a future second lane design. **Branch worked with VDOT to successfully negotiate the addition of \$5.6M of work to the project. This additional work was constructed within the same timeline as the original scope of work.** As this trust developed, Branch requested to begin work at-risk, ahead of schedule and ahead of Approved for Construction (AFC) plans. This trust continued all the way through closeout, as project stakeholders provided one unified punch list inspection, which was quickly closed out through their combined efforts. The quality team and Construction Manager worked together to identify quality issues and address them promptly. Branch's early works package included MOT, clearing, and Phase 1 E&SC.

The team actively partnered with VDOT, Transurban, the design team, and other third-party stakeholders early in design development to review plans at various stages and to reduce the amount of time required for review. This coordination proved successful as evidenced by the project being completed ahead of schedule. The design and construction team worked together to develop a Transportation Management Plan (TMP) that not only ensured the safety and flow of the traveling public, but acknowledged VDOT's heavy lane use fees if lanes were disturbed along the I-95 corridor. The team worked to ensure a safe work zone that provided safe ingress and egress into the median at all times. Deliveries into the median were performed only in off-peak hours. Additionally, the TMP ensured that access points into and out of the median had adequate sight distance and proper acceleration and deceleration lengths. Through proper planning and coordination, Branch did not receive any lane use fees during design, scope validation, or the construction phase of the project. The improvements reduce delays and queues for the NB GP lanes during AM peak, reduce delays and queues for the SB ELs during PM peak, improve overall safety, decrease rear-end collisions by reducing vehicles weaving to enter and exit the lanes (which caused a significantly high incident rate), and increased capacity while reducing congestion within the existing right-of-way (ROW). Branch's philosophy is that quality is the responsibility of every worker and is accomplished by using proven checks and balances throughout the course of the project. A job-specific Quality Control Plan (QCP), administered by a dedicated, independent QC Manager (and staff), was created. The QCP included constructability and verification reviews to confirm the design met specifications and conformed to the design plans. Inspection and testing procedures to control the quality of construction work were performed. Submittals were routinely reviewed for completeness and conformance to specifications and major materials were reviewed during the fabrication process.

Because there were multiple stakeholders involved, developing an open and collaborative relationship was crucial to achieving the common project goals. Public meetings, along with individual local elected officials meetings, were held to describe the benefits of the Project, including the congestion relief that would result in both the NB and SB general purpose lanes upon completion of the Project. Expected construction impacts were also explained. Additional meetings were held with residents to discuss the proposed noise barrier, with discussion including wall heights, wall finishes, and the noise barrier voting process. **Approximately 154,749 man-hours were required to complete this project. All work was performed with zero lost time incidents.** The project was **completed nine months ahead of schedule**, received the maximum incentive bonus offered by VDOT, and was presented with a **2019 Merit Award** by the American Council of Engineering Companies - Virginia.



**PROJECT HIGHLIGHTS:**

- VDOT D-B Project
- Bridge and Superstructure Construction
- Right of Way Acquisition
- Geotechnical Challenges
- Drainage
- Signing and Pavement Markings
- E&SC and Stormwater Management
- Utility Coordination and Relocations
- Environmental Permitting
- Third Party Stakeholder Coordination
- Public Involvement & Outreach
- QA/QC

**PROJECT HIGHLIGHTS:**

- Recipient of an ACEC-Virginia 2019 Merit Award
- Completed nine months ahead of schedule and recipient of the maximum incentive

**CLIENT ACCOLADES:**

*"During construction, the commitment of all stakeholders to an agreed process for oversight and acceptance, including a single unified punchlist, significantly benefited project success. Also worthy of noting is that throughout the entire D-B delivery process, the team's agreed commitment to safety was evident. The benefit of this commitment was completion of the entire project with zero lost time incidents. As a result of the combined efforts of BCI, VDOT, and 95 Express, the team was able to successfully deliver the STE ahead of schedule, meeting or exceeding all quality requirements, and with an excellent safety record."*

**RICH PREZIOSO**

Project Delivery Manager, 95 Express Lanes/Transurban

# 4.2.6(b)

Lead Designer Work  
History Form

**ATTACHMENT 4.2.6(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: Sheehan Crossing, Blackman Creek Bridge at Magnolia Green  Location: Chesterfield County, VA	Name: Corman Kokosing	Name of Client.: iStar, Inc. Phone: 704-489-1031 Project Manager: Tom Page Phone: 770-757-6581 Email: tpage@istar.com	04/2021	08/2022	\$2,730	\$2,992	\$162

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

**Timmons Group in Richmond Virginia was the lead designer on this bridge construction project with a construction value over \$2,000,000. The construction of this project is complete.**

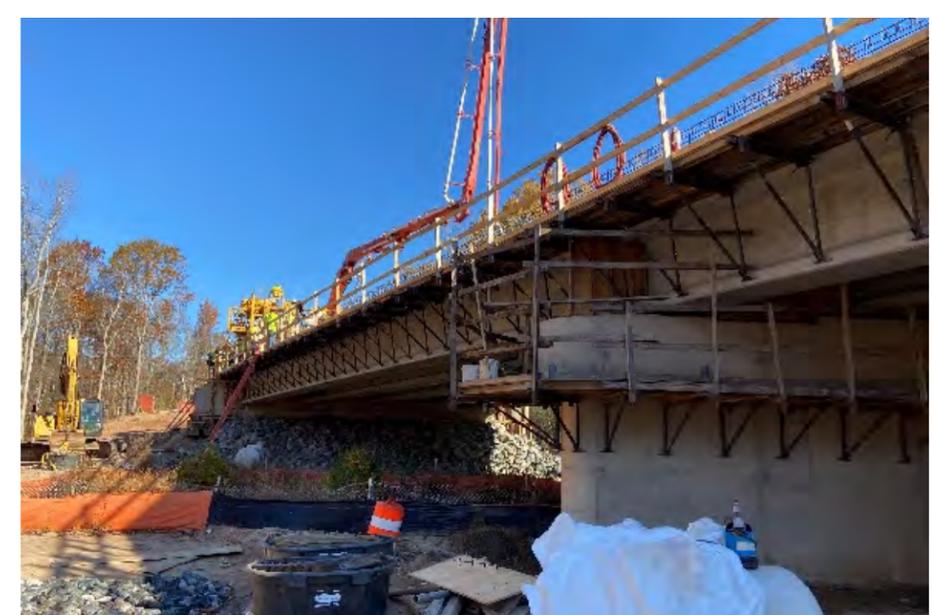
As part of the site design of a new residential development, Timmons Group designed a new bridge carrying Sheehan Drive across Blackman Creek. The bridge is a 170-foot long, two-span prestressed concrete girder bridge spanning the Blackman Creek floodplain, resulting in no rise in the existing 100-year flood plain elevation.

**Bridge & Structural Design:** The bridge is designed as jointless with a single pier and prestressed girders made continuous for live load and utilizing fully integral abutments. The bridge accommodates pedestrian and bicycle traffic and incorporates aesthetic features in the bridge railings.

**Drainage & Stormwater Design:** Timmons Group's structural engineers coordinated with our hydraulic and geotechnical engineers to ensure that the structure will be adequately protected against scour. The abutments are supported by pre-bored steel H-piles and the pier is supported on drilled shaft foundations.

While the bridge is initially funded by the developer, it became part of VDOT's inventory. Therefore, Timmons coordinated with both VDOT Richmond District and Chesterfield County on the bridge design to meet current VDOT standards.

During construction, Timmons Group provided construction administration services. These included reviews of shop drawings, mix designs, RFIs, and installation plans as well as regular site visits. Several challenges arose during the construction phase, including multiple fabrication errors and severe damage to the prestressed concrete girders incurred before delivery. Timmons Group coordinated closely with the Construction Inspector to determine effective repair plans promptly and in the best interest of both VDOT and our client.



**ATTACHMENT 4.2.6(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Mist Lake Water Management Facility  Location: City of Durham, NC	Name: Gilbane, Inc.	Name of Client.: Stantec Phone: 571-290-7686 Project Manager: Greg Shipley Phone: 571-290-7679 Email: greg.shipley@stantec.com	01/2019	07/2022	\$2,250	\$2,250	\$175

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

**Timmons Group in Richmond Virginia was the lead designer on this bridge construction project spanning a waterway. The construction of this project is complete.**

Timmons Group provided roadway and bridge design services as part of the site development for a new water treatment facility in Durham. As part of a larger overall project that includes the adjacent water treatment facility, it involves the design of an access road to the facility complex, requiring a stream crossing. The bridge is a 90 ft prestressed concrete girder structure, chosen as the most cost-efficient bridge option which also results in the fewest long-term maintenance requirements.

The structure when first envisioned was a longer multi-span curved structure on a significant vertical curve. Timmons structural team worked with the owner, hydraulics, and roadway engineers to streamline the structure. The alignment was modified to allow for a straight bridge, which significantly simplified the design and greatly reduced construction costs. From a vertical perspective, the profile was modified in the area of the bridge to a tangent. This modification of moving the required vertical curve of the bridge deck simplified the geometry during design and construction.

**Bridge & Structural Design:** The bridge was designed as a jointless structure with integral abutments to reduce long-term maintenance impacts on the bridge components. The prestressed concrete girders provide an efficient means of spanning the necessary length while providing the lowest maintenance option for a water crossing. The abutment piles were designed for anticipated scour conditions. The bridge cross-section accommodates pedestrian traffic as well as vehicular traffic and incorporates a barrier separation between the two, increasing both pedestrian and driver comfort. The bridge incorporates aesthetic features, including the use of concrete formliner and concrete staining to provide the appearance of a stone façade on the parapets, abutments, and retaining walls.

**Scour Analysis:** Through scour analysis, Timmons Group determined the initial design scours depths were larger than expected, so throughout the design process, structural, hydraulic and roadway engineers worked together to refine the hydraulic modeling and bridge layout to limit the scour impacts. The hydraulic model was updated with a more accurate terrain model than the existing FEMA models, and the bridge wingwall layout was revised to produce improved flow conditions approaching the bridge. These updates lessened the water velocities under the bridge and reduced the design scour depth.

**Roadway Design:** The roadway design was complicated by the existing ground elevations, required tie-in points at each end, and freeboard requirements for the bridge and water treatment facility above the floodplain. The west end of the new drive will tie into the existing Camden Ave, which is the low point of the entire project site area. Coming from Camden Ave., the roadway elevation must increase quickly over a short distance to allow for the low chord of the bridge to be above the 100-year elevation, and then tie into the proposed elevations adjacent to the new building, which are set at a specified height above the floodplain. This required a complex design of the roadway profile to meet required elevations and not exceed limits on acceptable roadway grades.

**Drainage & Stormwater Design:** Timmons Group performed a full Hydrologic and Hydraulic Analysis (H&HA) for the proposed stream crossing to determine the impacts on the 100-year floodplain elevation and limits. This work includes a CLOMR/LOMR process through FEMA due to changes in the 100-year floodplain.

**Stakeholder Coordination:** The Mist Lake project consisted of the construction of a new 130,000 SF facility, associated parking, and infrastructure for the City of Durham Water Management Department. Based on the size and complexity of the project, extensive coordination was required with the regulatory stakeholders. A pre-application meeting was held with both the US Army Corps of Engineers and the NC Division of Water Resources to discuss the project and anticipated permitting strategy. As a result of involving the regulators early in the project, the project was permitted under a Nationwide 39 in less than two months. A Major Variance was also required as part of the project based on unavoidable impacts on the riparian buffers. Timmons Group regulatory specialists worked closely with the NC Division of Water Resources, project engineers, and client stakeholders to develop the application. The variance was unanimously approved by the Environmental Management Commission.



**ATTACHMENT 4.2.6(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: Falmouth Trail  Location: Stafford County, VA	Name: W.C. Spratt, Inc.	Name of Client.: Rinker Design Assoc. Phone: 540-548-4470 Project Manager: Brian Komar Phone: 540-548-4470 x309 Email: bkomar@rdacivil.com	6/2011	8/2020	Cultural resources= \$82	Cultural resources= \$82	Cultural resources= \$82

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.

**Dovetail Cultural Resource Group I, Inc. was a primary subconsultant on this multi-phase trail design project.**

On behalf of the Stafford County Department of Parks, Recreation and Community Facilities, Dovetail Cultural Resource Group conducted a multifaceted archaeological project for the Belmont-Ferry Farm Trail System. The trail system is a phased project that connects Stafford's parks and historical resources along the Rappahannock River with those of Fredericksburg to form the "Heritage Loop." Project coordination, archival research, monitoring Phase I, II and III archaeological fieldwork, metal detecting, and report production of resources began in June 2011 and continued for almost a decade as new segments are added to the trail. The work has included archaeological survey, testing, and data recovery; architectural identification and viewshed studies; and extensive archival research.

The trail not only includes Stafford County-owned land and parcels owned by many private individuals, but federally owned land. A portion of the property crosses through the Fredericksburg-Spotsylvania National Military Park, thus requiring compliance with the Archeological Resources Protection Act (ARPA) and production of extensive cultural resource and environmental documentation. Dovetail orchestrated numerous meetings with the National Park Service and the locality to assure that all appropriate compliance steps were taken.

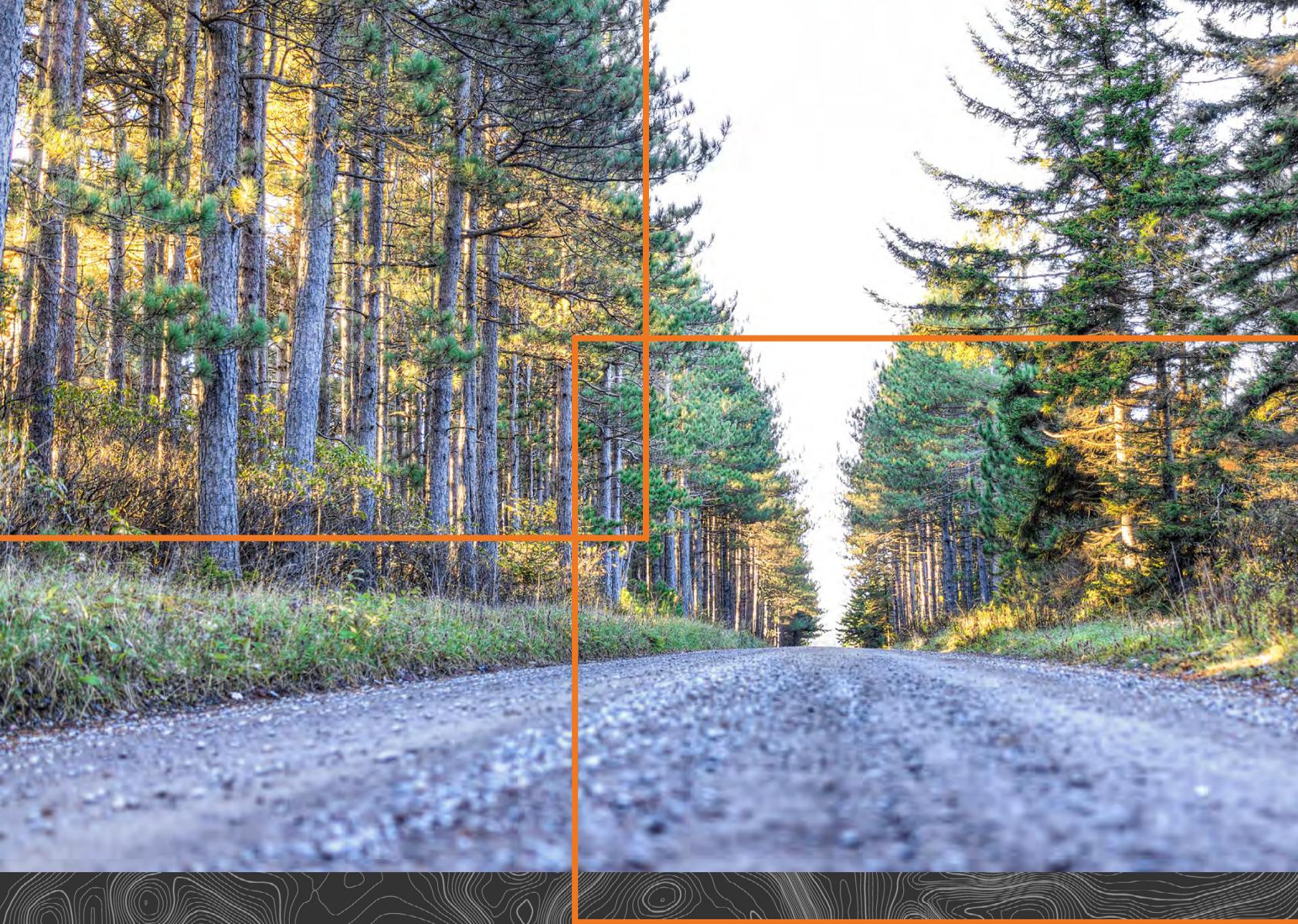
***Coordination with Virginia Department of Historic Resources (DHR) for Section 106 National Historic Preservation Act impacts as part of federal U.S. Army Corps of Engineers (USACE) permit action:*** Dovetail also helped the locality coordinate all work with the Virginia Department of Historic Resources, the National Park Service, the US Army Corps of Engineers, and several local interest groups. This included project initiation, determination of area of potential effect, resource eligibility, and project effect on historic properties. In addition to numerous design meetings with the NPS, the project also involved several in-person charettes between the DHR, Stafford County, and George Washington Fredericksburg Foundation, the caretakers of Ferry Farm (Washington's boyhood home). The goal of the meeting was to discuss trail plans to assure that all significant sites and landscape features on the Ferry Farm property were taken into consideration during design.

***Experience with mitigation efforts to minimize adverse effects to cultural resources:*** The trail was designed to avoid and/or minimize impacts on significant resources, including Chatham Manor. Viewshed studies were completed for all segments to assure that the trail would not impact the Falmouth Historic District or the Fredericksburg Historic District, located across the Rappahannock River from the trail and within the project viewshed. For the one archaeological site that could not be avoided, the team performed a data recovery excavation to assure that all significant deposits associated with the precontact site were studied prior to trail construction. Sites and landscape features on the Ferry Farm property were also successfully avoided.



**PROJECT FEATURES**

- 10-foot wide path
- Paved
- Work included careful planning of the trail beneath the Route 3 Falmouth bridge to provide continual pedestrian access
- Coordination with the DHR, NPS, and numerous local interest groups was included
- The trail was designed to avoid impacts to significant resources like Chatham Manor and Ferry Farm



# BRANCH CIVIL

Branch Civil, Inc.  
3635 Peters Creek Road NW  
Roanoke, VA 24019  
540.982.1678 | [www.branchcivil.com](http://www.branchcivil.com)

**VOLUME II:  
DESIGN CONCEPT GRAPHICS**

**Fall Line Trail -  
Northern Section  
(Segment 7C.2 - 7C.4)**

**From: Walder Lane, Town of Ashland**

**To: 0.2 Miles South of Winfrey Road,  
Henrico County**

**State Project Nos.: 9999-166-294, P101, R201,  
C501 (UPC 121374), 9999-964-016, P101, R201,  
C501 (UPC 119599)**

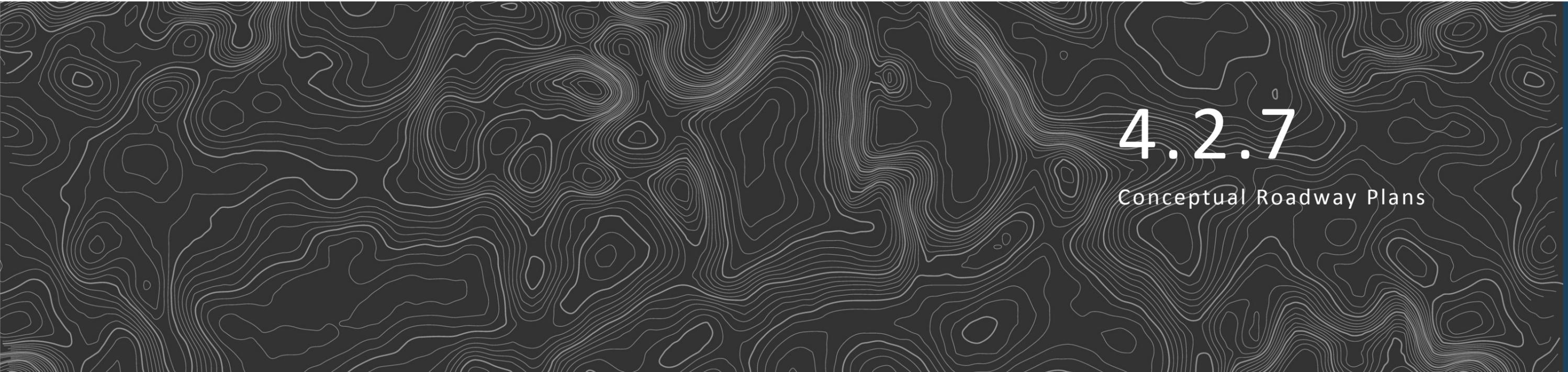
**Contract ID Number: C00121374DB121**

**Submitted via BidExpress on  
March 14, 2023**



*in conjunction with Lead Designer*



A dark gray background with a white topographic map pattern of contour lines. The lines are irregular and wavy, creating a textured effect. The text is centered on the right side of this background.

# 4.2.7

Conceptual Roadway Plans

PROJECT MANAGER \_\_\_\_\_  
 SURVEYED BY, DATE \_\_\_\_\_  
 DESIGN BY \_\_\_\_\_  
 SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

**CONCEPTUAL PLANS**

THESE PLANS ARE UNFINISHED  
 AND UNAPPROVED AND ARE NOT TO  
 BE USED FOR ANY TYPE OF  
 CONSTRUCTION OR THE  
 ACQUISITION OF RIGHT-OF-WAY.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	2

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

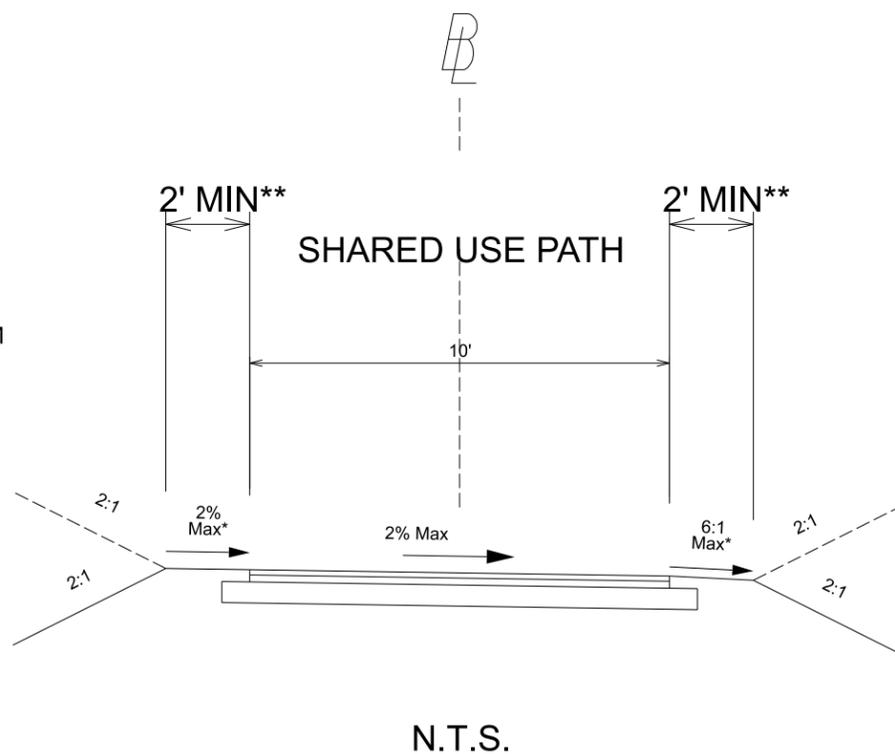
Timmons Group  
 Richmond, Virginia  
 ROADWAY ENGINEER

**FALL LINE TRAIL NORTHERN SECTION  
 SHARED USE PATH  
 TYPICAL SECTION**

NOTES:

\* HIGH SIDE SHOULDER CROSS SLOPE SHOULD MATCH THE TRAIL CROSS SLOPE IN ORDER TO FACILITATE DRAINAGE. LOW SIDE SHOULDER CROSS SLOPE SHALL BE 6:1 MAX.

\*\* WHEN FILL HEIGHTS ARE GREATER THAN 4' AND SLOPES ARE 2:1 OR STEEPER, A 5' WIDE GRADED SHOULDER OR A PROTECTIVE RAILING WITH A MINIMUM OFFSET OF 3' FROM THE PATH IS REQUIRED. WHEN FILL HEIGHTS ARE GREATER THAN 6' AND SLOPES ARE 3:1 OR STEEPER, A 5' WIDE GRADED SHOULDER OR A PROTECTIVE RAILING WITH A MINIMUM OFFSET OF 3' FROM THE PATH IS REQUIRED. (SEE VDOT RDM APPENDIX A(1))



PROJECT	SHEET NO.
9999-166-294	2

PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

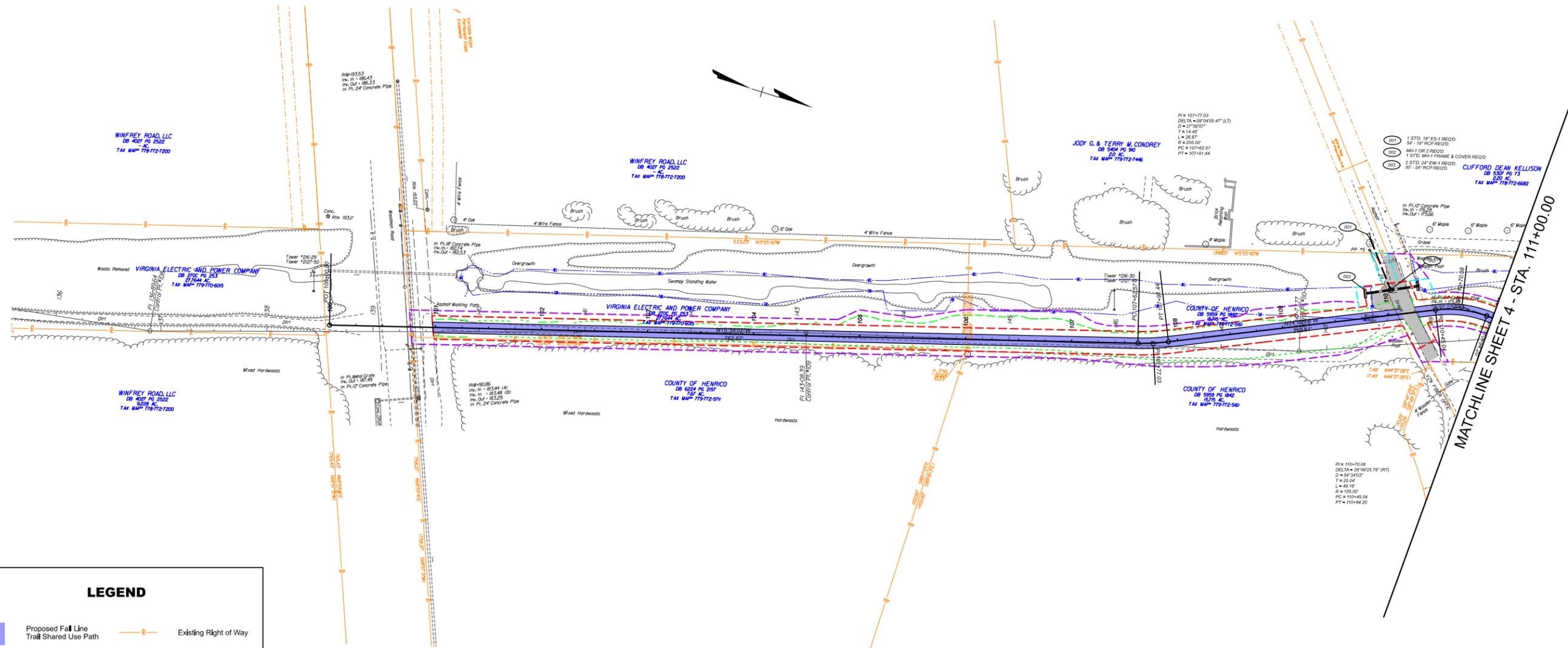
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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	3

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ROADWAY ENGINEER



MATCHLINE SHEET 4 - STA. 111+00.00

**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



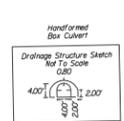
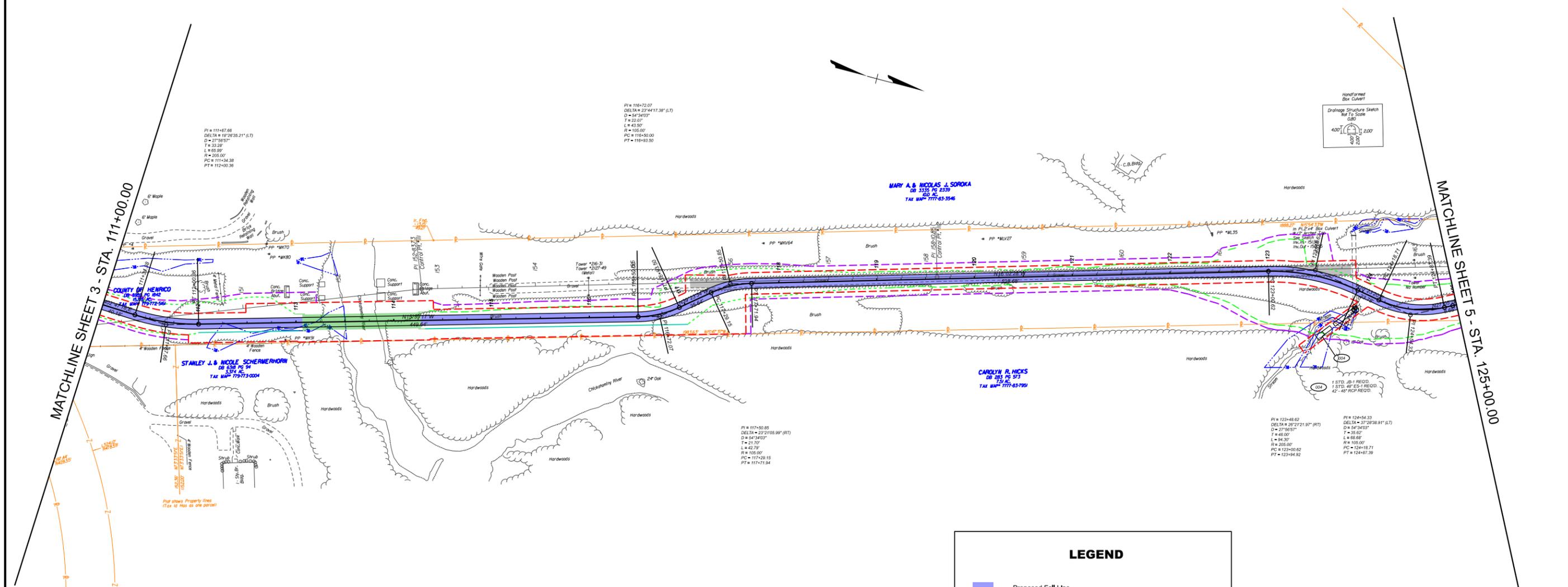
SCALE 0 50' 100'	PROJECT 9999-166-294	SHEET NO. 3
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PROJECT MANAGER \_\_\_\_\_  
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DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

**CONCEPTUAL PLANS**

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	4
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT				
Timmons Group Richmond, Virginia ROADWAY ENGINEER				



**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
			Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

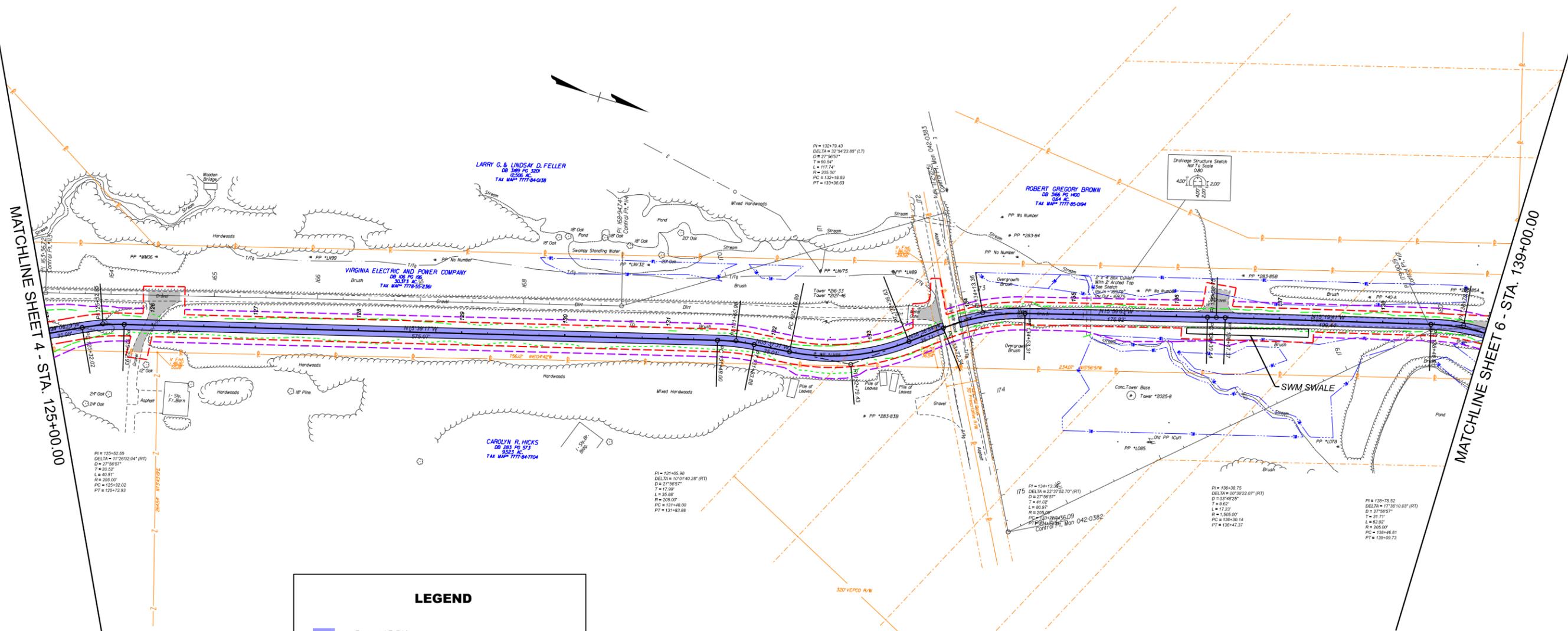
**CONCEPTUAL PLANS**

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	5

DESIGN FEATURES RELATING TO CONSTRUCTION  
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NECESSARY BY THE DEPARTMENT

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ROADWAY ENGINEER



**LEGEND**

	Proposed Fall Line		Existing Right of Way
	Trail Shared Use Path		Edge of Wetland
	Proposed Bridge		Proposed Permanent Easement
	Minimum Pavement Section Asphalt		Proposed Permanent Drainage Easement
	Proposed Retaining Wall		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Fill		Proposed Limits of Construction - Cut



SCALE 0 50' 100'	PROJECT 9999-166-294	SHEET NO. 5
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PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
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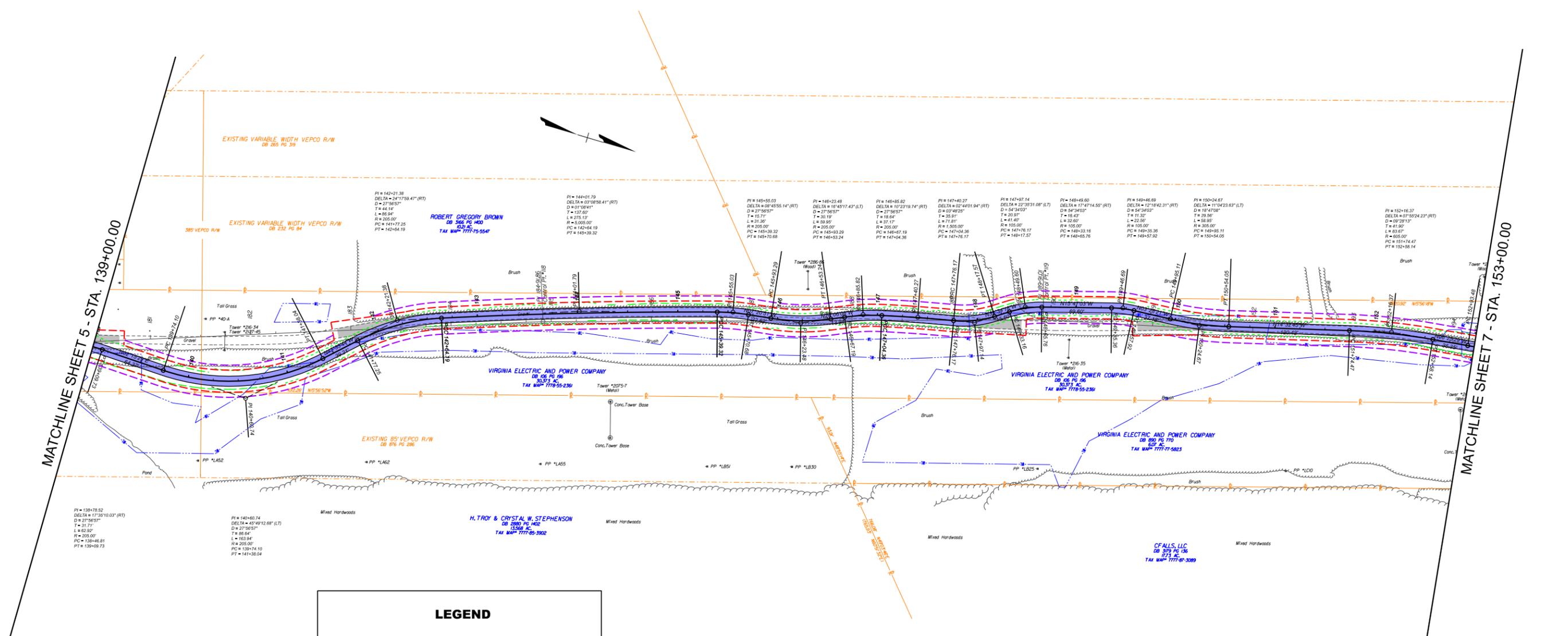
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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	6

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

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ROADWAY ENGINEER



MATCHLINE SHEET 5 - STA. 139+00.00

MATCHLINE SHEET 7 - STA. 153+00.00

**LEGEND**

	Proposed Fall Line		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

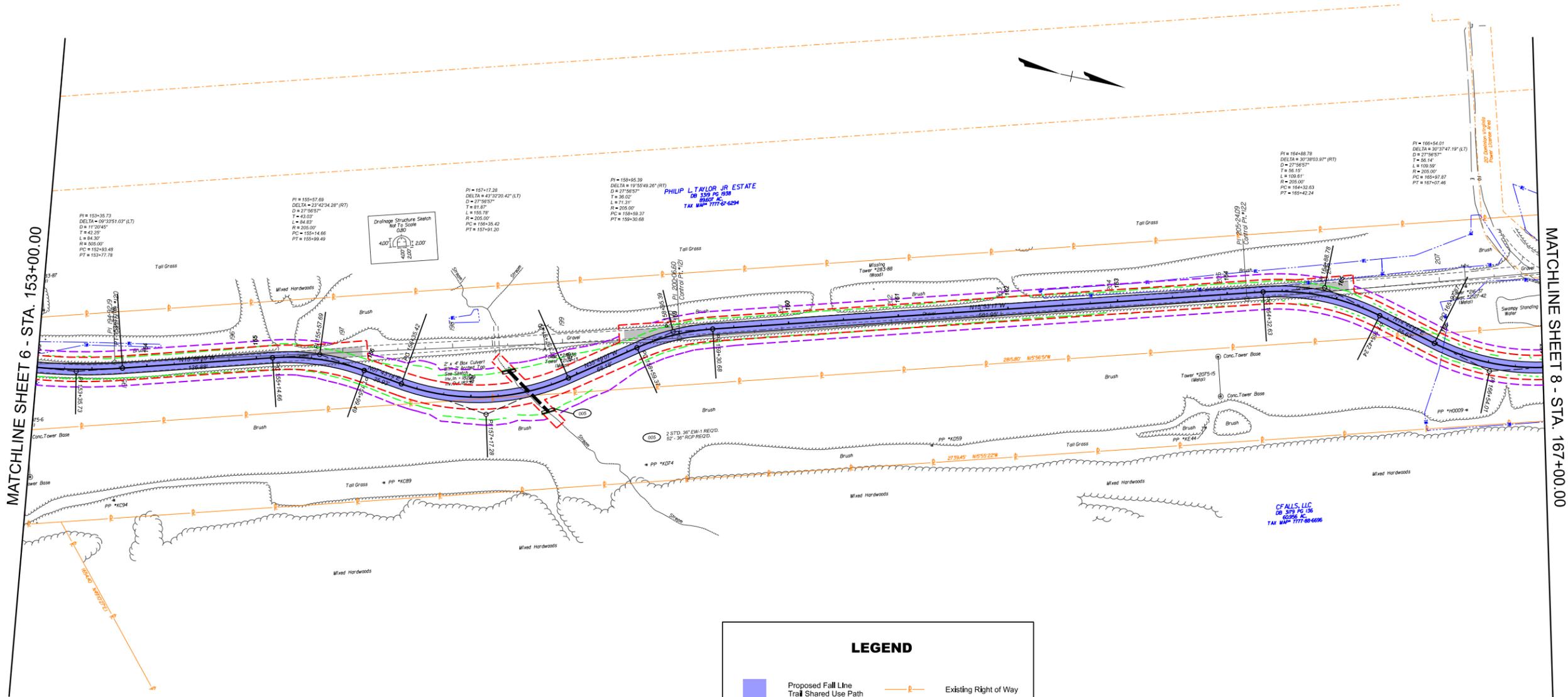
**CONCEPTUAL PLANS**

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	7

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

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Richmond, Virginia  
ROADWAY ENGINEER



**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
			Proposed Limits of Construction - Cut

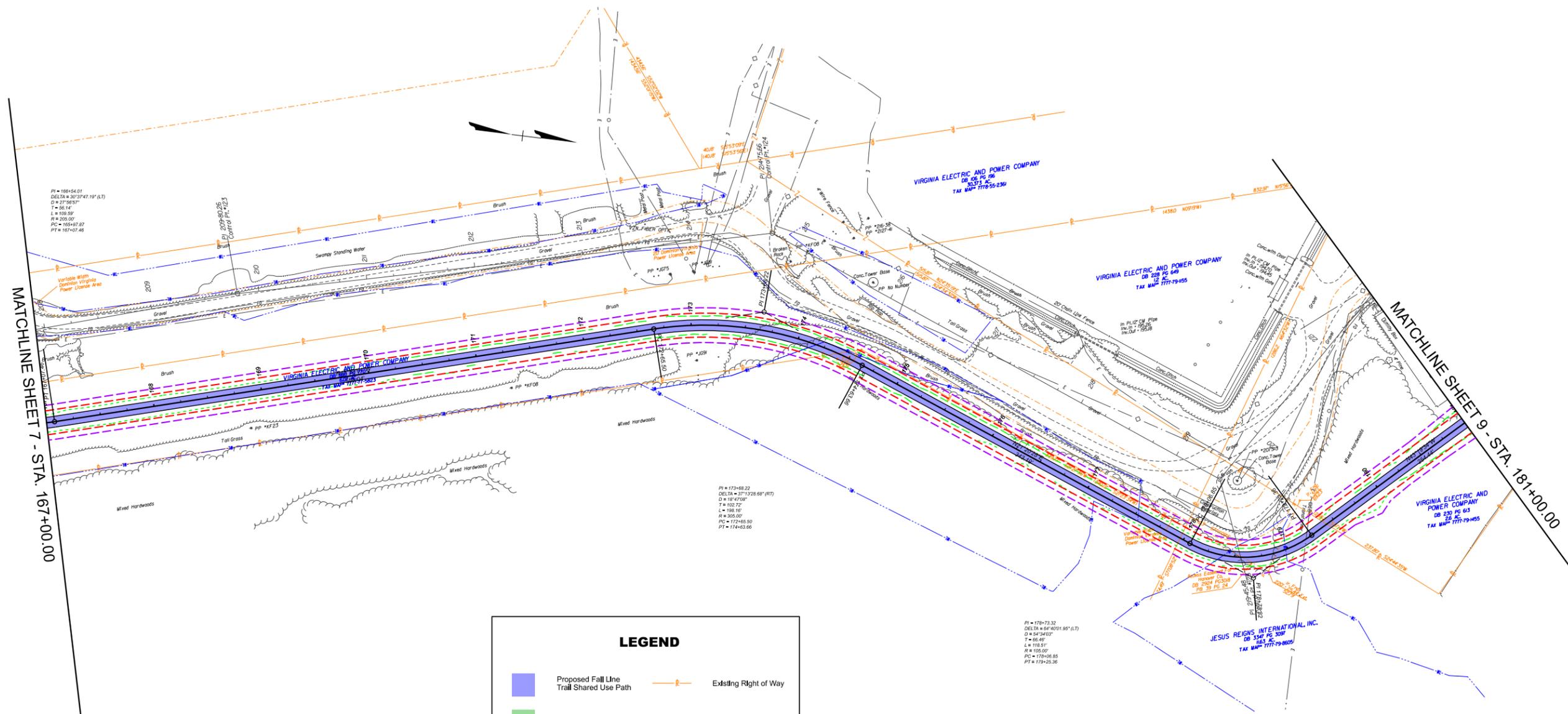


PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	8
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT				
Timmons Group Richmond, Virginia ROADWAY ENGINEER				



**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
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SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

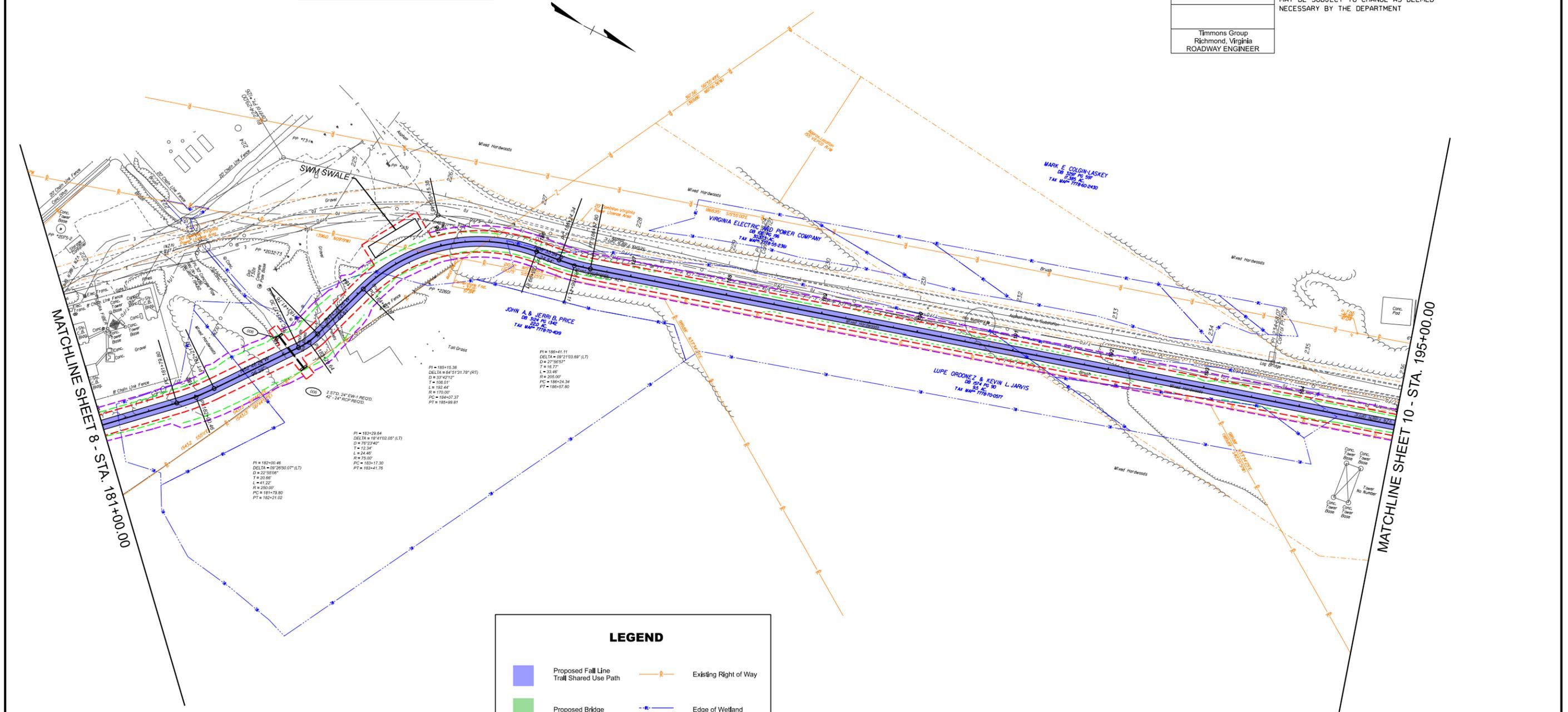
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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	9

DESIGN FEATURES RELATING TO CONSTRUCTION  
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NECESSARY BY THE DEPARTMENT

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**LEGEND**

	Proposed Fall Line		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

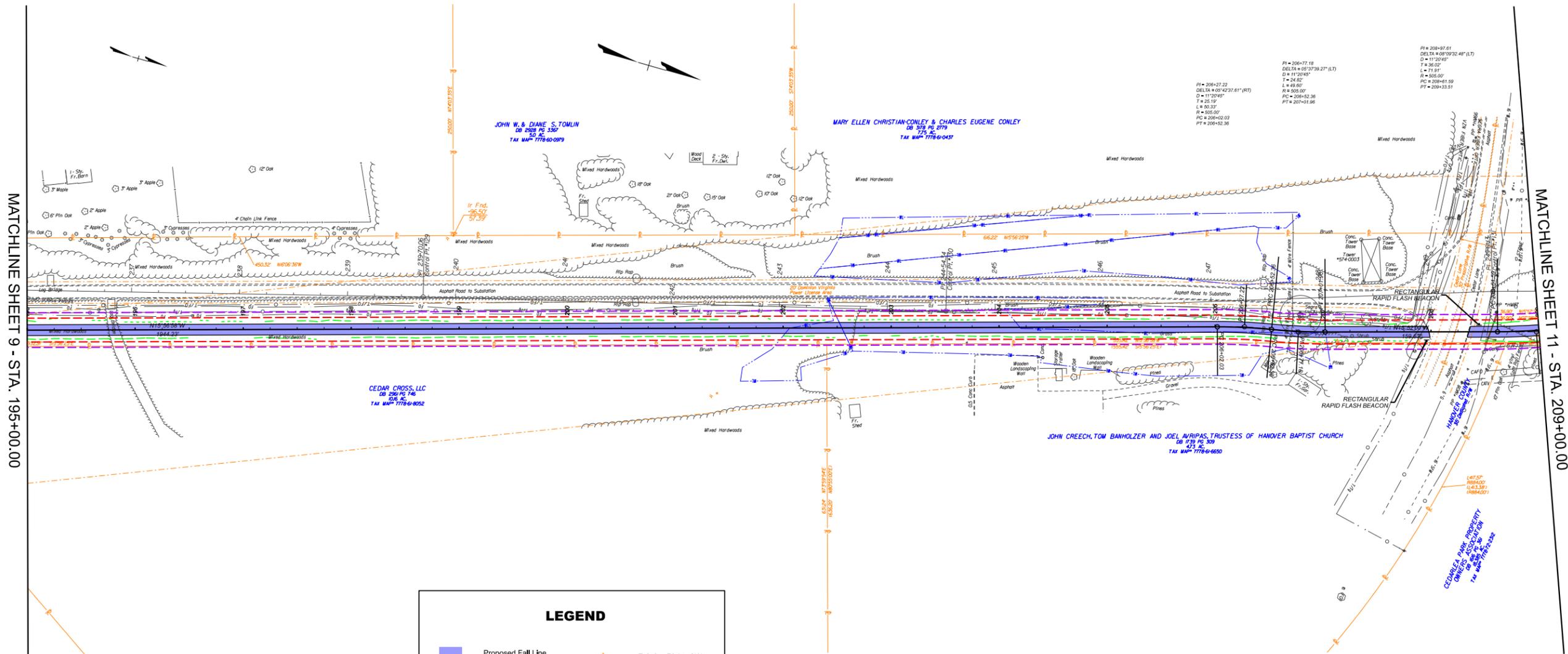
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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	10

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
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MATCHLINE SHEET 9 - STA. 195+00.00

MATCHLINE SHEET 11 - STA. 209+00.00

**LEGEND**

	Proposed Fall Line		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
			Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

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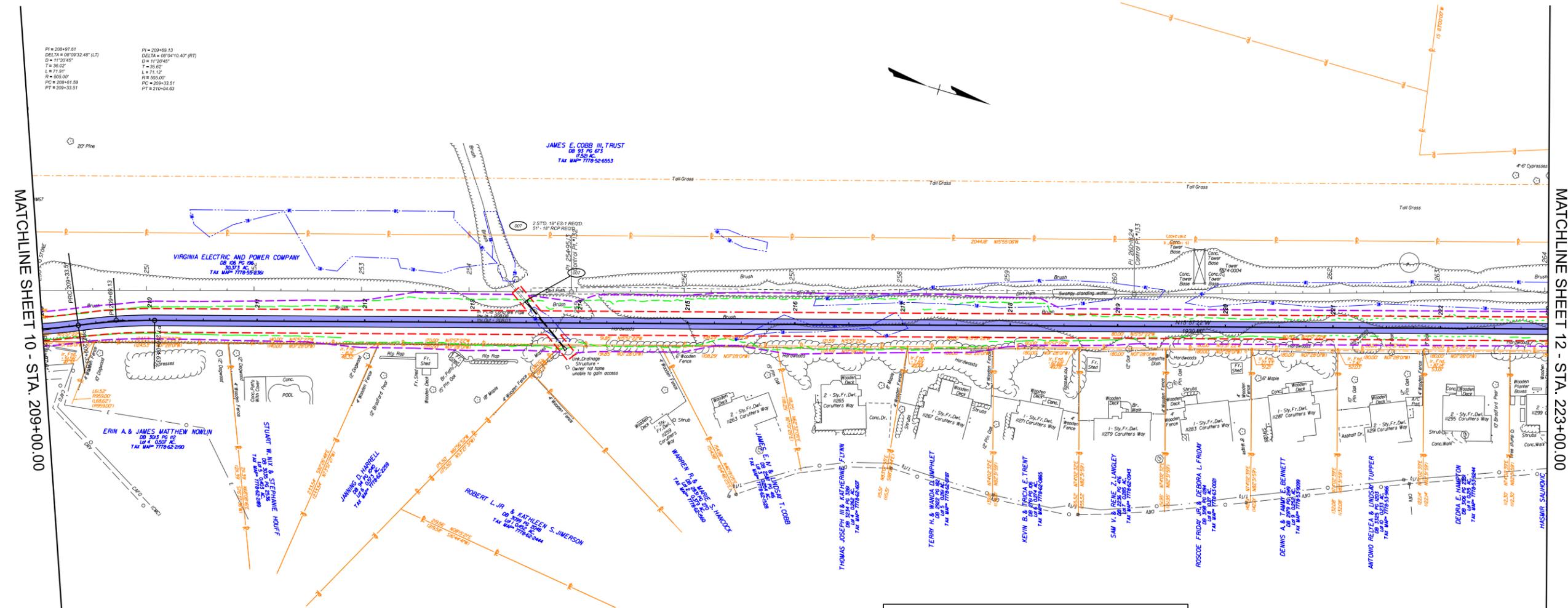
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	11

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
ROADWAY ENGINEER

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DELTA = 88°10'32.48" (L7)  
D = 17.2045'  
T = 36.02'  
L = 71.91'  
R = 505.00'  
PC = 209+41.59  
PT = 209+33.51

PI = 209+69.13  
DELTA = 88°10'32.48" (R7)  
D = 17.2045'  
T = 36.02'  
L = 71.12'  
R = 505.00'  
PC = 209+33.51  
PT = 210+04.63



MATCHLINE SHEET 10 - STA. 209+00.00

MATCHLINE SHEET 12 - STA. 223+00.00

**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
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SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

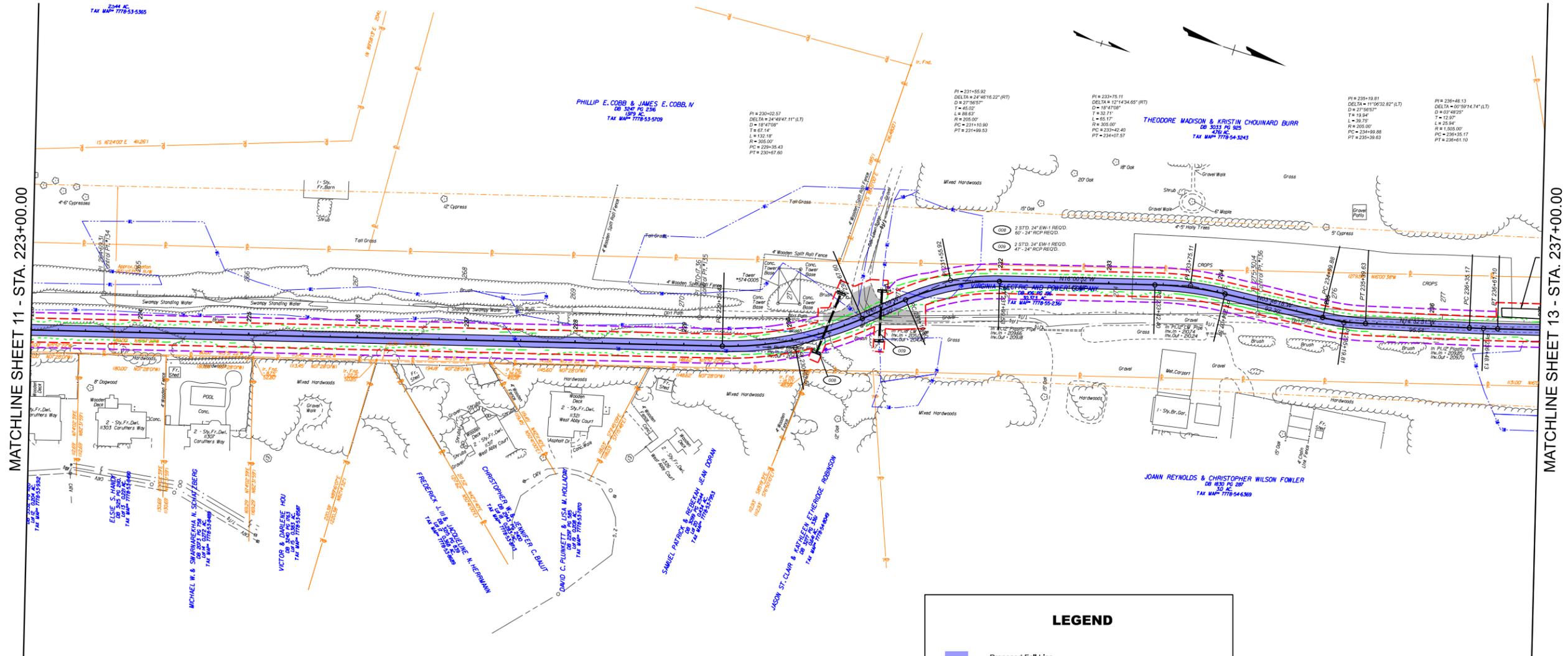
**CONCEPTUAL PLANS**

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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	12

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
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**LEGEND**

	Proposed Fall Line		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut

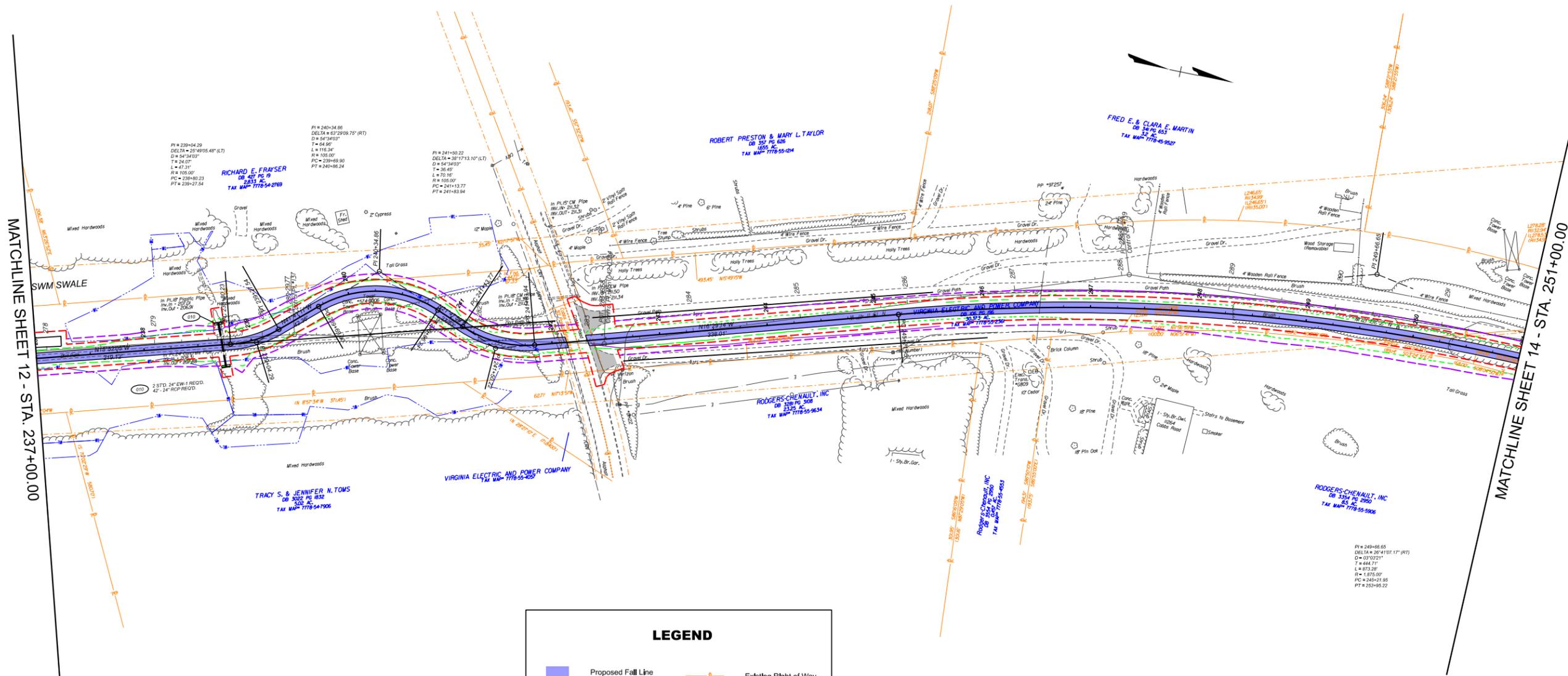


PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

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REVISED	STATE		SHEET NO.
	ROUTE	PROJECT	
	VA.	9999-166-294 P101	13
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT			
Timmons Group Richmond, Virginia ROADWAY ENGINEER			



**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
			Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
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DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

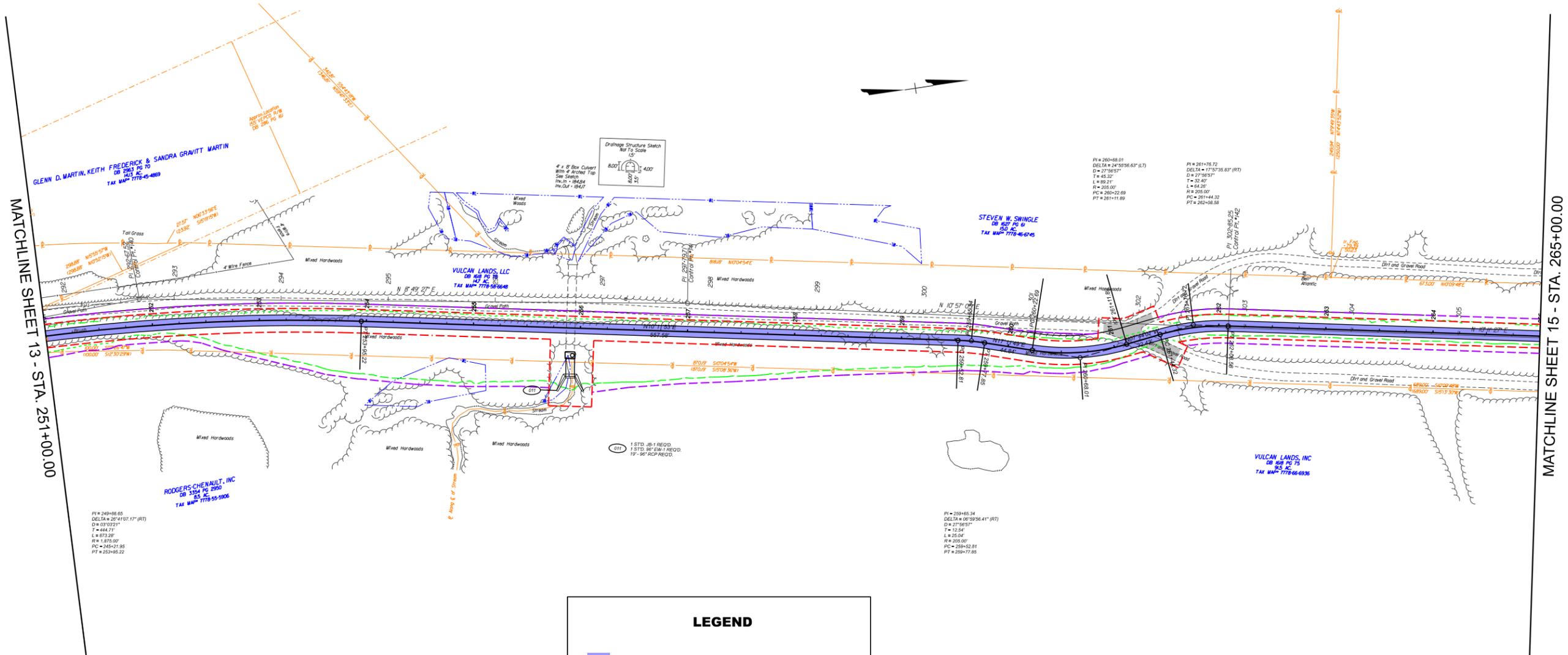
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REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	14

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

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**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
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	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
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DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

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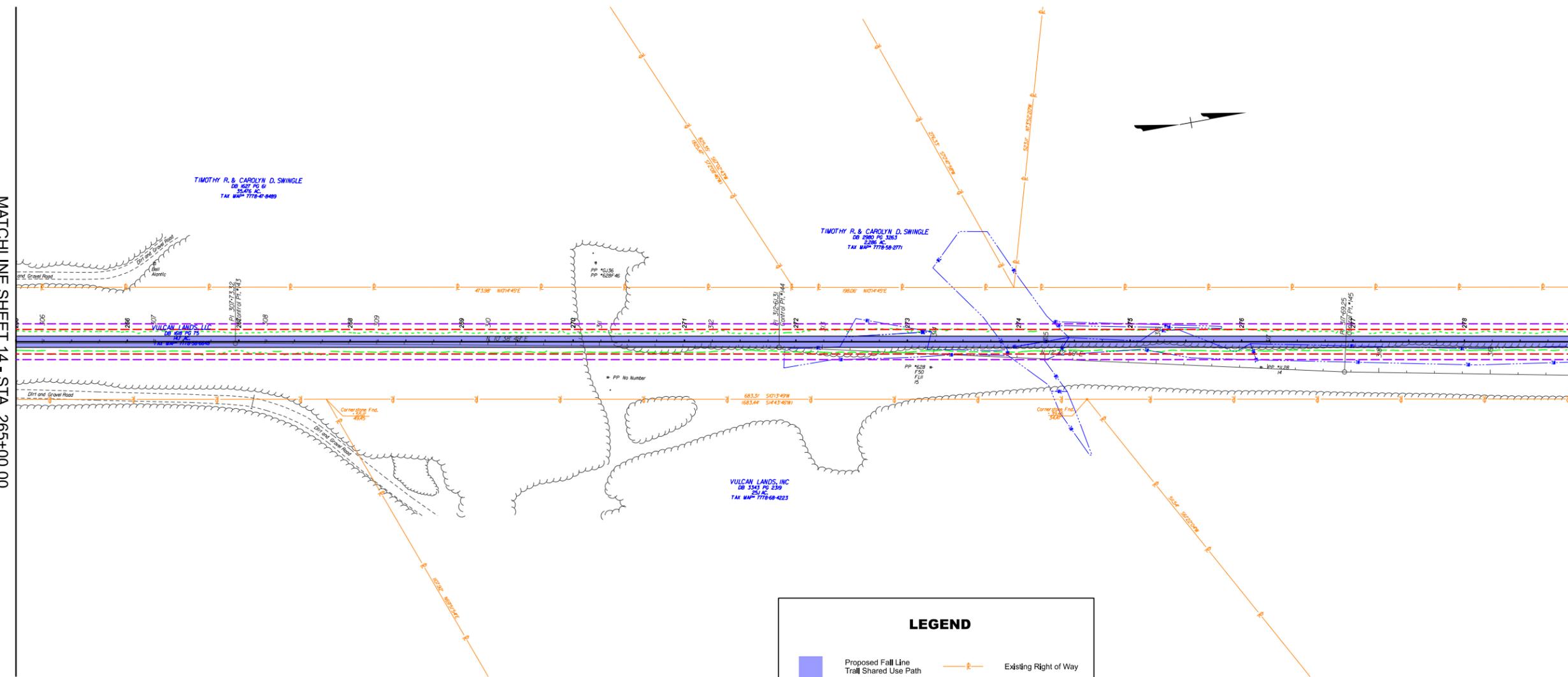
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	15

DESIGN FEATURES RELATING TO CONSTRUCTION  
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Timmons Group  
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MATCHLINE SHEET 14 - STA. 265+00.00

MATCHLINE SHEET 16 - STA. 279+00.00



**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		



SCALE 0 50' 100'	PROJECT 9999-166-294	SHEET NO. 15
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PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

**CONCEPTUAL PLANS**

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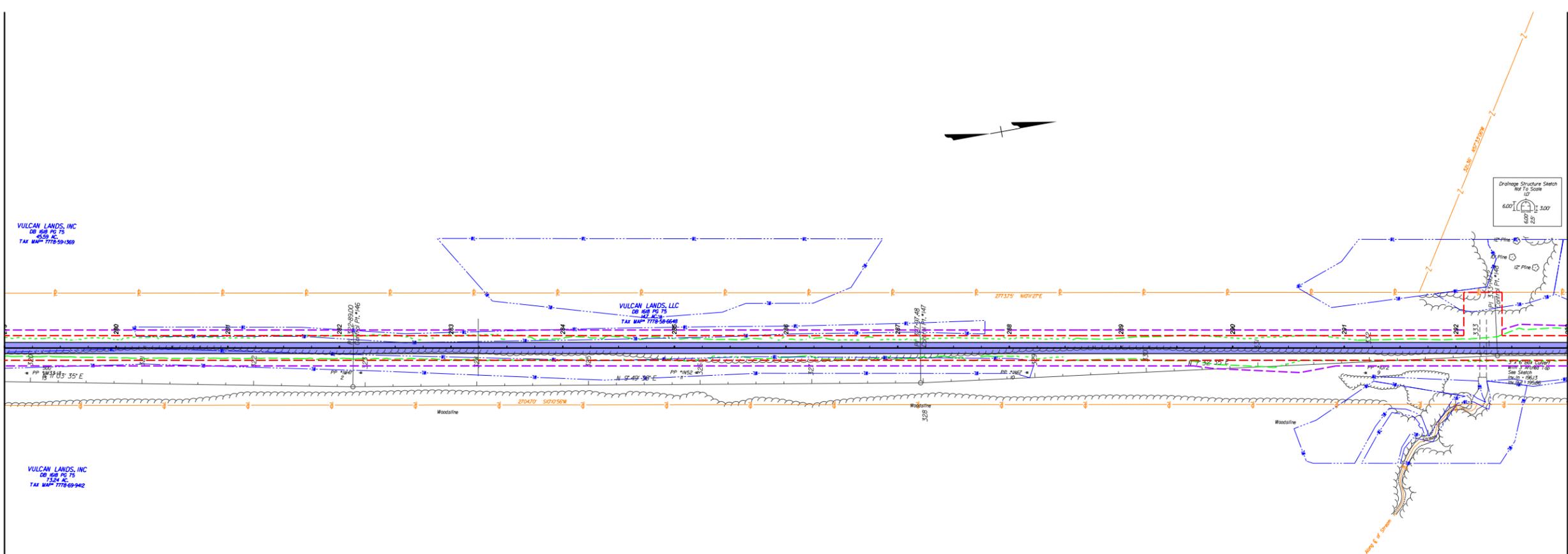
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	16

DESIGN FEATURES RELATING TO CONSTRUCTION  
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Richmond, Virginia  
ROADWAY ENGINEER

MATCHLINE SHEET 15 - STA. 279+00.00

MATCHLINE SHEET 17 - STA. 293+00.00



**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
			Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

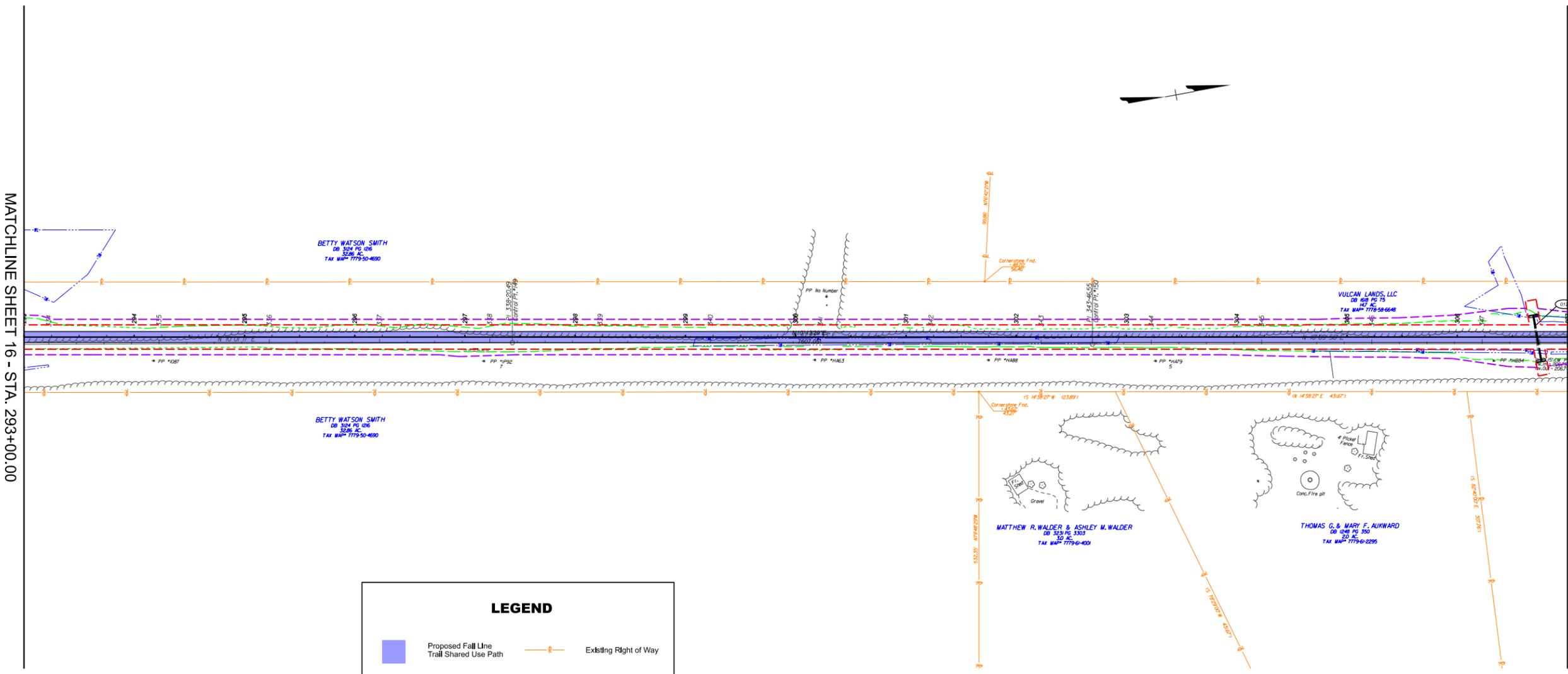
**CONCEPTUAL PLANS**

THESE PLANS ARE UNFINISHED  
AND UNAPPROVED AND ARE NOT TO  
BE USED FOR ANY TYPE OF  
CONSTRUCTION OR THE  
ACQUISITION OF RIGHT-OF-WAY.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	17
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT				
Timmons Group Richmond, Virginia ROADWAY ENGINEER				

MATCHLINE SHEET 16 - STA. 293+00.00

MATCHLINE SHEET 18 - STA. 307+00.00



**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

**CONCEPTUAL PLANS**

THESE PLANS ARE UNFINISHED  
AND UNAPPROVED AND ARE NOT TO  
BE USED FOR ANY TYPE OF  
CONSTRUCTION OR THE  
ACQUISITION OF RIGHT-OF-WAY.

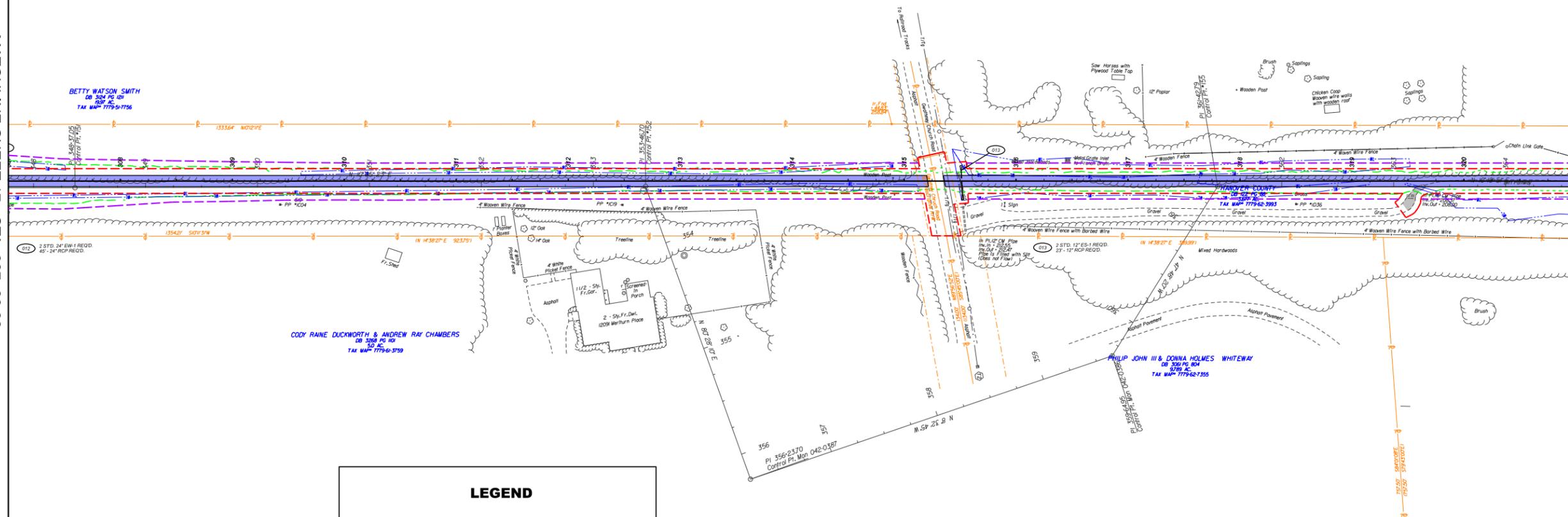
REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	18

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
ROADWAY ENGINEER

MATCHLINE SHEET 17 - STA. 307+00.00

MATCHLINE SHEET 19 - STA. 321+00.00



**LEGEND**

	Proposed Fall Line		Existing Right of Way
	Trail Shared Use Path		Edge of Wetland
	Proposed Bridge		Proposed Permanent Easement
	Minimum Pavement Section Asphalt		Proposed Permanent Drainage Easement
	Proposed Retaining Wall		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Fill		Proposed Limits of Construction - Cut



SCALE 0 50' 100'	PROJECT 9999-166-294	SHEET NO. 18
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PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

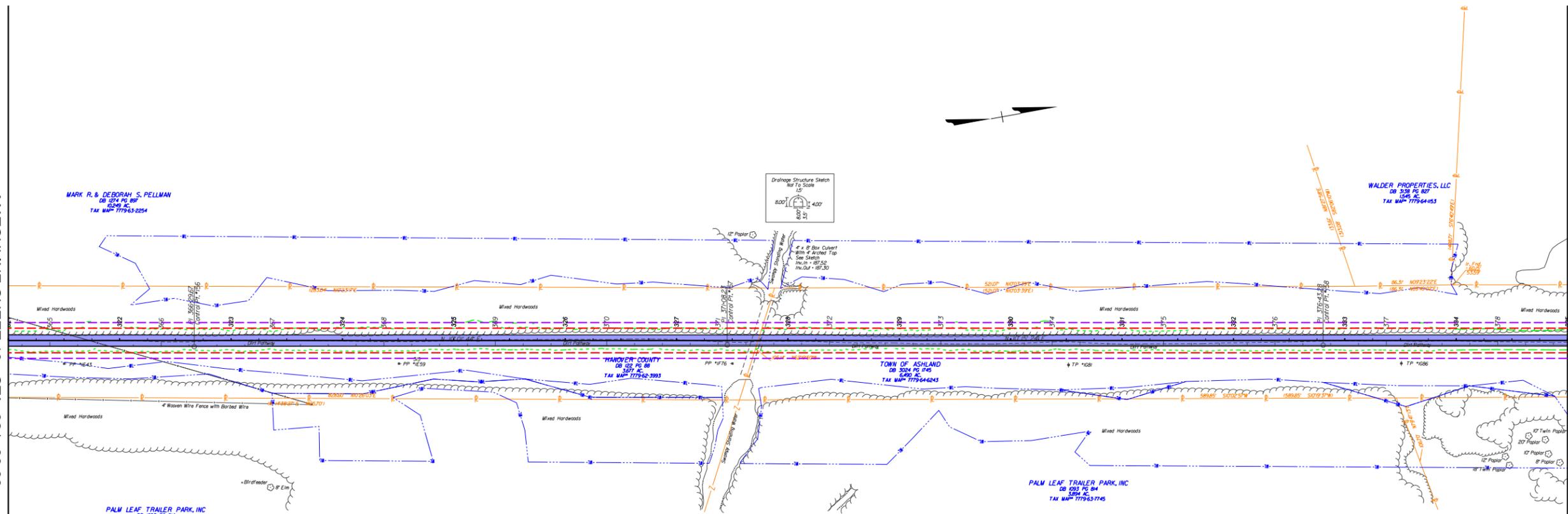
**CONCEPTUAL PLANS**

THESE PLANS ARE UNFINISHED  
AND UNAPPROVED AND ARE NOT TO  
BE USED FOR ANY TYPE OF  
CONSTRUCTION OR THE  
ACQUISITION OF RIGHT-OF-WAY.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	19
DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT				
Timmons Group Richmond, Virginia ROADWAY ENGINEER				

MATCHLINE SHEET 18 - STA. 321+00.00

MATCHLINE SHEET 20 - STA. 335+00.00



**LEGEND**

	Proposed Fall Line		Existing Right of Way
	Trail Shared Use Path		Edge of Wetland
	Proposed Bridge		Proposed Permanent Easement
	Minimum Pavement Section Asphalt		Proposed Permanent Drainage Easement
	Proposed Retaining Wall		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Fill		Proposed Limits of Construction - Cut



PROJECT MANAGER \_\_\_\_\_  
SURVEYED BY, DATE \_\_\_\_\_  
DESIGN BY \_\_\_\_\_  
SUBSURFACE UTILITY BY, DATE \_\_\_\_\_

**CONCEPTUAL PLANS**

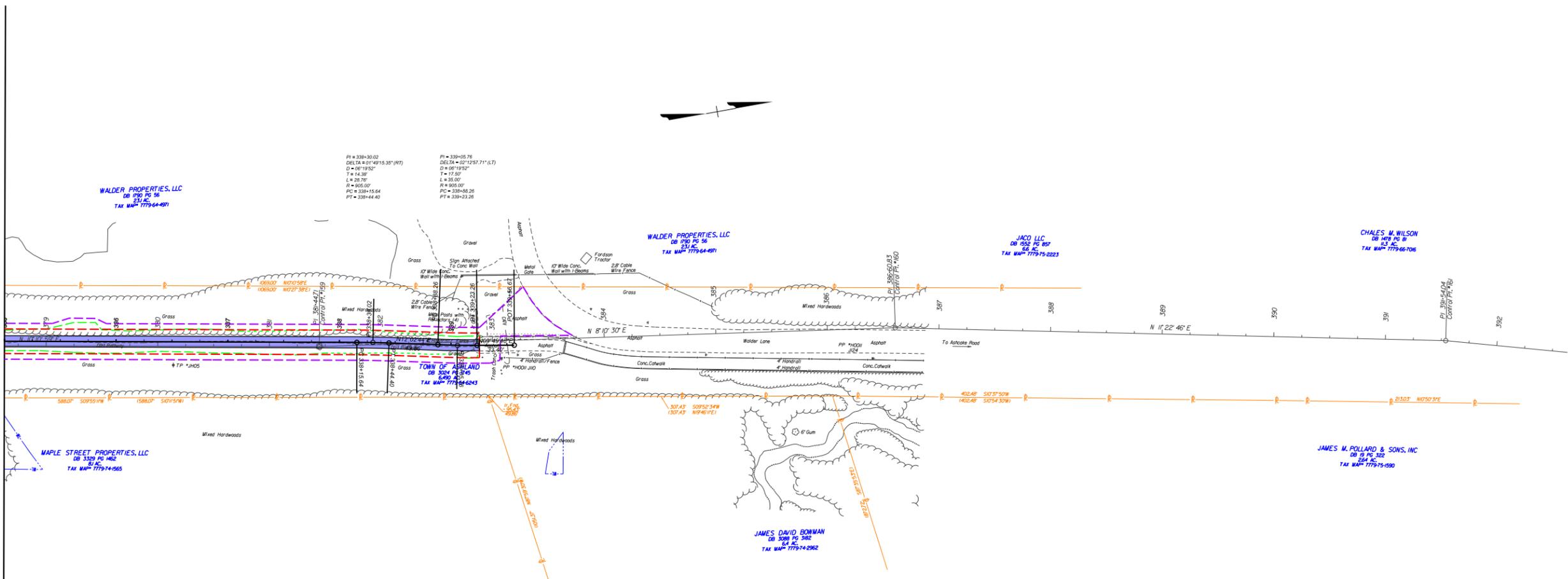
THESE PLANS ARE UNFINISHED  
AND UNAPPROVED AND ARE NOT TO  
BE USED FOR ANY TYPE OF  
CONSTRUCTION OR THE  
ACQUISITION OF RIGHT-OF-WAY.

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101	20

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

Timmons Group  
Richmond, Virginia  
ROADWAY ENGINEER

MATCHLINE SHEET 19 - STA. 335+00.00

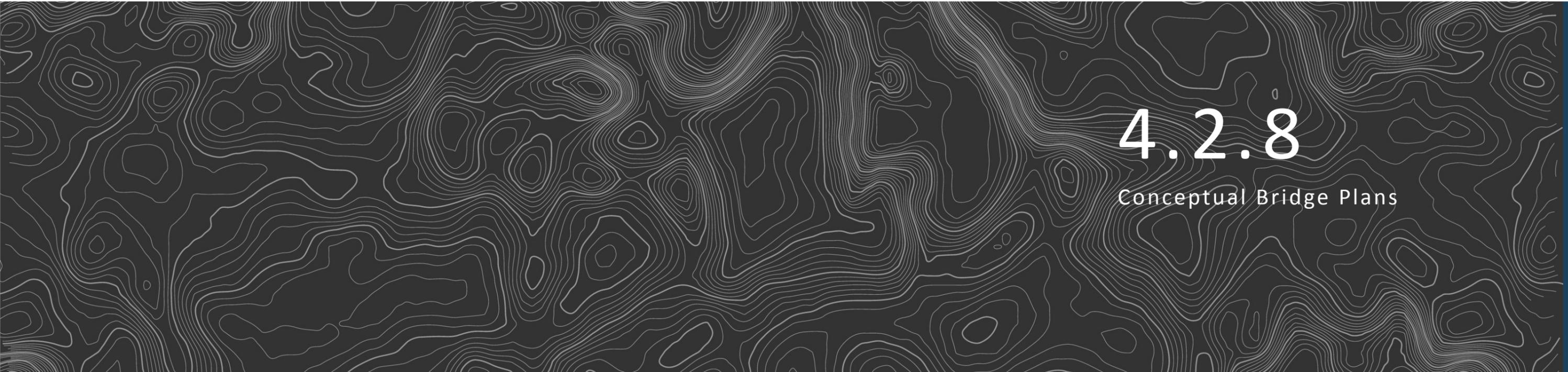


**LEGEND**

	Proposed Fall Line Trail Shared Use Path		Existing Right of Way
	Proposed Bridge		Edge of Wetland
	Minimum Pavement Section Asphalt		Proposed Permanent Easement
	Proposed Retaining Wall		Proposed Permanent Drainage Easement
	Proposed Limits of Construction - Fill		Proposed Temp. Construction Easement
	Proposed Limits of Construction - Cut		Proposed Limits of Construction - Cut



SCALE 0 50' 100'	PROJECT 9999-166-294	SHEET NO. 20
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A dark gray background with a complex, white, topographic map pattern of contour lines. The lines are irregular and dense, creating a textured, organic appearance. The text is centered on the right side of this background.

# 4.2.8

Conceptual Bridge Plans

STATE	FEDERAL AID		STATE		SHEET
ROUTE	PROJECT	ROUTE	PROJECT	NO.	
VA.			9999-964-016, B...	1	
NBIS Number:	TBD	UPC No.	119599		
Federal Oversight Code:	PROJECT	FHWA Construction and Scour Code:	TBD		

DESIGN EXCEPTION(S):

None

GENERAL NOTES:

The original approved sheet, including original signatures, is filed in the VDOT Central Office. Any misuse of electronic files, including scanned signatures is illegal. Violators will be prosecuted to the full extent of the applicable laws.

Widths: 14'-0" face to face of railings.

Span layout: 120'-8" ±

Capacity: 90 psf Pedestrian Live Loading or H-10 (20,000 lb) vehicle defined as a front axle load of 4,000 lbs and a rear axle of 16,000 lbs, with axle spacing of 14'-0", wheel spacing of 6'-0".

Drainage Area: 33.6 sq. mi.

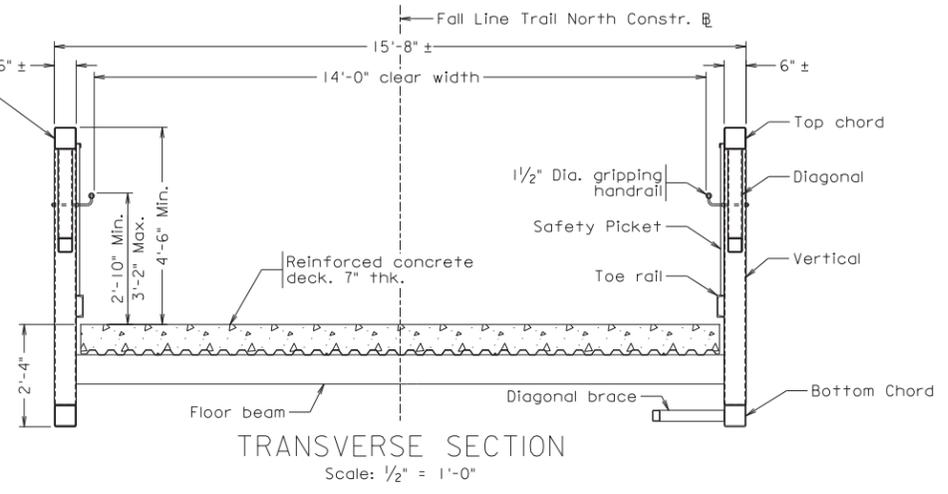
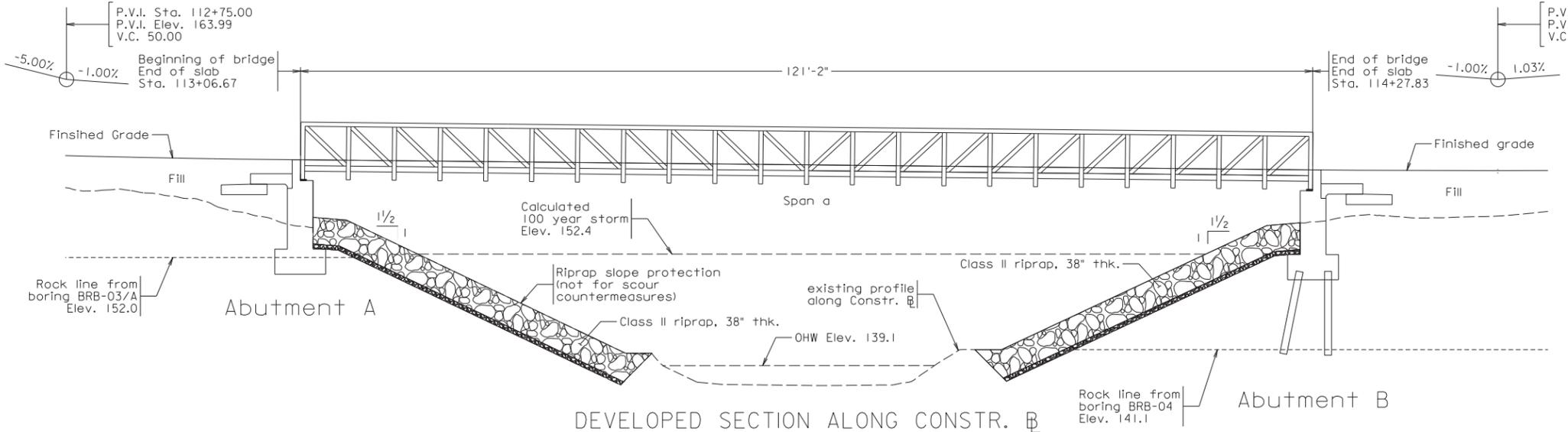
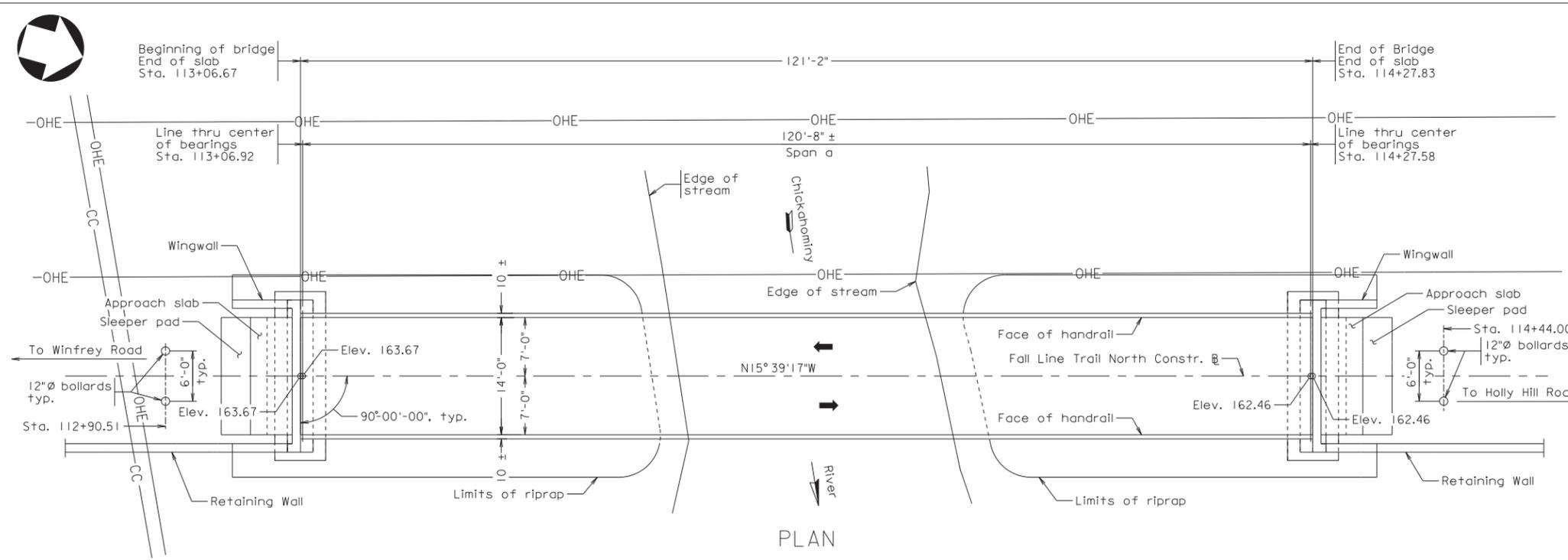
Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.



PRELIMINARY PLANS  
THESE PLANS ARE NOT TO BE USED FOR CONSTRUCTION

No.	Description	Date
REVISIONS		
For Table of Revisions, see Sheet 2.		

**VDOT**

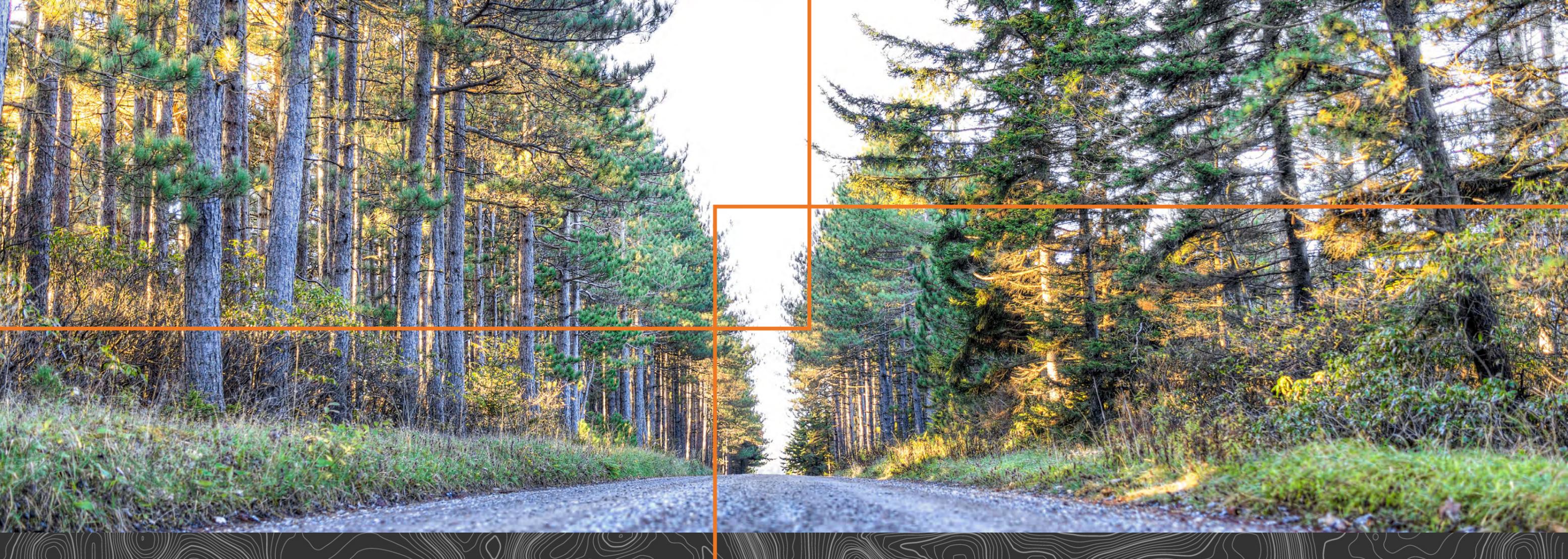
COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PROPOSED BRIDGE ON  
FALL LINE TRAIL NORTH OVER  
CHICKAHOMINY RIVER  
HENRICO-HANOVER COUNTY LINE  
PROJ. 9999-964-016, B...

Recommended for Approval: \_\_\_\_\_  
State Structure and Bridge Engineer Date

Approved: \_\_\_\_\_  
Chief Engineer Date

3/22/2023

VDOT S&B DIVISION RICHMOND, VA STRUCTURAL ENGINEER	
PLANS BY:	TIMMONS GROUP
COORDINATED:	
SUPERVISED:	
DESIGNED:	
DRAWN:	TWL
CHECKED:	GSJ



**BRANCH  
CIVIL**

Branch Civil, Inc.  
3635 Peters Creek Road NW  
Roanoke, VA 24019  
540.982.1678 | [www.branchcivil.com](http://www.branchcivil.com)

# PRICE PROPOSAL

## Fall Line Trail - Northern Section (Segment 7C.2 - 7C.4)

From: Walder Lane, Town of  
Ashland

To: 0.2 Miles South of Winfrey  
Road, Henrico County

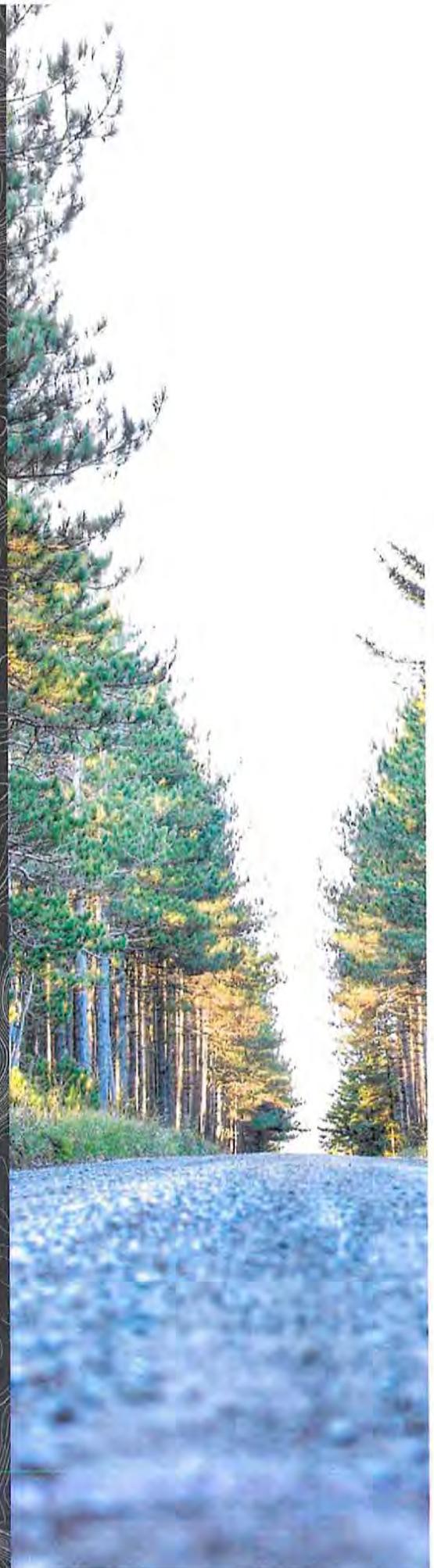
State Project Nos.: 9999-166-294, P101,  
R201, C501 (UPC 121374), 9999-964-016,  
P101, R201, C501 (UPC 119599)

Contract ID Number: C00121374DB121

Submitted via BidExpress on  
March 14, 2023



*in conjunction with Lead Designer*



ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL  
CHECKLIST**

**Project Name: Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)**  
**Contract ID Number: C00121374DB121**

---

➤ **Contents of Price Proposal:**

- Cost Breakdown Summary in whole numbers and the Proposal Price, in both numbers and words (Part 1, Attachment 4.3.1)**
  - Price Adjustment Information and Forms for Asphalt, Fuel and Steel, including identification of pay items and associated quantities eligible for adjustment (Part 3, Section 6.3, Attachments 6.3(a), 6.3(c), and 6.3(d))**
  - Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications**
  - Sworn Statement Forms C-104 and C-105 (Part 1, Attachments 4.3.4(a) and 4.3.4(b))**
-

# 4.3.1

Cost Breakdown Summary  
(Attachment 4.3.1)

**ATTACHMENT 4.3.1**

**PRICE PROPOSAL FORM**

4.3.1 Offeror shall specify the pricing information for the items below, the dollars amount shall be in whole numbers:

Price Proposal Cost Breakdown Summary;

Design Services, LS	\$ <u>1,800,000.00</u>
Construction Services (exclude QA/QC), LS	\$ <u>7,788,885.00</u>
Quality Assurance (QA) (Construction), LS	\$ <u>800,000.00</u>
Quality Control (QC) (Construction), LS	\$ <u>750,000.00</u>

Proposal Price; (Specify the Total Lump Sum price in both numbers and words, this price shall **equal** to the total sum of the items listed above)

Lump Sum (LS): Eleven Million One Hundred Thirty Eight Thousand  
Eight Hundred Eighty Five Dollars & No Cents (\$11,138,885.00)

Signature:  Date: March 14, 2023

Design-Builder: Branch Civil, Inc.

Vendor No.: B319

# 4.3.2

Price Adjustment Information  
and Forms for Asphalt, Fuel, and  
Steel

**EXHIBIT 6.3(a)**  
**ADJUSTMENT FOR ASPHALT**

**SPECIAL PROVISION FOR**  
**ASPHALT MATERIAL PRICE ADJUSTMENT for DESIGN-BUILD PROJECTS**

June 26, 2018

All asphalt material listed in the attached “Asphalt Material Items Eligible for Price Adjustment” will be adjusted in accordance with the provisions as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract. Any item added through a Work Order which contains asphalt material will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

Each month, the Department will publish an average state-wide PG 64S-22 f.o.b. price per ton and an average PG 64E-22 f.o.b. price per ton developed from the average terminal prices provided to the Department from suppliers of asphalt cement to contractors doing work in Virginia. The Department will collect terminal prices from approximately 12 terminals each month. These prices will be received once each month from suppliers on or about the last weekday of the month. The high and low prices will be eliminated and the remaining values averaged to establish the average statewide price for the following month. That monthly state-wide average price will be posted on the Construction Division website on or about the first weekday of the following month. In the event the average prices were to change 10 percent or more of the Base Index during the middle of the month, the Design Builder can submit a letter to the Department and the supplier that provides evidence of the difference in price. Upon receipt of the letter consideration will be given to extend additional adjustments as deemed necessary.

This monthly statewide average price will be the Base Index for all contracts on which Price Proposals are received during the calendar month of its posting and will be the Current Index for all asphalt placed during the calendar month of its posting. In the event an index changes radically from the apparent trend, as determined by the Engineer, the Department may establish an index which is determined to best reflect the trend.

The amount of adjustment applied will be based on the difference between the Price Proposal/Contract Base Index and the Current Index for the applicable calendar month during which the work is performed. Calculations must be done for each type of Asphalt Material put in place each month, whether the Current Index is higher or lower than the Base Index. The calculation for the adjustment shall be shown as follows:

$$A = Q \times \%AC \times IC$$

Where: A = Asphalt Adjustment Dollar Amount

Q = Quantity of Asphalt Material put in place during the month

%AC = % of Asphalt Cement in the Asphalt Material as specified in the Job Mix Formula

IC = Numeric Dollar Difference, either positive or negative, between the Base Index and Current Index

*Example Calculation for Negative Price Adjustment (Credit back to VDOT):*

7,500 Tons of SM-12.5A put in place during the month (Q), Job Mix is 6.1% Asphalt Cement for SM-12.5A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$500/Ton, Difference of - \$15.00/Ton (IC)

$$7,500 \text{ Tons SM-12.5A} \times 6.1\% \times -\$15.00/\text{Ton} = -\$6,862.50 \text{ Adjustment Amount}$$

*Example Calculation for Positive Price Adjustment (Paid to the Design-Builder):*

10,000 Tons of BM-25.0A put in place during the month (Q), Job Mix is 5.2% Asphalt Cement for BM-25.0A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$560/Ton, Difference of + \$45.00/Ton (IC)

$$10,000 \text{ Tons BM-25.0A} \times 5.2\% \times \$45.00/\text{Ton} = +\$23,400.00 \text{ Adjustment Amount}$$

Adjustment of any asphalt material other than PG 64S-22 and PG 64E-22 will be based on the indexes for PG 64S-22. The quantity of asphalt cement for asphalt concrete pavement to which adjustment will be applied will be the quantity based on the percent of asphalt cement shown on the appropriate approved job mix formula.

The quantity of asphalt emulsion for surface treatments to which adjustment will be applied will be the quantity based on 65 percent residual asphalt.

Price adjustment will be shown as a separate entry on the monthly application of payment for work packages completed; however, such adjustment will not be included in the total cost of the work for progress determination or for extension of contract time. Items the Design-Builder claims in its application of payment for asphalt adjustments must include supporting calculations certified by the Quality Assurance Manager (QAM). These calculations shall be completed relative to the calendar month under which the work was performed and shall be submitted for either positive or negative adjustment.

Any apparent attempt to unbalance bids in favor of items subject to price adjustment or failure to submit required cost and price data as noted hereinbefore may result in rejection of items for asphalt adjustment.

VIRGINIA DEPARTMENT OF TRANSPORTATION  
**MASTER LISTING OF**  
**ASPHALT MATERIAL ITEMS ELIGIBLE FOR PRICE ADJUSTMENT**

ITEM	DESCRIPTION	UNITS	SPECIFICATION
10062	Asphalt-Stab. Open-Graded Material	Ton	313
10416	Liquid Asphalt	Gal	311 312
10417	Tack Coat	Gal	310
10420	Blotted Seal Coat Ty. B	Sy	ATTD
10422	Blotted Seal Coat Ty. C	Sy	ATTD
10423	Blotted Seal Coat Ty. C-1	Sy	ATTD
10424	Blotted Seal Coat Ty. D	Sy	ATTD
10598	NS Asphalt Concrete	Ton	315
10603	Asphalt Concrete Ty. SM-19.0A	Ton	315
10604	Asphalt Concrete Ty. SM-19.0D	Ton	315
10605	Asphalt Concrete Ty. SM-19.0E (64E)	Ton	315
10606	Asphalt Concrete Ty. SM-9.5	Ton	315
10607	Asphalt Concrete Ty. SM-12.5A	Ton	315
10608	Asphalt Concrete Ty. SM-12.5D	Ton	315
10609	Asphalt Concrete Ty. SM-12.5E (64E-22)	Ton	315
10610	Asphalt Concrete Ty. IM-19.0A	Ton	315
10611	Asphalt Concrete Ty. IM-19.0D	Ton	315
10612	Asphalt Conc. Base Cr. Ty. BM-25.0	Ton	315
10614	Asphalt Concrete Ty. IM-19.0E (64E)	Ton	315
10613	Asphalt Concrete Ty. BM-37.5	Ton	315
10635	Asphalt Concrete Ty. SM-9.5A	Ton	315
10636	Asphalt Concrete Ty. SM-9.5D	Ton	315
10637	Asphalt Concrete Ty. SM-9.5E (64E-22)	Ton	315
10639	Asphalt Concrete Ty. SM-19.0	Ton	315
10642	Asphalt Concrete Ty. BM-25.0A	Ton	315
10643	Asphalt Concrete Ty. BM-25.0D	Ton	315
10650	Stone Matrix Asphalt SMA-9.5(64H-22)	Ton	317
10651	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	317
10652	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	317
10653	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	317
10654	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	317
10655	Stone Matrix Asphalt SMA-19.0(64E-22)	Ton	317
10701	Liquid Asphalt Coating	Sy	ATTD
12505	Asphalt Concrete Curb Backup Material	Ton	315
13240	Asphalt Concrete Sidewalk	Ton	504
16110	Emul. Asph. Slurry Seal Type A	Sy	ATTD
16120	Emul. Asph. Slurry Seal Type B	Sy	ATTD
16130	Emul. Asph. Slurry Seal Type C	Sy	ATTD
16144	Latex Mod. Emul. Treat. Type B	Ton	ATTD
16145	Latex Mod. Emul. Treat. Type C	Ton	ATTD

16146	Latex Mod. Emul. Treat. Rutfilling	Ton	ATTD
16161	Modified Single Seal	Sy	ATTD
16162	Modified Double Seal	Sy	ATTD
16249	Nontracking Tack Coat	Gal.	ATTD
16250	Liquid Asphalt Matl. CMS-2 (Mod)	Gal	ATTD
16251	Liquid Asphalt Matl. CMS-2	Gal	ATTD
16252	Liquid Asphalt Matl. CRS-2	Gal	ATTD
16253	Liquid Asphalt Matl. CRS-2H	Gal.	ATTD.
16254	Liquid Asphalt Matl. RC-250	Gal	ATTD
16256	Liquid Asphalt Matl. RC-800	Gal	ATTD
16257	Ns Liquid Asphalt Matl.	Gal	ATTD
16260	Liquid Asphalt Matl. CRS-2L	Gal	ATTD
16325	NS Asphalt Concrete	Ton	N/A
16326	Asphalt Concrete Ty. SM-4.75A	Ton	315
16327	Asphalt Concrete Ty. SM-4.75D	Ton	315
16328	Asphalt Concrete Ty. SM-4.75E	Ton	315
16330	Asphalt Concrete Ty. SM-9.0A	Ton	315
16335	Asphalt Concrete Ty. SM-9.5A	Ton	315
16337	Asph. Conc. Ty. SM-9.5ASL (Spot Level)	Ton	315
16340	Asphalt Concrete Ty. SM-9.5D	Ton	315
16342	Asph. Conc. Ty. SM-9.5DSL (Spot Level)	Ton	315
16345	Asphalt Concrete Ty. SM-9.5E (64E-22)	Ton	315
16350	Asphalt Concrete Ty. SM-12.5A	Ton	315
16352	Asph. Con. Ty. SM-12.5ASL (Spot Level)	Ton	315
16355	Asphalt Concrete Ty. SM-12.5D	Ton	315
16357	Asph. Con. Ty. SM-12.5DSL (Spot Level)	Ton	315
16360	Asphalt Concrete Ty. SM-12.5E (64E-22)	Ton	315
16364	Asphalt Concrete Ty. SM-19.0E (64E)		
16365	Asphalt Concrete Ty. IM-19.0A	Ton	315
16370	Asphalt Concrete Ty. IM-19.0D	Ton	315
16371	Asphalt Concrete Ty. IM-19.0E (64E)		
16373	Asphalt Concrete Ty. IM-19.0A (T)	Ton	315
16374	Asphalt Concrete Ty. IM-19.0D (T)	Ton	315
16377	Asphalt Concrete Ty. BM-37.5	Ton	315
16379	Asphalt Concrete Ty. IM-19.0T	Ton	315
16390	Asphalt Concrete Ty. BM-25.0A	Ton	315
16392	Asphalt Concrete Ty. BM-25.0D	Ton	315
16395	Asphalt Concrete Ty. BM-25.0A (T)	Ton	315
16397	Asphalt Concrete Ty. BM-25.0D (T)	Ton	315
16400	Stone Matrix Asphalt SMA-9.5(64H-22)	Ton	ATTD
16401	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	ATTD
16402	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	ATTD
16403	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	ATTD
16404	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	ATTD
16405	Stone Matrix Asphalt SMA-19.0(64E-22)	Ton	ATTD
16490	Hot Mix Asphalt Treatment	Ton	ATTD

16500	Surf.Preparation & Restoration Type I	Ton	ATTD
16502	Surf.Preparation & Restoration Type II	Ton	ATTD
16504	Surf.Preparation & Restoration Type III	Ton	ATTD
67201	NS Asphalt Concrete Overlay	Ton	315
67210	NS Asphalt Concrete	Ton	315
68240	NS Asphalt Concrete	Ton	315

**EXHIBIT 6.3 (c)  
ADJUSTMENT FOR FUEL**

**VIRGINIA DEPARTMENT OF TRANSPORTATION  
SPECIAL PROVISION FOR  
OPTIONAL ADJUSTMENT FOR FUEL  
DESIGN-BUILD PROJECTS**

June 26, 2018

In the event the Design-Builder elects to seek adjustment for fuel items designated in the Price Proposal/Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract.

The Design-Builder shall submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in fuel used on specific items of work identified in this provision. The optional fuel item listing eligible for fuel adjustment is provided by the Department at this website: <http://www.virginiadot.org/business/const/resource.asp>. The listing on the web site also includes the corresponding fuel factor for each item. The fuel usage factor for each item is considered inclusive of all fuel usage.

In order to be eligible for fuel adjustment under this provision, the Design-Builder shall clearly identify in the Schedule of Items those pay items and the associated quantities it chooses to have fuel adjustment applied to in its work packages. Items the Design-Builder claims in its application of payment for fuel adjustments must be properly designated in order to be considered for adjustment. Items not properly designated or left out of the Design-Builder's Schedule of Items shall not be considered for adjustment.

The monthly index price to be used in the administration of this provision will be calculated by the Department from the Diesel fuel prices published by the U. S. Department of Energy, Energy Information Administration on highway diesel prices, for the Lower Atlantic region. The monthly index price will be the price for diesel fuel calculated by averaging each of the weekly posted prices for that particular month.

For the purposes of this provision, the base index price will be calculated using the data from the month preceding the receipt of bids. The base index price will be posted by the Department at the beginning of the month for all bids received during that month.

The current index price will be posted by the Department and will be calculated using the data from the month preceding the particular estimate being vouchered for payment.

The current monthly quantity for eligible items of work selected by the Design-Builder for fuel adjustment in its work packages will be multiplied by the appropriate fuel factor to determine the gallons of fuel to be cost adjusted. The amount of adjustment per gallon will be the net difference between the current index price and the base index price. Computation for adjustment will be made as follows:

$$S = (E - B) QF$$

Where; S = Monetary amount of the adjustment (plus or minus)  
B = Base index price  
E = Current index price  
Q = Quantity of individual units of work  
F = Appropriate fuel factor

Adjustments will not be made for work performed beyond the original contract time limit unless the original time limit has been changed by an executed Work Order.

If new pay items are added to this contract by Work Order and they are listed in the Department's master listing of eligible items, the Work Order must indicate which of these individual items will be fuel adjusted; otherwise, those items will not be fuel adjusted. If applicable, designating which new pay items will be added for fuel adjustment must be determined during development of the Work Order and clearly shown on the Work Order form. The Base Index price on any new eligible pay items added by Work Order will be the Base Index price posted for the month in which bids were received for that particular project. The Current Index price for any new eligible pay items added by Work Order will be the Index price posted for the month preceding the estimate on which the Work Order is paid.

When quantities differ between the last monthly application of payment prepared upon final acceptance and the final application of payment, adjustment will be made using the appropriate current index for the period in which that specific item of work was last performed.

In the event any of the base fuel prices in this contract increase more than 100 percent (i.e. fuel prices double), the Department will review each affected item of work and give the Design-Builder written notice if work is to stop on any affected item of work. The Department reserves the right to reduce, eliminate or renegotiate the price for remaining portions of affected items of work.

Any amounts resulting from fuel adjustment will not be included in the total cost of work for determination of progress or for extension of contract time.

I elect to use this provision

I elect not to use this provision

Date: March 14, 2023

Signature: 

Design-builder: Branch Civil, Inc.

Vendor No.: B319

**EXHIBIT 6.3(d)  
ADJUSTMENT FOR STEEL**

**VIRGINIA DEPARTMENT OF TRANSPORTATION  
SPECIAL PROVISION FOR  
PRICE ADJUSTMENT FOR STEEL  
DESIGN-BUILD PROJECTS**

June 6, 2018

In the event the Design-Builder elects to seek adjustment for steel items designated in the Price Proposal/Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. If new pay items which involve steel are established by Work Order, they will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in steel used on specific items of work identified in the Price Proposal/contract in accordance with this provision. Provided at the end of this provision is a master listing of standard bid items the Department has determined are eligible for steel price adjustment. Only items on this listing will be eligible for steel price adjustment. Generally, non-standard pay items will not be eligible for steel price adjustment unless such steel items are project-specific modifications of items normally eligible and the quantities present on the project constitute major items of the work. Inventoried materials from the listing of eligible items are specifically excluded for consideration. This provision also does not allow for price adjustment for embedded steel where the steel item is a component of the finished bid item and there is no separate or distinct payment for the steel item or for steel used for pre-tensioned or post-tensioned precast components where furnishing steel is included in the unit price of the finished bid item. This includes items such as (but not limited to) drop inlets, median barriers, sound barrier walls, bridge railing and parapets, are not eligible for consideration under this provision.

The requirements of this provision shall apply only to material cost changes that occur between the date of the opening of the Price Proposal and the date the material is shipped to the fabricator. To be eligible for this price adjustment, Design-Builder is required to fill out the accompanying Form for Price Adjustment for Eligible Steel Items on Design-Build Projects and submit the same with its Price Proposal for the Project. By signing the Form and submitting it with its Price Proposal Design-Builder declares its intention to participate in the price adjustment in its contract with the Department. For the purposes of this provision, the prices listed on the Form for Price Adjustment for Eligible Steel Items on Design-Build projects are fixed for cost and adjustment calculations regardless of quantities incorporated into final design. Further, in order for steel items to be eligible for adjustment, once shipped to the fabricator, the items shall be specifically stored, labeled, or tagged, recognizable by color marking, and identifiable by project for inspection and audit verification immediately upon arrival at the fabricator.

Design-Builder shall upon request furnish documentation supporting the price per pound for eligible steel items as shown on the Form for Price Adjustment for Eligible Steel Items on Design-Build Projects furnished with its Price Proposal. Design-Builder must use the format as shown with this Form; no other format for presenting this information will be permitted. Design-Builder shall certify that all items of documentation are original and were used in the computation of the price per pound amount for the represented eligible pay items for the month the Price Proposal was opened. This documentation shall support the base line material price ("Base Price") of the steel item only. Base price per pound shall not include the following cost components: fabrication, shipping, storage, handling, and erection.

Failure to submit all documentation required or requested supporting the per pound prices on eligible steel items will result in Design-Builder being ineligible for a price adjustment of any or all steel items.

Price adjustment of each qualifying item will only be considered if there is an increase or decrease in the cost of eligible steel materials in excess of 10 percent up to a maximum of 60 percent from the Base Price when compared with the latest published price index (“Price Index”) in effect at the time material is shipped to the fabricator.

The Price Index the Department is using is based on The U.S. Department of Labor, Bureau of Labor Statistics, Producers Price Index (PPI) which measures the average price change over time of the specific steel eligible item from the perspective of the seller of goods. The Master List table provided at the end of this provision indicates the Producers Price Index (PPI) steel category index items and the corresponding I.D. numbers to which VDOT items will be compared. **Please note:** The Producers Price Index (PPI) is subject to revision 4 months after original publication, therefore, price adjustments and payments will not be made until the index numbers are finalized.

Items under consideration for price adjustment will be compared to the steel category index items and the corresponding I.D. numbers shown in the table attached to the end of this provision.

The price adjustment will be determined by computing the percentage of change in index value beyond 10 percent above or below the index on the date of opening of Design-Builder’s Price Proposal to the index value on the date the steel material is shipped to the fabricator (Please see included sample examples). Weights and date of shipment must be documented by a bill of lading provided to the Department. The final price adjustment dollar value will be determined by multiplying this percent increase or decrease in the index (after 10%) by the represented quantity of steel shipped, by the Base Price per pound subject to the limitations herein.

**Price increase/decrease will be computed as follows:**

$$A = B \times P \times Q$$

- Where;
- A = Steel price adjustment in lump sum dollars
  - B = Average weighted price of steel submitted in Design-Builder’s Price Proposal for project in price per pound as listed on the Form for Price Adjustment for Eligible Steel Items on Design-Build Project
  - P = Adjusted percentage change in PPI average from shipping date to date of opening of Price Proposal minus 10% (0.10) threshold
  - Q = Total quantity of steel in pounds shipped to fabricator for specific project

This price adjustment is capped at 60 percent. This means the maximum “P” value for increase or decrease that can be used in the above equation is 50% (60%-10% threshold).

Calculations for price adjustment shall be shown separate from the monthly progress payment for work packages and will not be included in the total cost of work for determination of progress or for extension of contract time.

Upon Department review and due process consideration for redress by Design-Builder, any apparent evidence to unbalance the price supplied by Design-Builder in favor of items subject to price adjustment will result in ineligibility for Department participation under this provision.



---

**Sample Calculation of a Price Adjustment (increase)**

---

Project bid on April 28, 2004.

Project has 450,000 lb. of eligible structural steel.

Design Builder's \*f.o.b. supplier price for structural steel submitted in the Price Proposal is \$0.2816 per pound.

\*free on board

Adjusted\*\* BLS Producers Price Index (PPI) most recently published average at time of opening of the Price Proposal is 139.6.

All eligible steel shipped to fabricator in same month, October 2004.

Adjusted BLS Producers Price Index (PPI) most recently published average for month of October is 161.1

Adjustment formula is as follows:

$$A = B \times P \times Q$$

- Where;
- A = Steel price adjustment in lump sum dollars
  - B = Average weighted price of steel submitted in the Price Proposal for Design-Build project in \$ per pound
  - P = Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus 10% (0.10) threshold
  - Q = Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds

$$B = \$0.2816$$

$$P = (161.1 - 139.6) / 139.6 - 0.10 = 0.054$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.054 \times 450,000$$

$$A = \$6,842.88 \text{ pay adjustment to Design-Builder}$$

---

**Sample Calculation of a Price Adjustment (decrease)**

---

Project bid on April 28, 2004.

Project has 450,000 lb. of eligible structural steel.

Design-Builder's \*f.o.b. supplier price for structural steel submitted in the Price Proposal is \$0.2816 per pound.

\*free on board

Adjusted BLS Producers Price Index (PPI) most recently published average at time of opening of the Price Proposal is 156.6.

All eligible steel shipped to fabricator in same month, October 2004.

Adjusted BLS Producers Price Index (PPI) most recently published average for month of October is 136.3

Adjustment formula is as follows:

$$A = B \times P \times Q$$

Where;

- A = Steel price adjustment in lump sum dollars
- B = Average weighted price of steel submitted in the Price Proposal for Design-Build project in \$ per pound
- P = Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus 10% (0.10) threshold
- Q = Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds

$$B = \$0.2816$$

$$P = (156.6 - 136.3)/156.6 - 0.10 = 0.030$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.030 \times 450,000$$

$$A = \$3,801.60 \text{ credit to Department}$$

**MASTER LISTING**

**STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT**

June 8, 2018

BLS Series I. D.

ITEM NUMBER	ITEM DESCRIPTION	UNITS	Number WPU used in \$ adjust.
00519	SHEET PILE, STEEL	SF	avg. 1017 & 101
00540	REINF. STEEL	LB	101704
00560	STRUCTURAL STEEL JB-1	LB	avg. 1017 & 101
11030	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
13545	REINF. STEEL	LB	101704
14502	REINFORCING STEEL	LB	101704
45522	4" STEEL ENCASE. PIPE	LF	101706
45532	6" STEEL ENCASE. PIPE	LF	101706
45562	16" STEEL ENCASE. PIPE	LF	101706
45572	18" STEEL ENCASE. PIPE	LF	101706
45582	24" STEEL ENCASE. PIPE	LF	101706
45584	24" JACKED STEEL ENCASMENT PIPE	LF	101706
45592	30" STEEL ENCASE. PIPE	LF	101706
60452	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
61700	REINF. STEEL	LB	101704
61704	CORROSION RESISTANT REINF. STEEL	LB	101704
61750	STRUCT. STEEL HIGH STRG. PLT. GIRDERS	LB	avg. 1017 & 101
61811	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61812	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61813	STR. STEEL PLATE GIRDER ASTM A709 GRADEHPS50W	LB	avg. 1017 & 101
61814	STR. STEEL PLATE GIRDER ASTM A709 GRADEHPS70W	LB	avg. 1017 & 101
61820	STR. STEEL ROLLED BEAM ASTM A709 GRADE 36	LB	avg. 1017 & 101
61821	STR. STEEL ROLLED BEAM ASTM A709 GRADE50	LB	avg. 1017 & 101
61822	STR. STEEL ROLLED BEAM ASTM A709 GRADE50W	LB	avg. 1017 & 101
61990	STEEL GRID FLOOR	SF	avg. 1017 & 101
64110	STEEL PILES 10"	LF	avg. 1017 & 101
64112	STEEL PILES 12"	LF	avg. 1017 & 101
64114	STEEL PILES 14"	LF	avg. 1017 & 101
64768	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101
64778	DRIVING TEST FOR 14" STEEL PILE	LF	avg. 1017 & 101
65200	REINF. STEEL	LB	101704
65204	CORROSION RESISTANT REINF. STEEL	LB	101704
68100	REINF. STEEL	LB	101704
68104	CORROSION RESISTANT REINF. STEEL	LB	101704
68107	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
68108	STR. STEEL PLATE GIRDER ASTM A709 GR50W	LB	avg. 1017 & 101
68109	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS50W	LB	avg. 1017 & 101
68110	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS70W	LB	avg. 1017 & 101
68112	STR. STEEL ROLLED BEAM ASTM A709 GR.36	LB	avg. 1017 & 101
68113	STR. STEEL ROLLED BEAM ASTM A709 GR.50	LB	avg. 1017 & 101
68114	STR. STEEL ROLLED BEAM ASTM A709 GR. 50W	LB	avg. 1017 & 101
68115	STRUCT. STEEL	LB	avg. 1017 & 101
68270	REINF. STEEL BRIDGE APPR. SLAB	LB	101704

Request for Proposals  
Part 3  
Instructions for Offerors  
December 13, 2022

Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)  
Town of Ashland, Hanover and Henrico Counties, Virginia  
State Project Nos. 9999-166-294, P101, R201, C501 (UPC #121374),  
9999-964-016, P101, R201, C501 (UPC #119599)  
Contract ID # C00121374DB121

69060	SHEET PILES, STEEL	SF	avg. 1017 & 101
69100	REINF. STEEL	LB	101704
69104	CORROSION RESISTANT REINF. STEEL	LB	101704
69110	STEEL PILES 10"	LF	avg. 1017 & 101
69112	STEEL PILE 12"	LF	avg. 1017 & 101
69113	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101

I elect to use this provision

I elect not to use this provision

Date: March 14, 2023

Signature: 

Design-Builder: Branch Civil, Inc.

Vendor No.: B319

# 4.3.3

Proposal Guaranty (C-24)

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE Branch Civil, Inc. As  
Hartford Fire Insurance Company principal, and One Hartford Plaza, Hartford, CT 06155 - 0001 Surety, are held and firmly bound unto the  
Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE  
BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we  
bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly  
by these presents.

SIGNED, sealed and dated this 14th Day of March, 20 23

WHEREAS, the above said principal is herewith submitting its proposal for:

PROJECT NUMBER: Design-Build Project: Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4) Town of Ashland, Hanover  
and Henrico Counties, Virginia, State Project Nos. 9999-166-294, P101, R201, C501 (UPC #121374),  
9999-964-016, P101, R201, C501 (UPC #119599), Contract ID # C00121374DB121

NOW, THEREFORE, the condition of the above obligee is such, that if the aforesaid principal shall be  
awarded the contract upon said proposal and shall within the time specified in the Specifications after the  
notice of such award enter into a contract and give bond for the faithful performance of the contract, then this  
obligation shall be null and void; otherwise to remain in full force and effect and the principal and surety will  
pay unto the obligee the difference in money between the amount of the bid of the said principal and the  
amount for which the obligee may legally contract with another party to perform the said work if the latter  
amount be in excess of the former; but in no event shall the liability exceed the penal sum hereof.

Branch Civil, Inc.  
(Principal\*)

Hartford Fire Insurance Company  
(Surety Company)

By: [Signature]  
(Officer, Partner or Owner) (Seal)

By: [Signature]  
(Attorney-in-Fact\*\*) (Seal)

One Hartford Plaza, Hartford, CT 06155 - 0001  
(Address)

One Hartford Plaza, Hartford, CT 06155 - 0001  
(Address)

By: \_\_\_\_\_  
(Officer, Partner or Owner) (Seal)

By: \_\_\_\_\_  
(Surety Company)

\_\_\_\_\_  
(Principal\*)

\_\_\_\_\_  
(Attorney-in-Fact\*\*) (Seal)

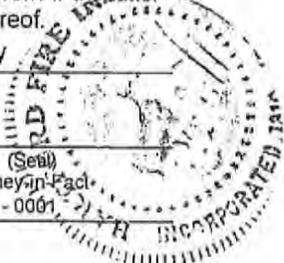
By: \_\_\_\_\_  
(Officer, Partner or Owner) (Seal)

By: \_\_\_\_\_  
(Address)

\*Note: If the principal is a joint venture, each party thereof must be named and execution made by same hereon. If there is more than one surety to the bid bond, each surety must be named and execution shall be made by same hereon.  
Electronic Bid Only: In lieu of completing the above section of the Contract Performance Bond, the Principal shall file an Electronic Bid Bond when bidding electronically. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the Commonwealth of Virginia under the same conditions of the bid bond as shown above.

Electronic Bid Bond ID# \_\_\_\_\_ Company/Bidder Name \_\_\_\_\_ Signature and Title \_\_\_\_\_

\*\*Attach copy of Power of Attorney



ACKNOWLEDGEMENT OF CONTRACTOR - IF A CORPORATION

STATE OF Virginia

COUNTY OF Henrico

ON THE 14th DAY OF March, 2023 BEFORE ME PERSONALLY APPEARED Michael Colbert TO BE KNOWN, WHO, BEING BY ME DULY SWORN, DID DEPOSE AND SAY; THAT (S)HE IS THE VP, Estimator OF Branch Civil, Inc. THE CORPORATION THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL, AT MY OFFICE IN THE ABOVE COUNTY, THE DAY AND YEAR WRITTEN ABOVE.

Deeey Reed  
Notary Public Not. Reg. # 349155  
Commission expires - 10-31-2024



ACKNOWLEDGEMENT OF SURETY COMPANY

STATE OF New Jersey

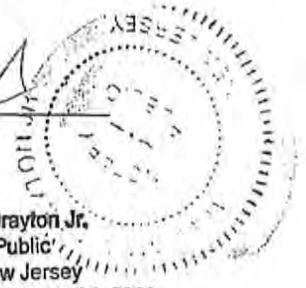
COUNTY OF Morris

ON THE 14th DAY OF March, 2023 BEFORE ME PERSONALLY APPEARED Jaclyn Thomas TO ME KNOWN, WHO BEING BY ME DULY SWORN, DID DEPOSE AND SAY; THAT (S)HE IS THE ATTORNEY-IN-FACT OF Hartford Fire Insurance Company, THE CORPORATION THAT EXECUTED THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT SUCH CORPORATION EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL, AT MY OFFICE IN THE ABOVE COUNTY, THE DAY AND YEAR WRITTEN ABOVE.

William A. Drayton Jr.  
Notary Public

William A. Drayton Jr.  
Notary Public  
State of New Jersey  
My commission expires April 9, 2026



# POWER OF ATTORNEY

Direct Inquiries/Claims to:

**THE HARTFORD**  
 BOND, T-11  
 One Hartford Plaza  
 Hartford, Connecticut 06155  
[Bond.Claims@thehartford.com](mailto:Bond.Claims@thehartford.com)  
 call: 888-266-3488 or fax: 860-757-5835

KNOW ALL PERSONS BY THESE PRESENTS THAT:

Agency Name: AMERICAN GLOBAL LLC  
 Agency Code: 21-212039

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

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

Marisol Mojica, Krystal L. Stravato, Jaclyn Thomas, Kevin T. Walsh, Jr., of Whippany NJ, Ricardo Davila, William Griffin, Michael Marino, Vivian Santiago, Torre Taylor of MIAMI, Florida

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

In Witness Whereof, and as authorized by a Resolution of the Board of Directors of the Companies on May 23, 2016 the Companies have caused these presents to be signed by its Assistant Vice President and its corporate seals to be hereto affixed, duly attested by its Assistant Secretary. Further, pursuant to Resolution of the Board of Directors of the Companies, the Companies hereby unambiguously affirm that they are and will be bound by any mechanically applied signatures applied to this Power of Attorney.



*Shelby Wiggins*

Shelby Wiggins, Assistant Secretary

*Joelle L. LaPierre*

Joelle L. LaPierre, Assistant Vice President

STATE OF FLORIDA

COUNTY OF SEMINOLE



ss. Lake Mary

On this 20th day of May, 2021, before me personally came Joelle LaPierre, to me known, who being by me duly sworn, did depose and say: that (s)he resides in Seminole County, State of Florida; that (s)he is the Assistant Vice President of the Companies, the corporations described in and which executed the above instrument; that (s)he knows the seals of the said corporations; that the seals affixed to the said instrument are such corporate seals; that they were so affixed by authority of the Boards of Directors of said corporations and that (s)he signed his/her name thereto by like authority.



*Jessica Ciccone*

Jessica Ciccone  
 My Commission HH 122280  
 Expires June 20, 2025

I, the undersigned, Assistant Vice President of the Companies, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is still in full force effective as of March 14, 2023

Signed and sealed in Lake Mary, Florida.



*Keith D. Dozois*

Keith D. Dozois, Assistant Vice President

# HARTFORD FIRE INSURANCE COMPANY

Hartford, Connecticut

*Financial Statement, December 31, 2021*

Statutory Basis

ASSETS		LIABILITIES	
U.S. Government Bonds .....	\$ 1,089,309,403	Reserve for Claims	\$
Bonds of Other Governments .....	176,571,749	and Claim Expense.....	10,151,924,943
State, County and Municipal Bonds .....	1,218,163,949	Reserve for Unearned Premiums .....	2,200,283,164
Miscellaneous Bonds .....	5,948,359,415	Reserve for Taxes, License	
Stocks .....	6,205,376,908	and Fees .....	45,080,248
Short Term Investments .....	41,674,986	Miscellaneous Liabilities .....	1,625,602,623
	<u>\$ 14,679,456,410</u>	<b>Total Liabilities .....</b>	<u><b>\$ 14,022,890,978</b></u>
Real Estate .....	\$ 315,811,915	Capital Paid In \$	55,320,000
Cash .....	68,217,813	Surplus .....	<u>11,688,032,539</u>
Agents' Balances (Under 90 Day) .....	3,011,823,597		
Other Invested Assets .....	3,952,823,715	Surplus as regards Policyholders.....	<u>\$ 11,743,352,539</u>
Miscellaneous .....	3,738,110,067	<b>Total Liabilities, Capital</b>	
<b>Total Admitted Assets .....</b>	<u><b>\$ 25,766,243,517</b></u>	<b>and Surplus .....</b>	<u><b>\$ 25,766,243,517</b></u>

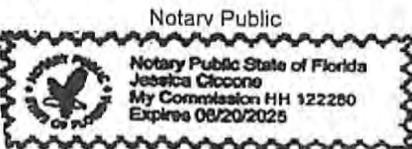
STATE OF FLORIDA  
SEMINOLE COUNTY  
CITY OF LAKE MARY

} ss.

Joelle L. LaPierre, Assistant Vice President and Shelby Wiggins, Assistant Secretary of the Hartford Fire Insurance Company, being duly sworn, each deposes and say that the foregoing is a true and correct statement of the said company's financial condition as of December 31, 2021.

Subscribed and sworn to before me this  
25th day of March, 2022.

Jessica Ciccone



Joelle L. LaPierre  
Assistant Vice President

Shelby Wiggins  
Assistant Secretary



# 4.3.4

## Sworn Statement Forms

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

PROJECT: 9999-166-294, P101, R201, C501 (UPC 121374);  
9999-964-016, P101, R201, C501(UPC 119599)

FHWA: N/A

This form must be completed, signed and returned with bid; and failure to do so may result in the rejection of your bid. **THE CONTRACTOR SHALL AFFIRM THE FOLLOWING STATEMENT EITHER BY SIGNING THE AFFIDAVIT AND HAVING IT NOTARIZED OR BY SIGNING THE UNSWORN DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES. A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.**

**STATEMENT.** In preparation and submission of this bid, I, the firm, corporation or officers, agents or employees thereof did not, either directly or indirectly, enter into any combination or arrangement with any persons, firm or corporation or enter into any agreement, participate in any collusion, or otherwise take any action in the restraint of free, competitive bidding in violation of the Sherman Act (15 U.S.C. Section 1) or Article 1.1 or Chapter 12 of Title 18.2 (Virginia Governmental Frauds Act), Sections 59.1-9.1 through 59.1-9.17 or Sections 59.1-68.6 through 59.1-68.8 of the Code of Virginia.

**AFFIDAVIT**

The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at Henrico, Virginia, this 14th day of March, 2023  
County (City), STATE

Branch Civil, Inc. By: [Signature] VP, Estimating  
(Name of Firm) (Signature) Title (print)

STATE of Virginia COUNTY (CITY) of Henrico

To-wit:

I Molly F. Roland, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Michael Colbert

personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 14th day of March, 2023

[Signature] My Commission expires 10/31/2024

Notary Public

Not. Reg # 349155

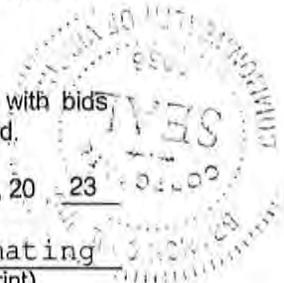
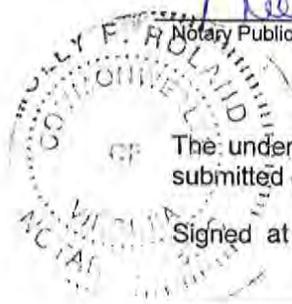
OR

**UNSWORN DECLARATION**

The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_  
County (City), STATE

By: \_\_\_\_\_  
(Name of Firm) (Signature) Title (print)



**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
AFFIDAVIT**

PROJECT: 9999-166-294, P101, R201, C501 (UPC 121374)  
9999-964-016, P101, R201, C501 (UPC 119599)

FHWA: N/A

This form must be completed, signed, notarized and returned with bid; and failure to do so, may result in the rejection of your bid. A separate form must be submitted by each principal of a joint venture bid.

1. I, the firm, corporation or officers, agents or employees thereof have neither directly nor indirectly entered into any combination or arrangement with any person, firm or corporation or entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract, the effect of which is to prevent competition or increase the cost of construction or maintenance of roads or bridges.

During the preceding twelve months, I (we) have been a member of the following Highway Contractor's Associations, as defined in Section 33.1-336 of the Code of Virginia (1970). (If none, so state).

NAME	Location of Principal Office
<u>VTCA</u>	<u>Richmond VA</u>
<u>HRUHCA</u>	<u>Chesapeake VA</u>
<u>Carolina AGC</u>	<u>Raleigh NC</u>

2. I (we) have x, have not \_\_\_\_\_, participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, and that I/We have x, have not \_\_\_\_\_, filed with the joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

**Note:** The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor [41 CFR 60-1.7(b)(1)], and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contract or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7(b) (1) prevents the award of contract and subcontract unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

(Continued)

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CONTRACT ID. NO.:

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3. The bidder 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 judgement rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation 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 above; and
  - (d) Where the bidders is unable to certify to any of the statements in this certification, the bidder shall show an explanation below.

Explanations will not necessarily result in denial of award, but will be considered in determining bidder responsibility. For any explanation noted, indicate below to whom it applies, initiating agency, and dates of action. Providing false information may result in federal criminal prosecution or administration sanctions. The bidder shall provide immediate written notice to the Department if at any time the bidder learns that its certification was erroneous when submitted or has become erroneous by reason of change circumstances.

The undersigned is duly authorized by the bidder to make the foregoing statements to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at Henrico County, VA , this 14th day of March , 20 23  
County (City), STATE

Branch Civil, Inc. By: [Signature] VP, Estimating  
(Name of Firm) (Signature) Title (print)

STATE of Virginia COUNTY (CITY) of Henrico

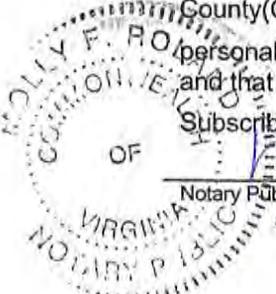
To-wit: I Molly F. Roland , a Notary Public in and for the State and  
County(City) aforesaid, hereby certify that this day Michael Colbert

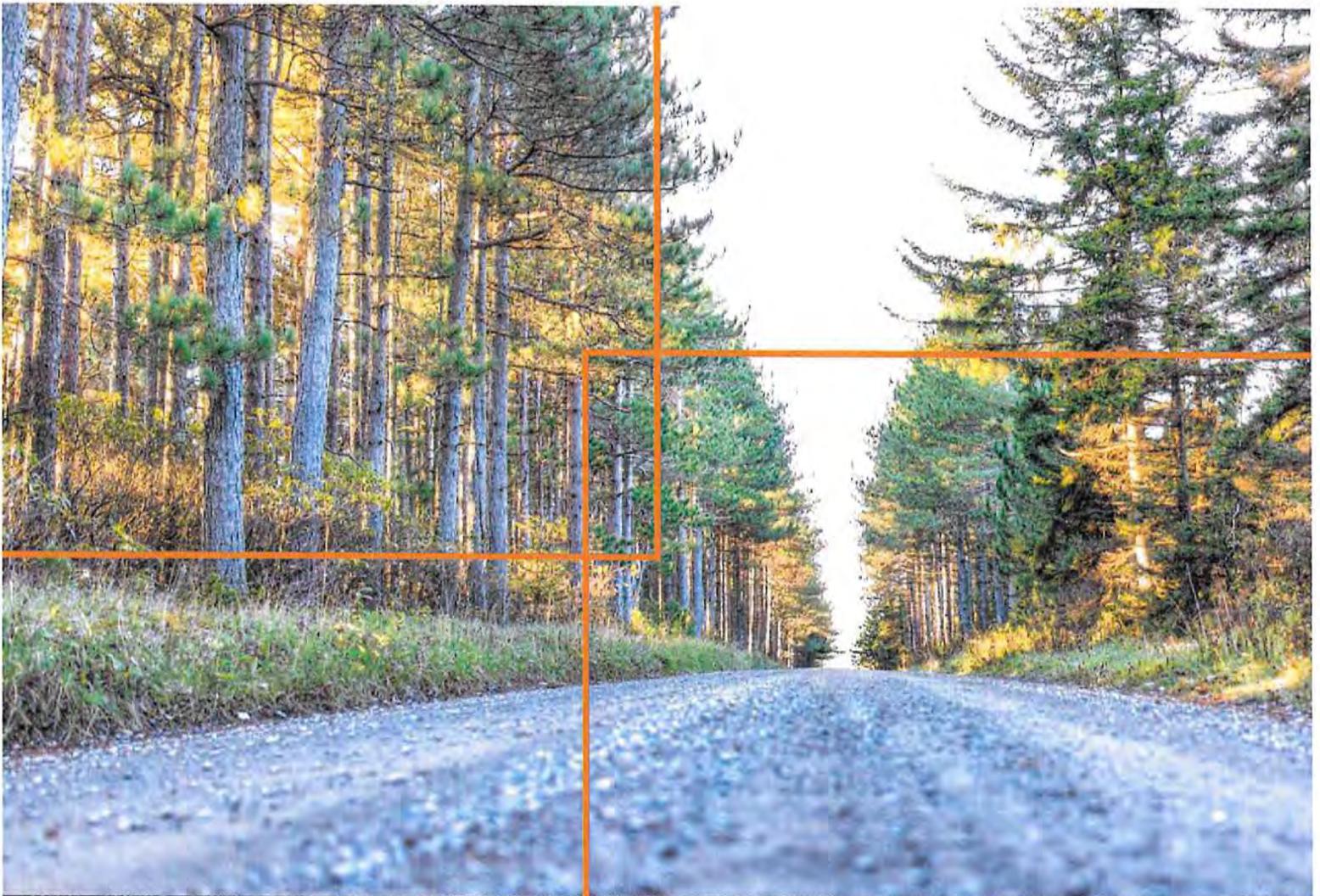
personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 14th day of March , 20 23  
[Signature] My Commission expires 10/31/2024

Notary Public

NOT By # 349155





**BRANCH  
CIVIL**

Branch Civil, Inc.  
3635 Peters Creek Road NW  
Roanoke, VA 24019  
540.982.1678 | [www.branchcivil.com](http://www.branchcivil.com)