



Unsolicited Proposal for
COUNTY OF PRINCE WILLIAM, VA
MINNIEVILLE ROAD
AND ROUTE 1
IMPROVEMENTS PPTA

JULY 1, 2011



Submitted to:
**Prince William
County**
Director of
Finance

Submitted by:
**Branch
Highways, Inc.**



in association with
**Rinker Design
Associates, P.C.**





COUNTY OF PRINCE WILLIAM, VIRGINIA

**MINNIEVILLE ROAD AND
ROUTE 1 IMPROVEMENTS
PPTA**

U N S O L I C I T E D P R O P O S A L

JULY 1, 2011

Submitted to:

PRINCE WILLIAM COUNTY
DIRECTOR OF FINANCE

Submitted by:

BRANCH HIGHWAYS, INC.

in association with

**RINKER DESIGN
ASSOCIATES, P.C.**





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

July 1, 2011

Prince William County
1 County Complex Court
Prince William County, VA 22192

Attention: Steven A. Solomon
Director of Finance

RE: Public-Private Transportation Act Proposal for Minnieville Road and Route 1 Improvements.

Dear Mr. Solomon:

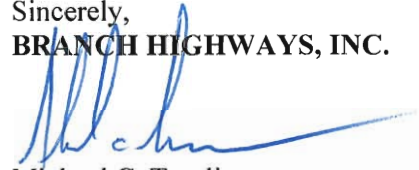
In accordance with the Public-Private Transportation Act of 1995 (PPTA) and Section 1100 of the Prince William County Purchasing Regulations, Branch Highways, Inc. (BHI) is pleased to present our proposal for the Minnieville Road and Route 1 PPTA projects. Both projects are vital improvements necessary for mobility in Prince William County. Through our extensive project research and previous experience working for Prince William County we have developed a plan to successfully deliver these high priority projects in a cost effective manner on an accelerated schedule to Prince William County and specifically to the users and surrounding communities of Minnieville Road and the affected areas in close proximity to the Route 1 Improvements.

As construction manager, BHI will work in close partnership with our design management firm, Rinker Design Associates, P.C. (RDA), and with Prince William County to deliver the project. We are uniquely qualified in design, construction and overall project management as *the Branch Highways Team has both the relevant PPTA experience and Prince William County Design-Build Project experience* to deliver these much needed transportation improvements in an effective and efficient manner. BHI is a proven construction leader with relevant PPTA construction experience, most recently on the Prince William County's Route 15 Project. Additionally, we present our experience on the Spriggs Road Phase II Prince William County Bond Project. RDA is a recognized and proven leader in transportation engineering, having provided such services throughout the Commonwealth of Virginia. They have provided design and survey services for several PPTA projects, including Route 15, Sudley Manor Road, and Linton Hall Road (all in Prince William County). In addition to RDA's PPTA experience, RDA has planned and designed similar transportation improvements for local municipalities (towns and cities), counties, and VDOT over the past 20 years. Such improvements have included interstate, arterial and local roadways. Additionally, BHI and RDA teamed on the Route 15 PPTA design-build project for Prince William County, which was a high-profile and complicated project.

Enclosed are 20 copies of our conceptual proposal, inclusive of 10 copies "excluding confidential information" that is contained in section 3 - Project Financing. Two (2) CDs are also enclosed, one with our full conceptual proposal and also one "excluding confidential information". In addition, we have included a \$5,000 check made payable to Prince William County for the required proposal review fee. If you have any questions regarding our proposal, please contact me at 540-982-1678. We look forward to working with Prince William County on this project and providing further detailed information on the project in the next phase of the PPTA proposal process.

Sincerely,

BRANCH HIGHWAYS, INC.



Michael C. Tomlinson

Vice President – Estimating and Business Development



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1. QUALIFICATIONS AND EXPERIENCE



1. QUALIFICATIONS AND EXPERIENCE

Successful completion of the Minnieville Road and Route 1 projects demands an experienced team that brings exceptional expertise in all aspects of transportation design, construction and quality control, along with the assurance that provides Prince William County with a project that meets both budget and schedule objectives. Our design-build Team is led by Branch Highways, Inc. (BRANCH) who has been listed as one of the Top 400 Contractors in the Nation by *Engineering News-Record* for over 15 years. BRANCH's construction professionals will be joined by both in-house design personnel and the highly respected firm of Rinker Design Associates, P.C., a long-term provider of transportation planning and design expertise. BRANCH will deliver success with seasoned professionals and unique resources, providing the highest level of quality and service to ensure that the project will be completed within our promised budget and schedule.

1(a) Legal Structure of the Team

Identify the legal structure of the firm or consortium of firms making the proposal. Identify the organizational structure for the project, the management approach and how each partner and major subcontractor in the structure fits into the overall team.

Branch Highways, Inc. (BRANCH), a wholly-owned subsidiary of The Branch Group, Inc., is the private entity and Team leader submitting this proposal to Prince William County. BRANCH proposes to complete the improvements to Minnieville Road and Route 1 under the purchasing regulations of Prince William County, and, in particular, the Public Private Transportation Act of 1995 (PPTA).

BRANCH will be the sole legal entity with who this PPTA contract will be written. A separate sub-agreement will be entered into between Branch Highways, Inc. (BRANCH) and the lead designer, Rinker Design Associates, P.C. (RDA). BRANCH's corporate structure is as follows:

Parent Company: The Branch Group, Inc.
 P.O. Box 40004
 Roanoke, VA 24022

Subsidiary Companies:

Branch Highways, Inc.
P.O. Box 40004
Roanoke, VA 24022

E.V. Williams, Inc.
925 South Military Highway
Virginia Beach, VA 23464

R.E. Daffan, Inc.
P.O. Box 1100
Manassas, VA 20108

G.J. Hopkins, Inc.
P.O. Box 12467
Roanoke, VA 24025

Branch & Associates, Inc.
P.O. Box 8158
Roanoke, VA 24014

Organizational Structure

The team that BRANCH has assembled for this project offers extensive corporate and individual experience and will deliver the most effective results related to cost, time of performance, quality, safety, and standards of design to meet or exceed the expectations of Prince William County. We are able to draw from the considerable strengths of each Team member to provide the necessary level of technical skills, along with the flexibility and timely, comprehensive planning and problem solving required for success in this type of design-build project.

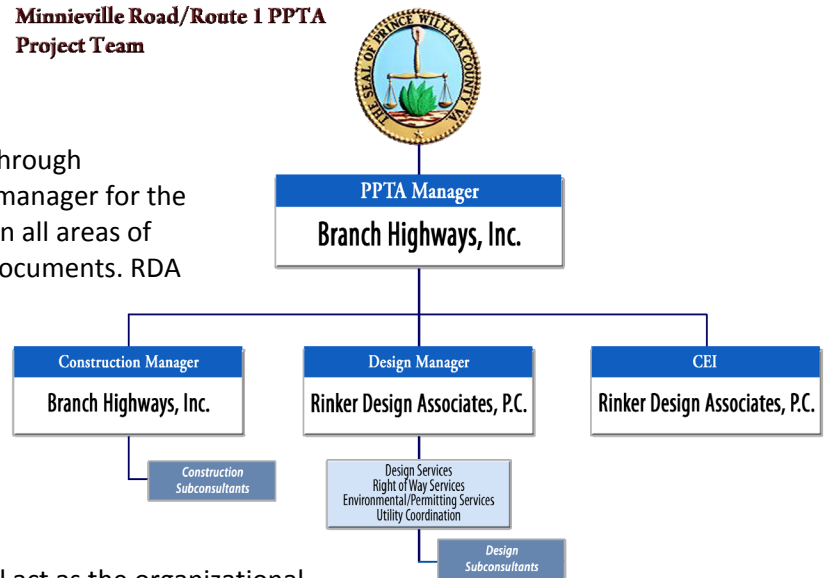
Our primary Team members will be:

Branch Highways, Inc.—Team Leader and Construction Manager
Rinker Design Associates, P.C.—Design Manager and CEI.



Within the overall Project Team structure, BRANCH and RDA will be responsible for all design, construction and inspection activities. BRANCH will provide project management and supervision, and will perform the work utilizing both its own resources and through strategic use of subcontractors. RDA will be the design manager for the project and will be responsible to produce consistency in all areas of the design and deliver to BRANCH construction-ready documents. RDA will also provide complete Environmental Permitting, Utility Coordination, Right of Way Acquisition Services, and Construction Engineering Inspection (CEI) services for quality control during construction. The organizational chart to the right shows the relationships between all key firms.

Minnieville Road/Route 1 PPTA Project Team



Management Approach

As Team leader and construction manager, BRANCH will act as the organizational umbrella, bringing together the resources of our Team, and providing Prince William County with a single point of responsibility. BRANCH’s Team will utilize their collective experiences in the design-build and construction arena along with our working experiences with Prince William County to maintain a seamless transition from project initiation through design, construction and completion. Our past experiences, such as the Route 15 Prince William County PPTA project, the Route 58 Meadows of Dan Bypass and Hillsville Bypass VDOT PPTA projects, the Sudley Manor Drive Extension PPTA project and Spriggs Road Phase II project, enable our Team to fully utilize the design-build process during the initial design phases of the project when such time-critical and cost-impacting activities such as right-of-way acquisition, utility coordination and relocations and permit acquisition are on-going. Our Team members' past and on-going experience with Prince William County will facilitate our approach to establish a team-oriented organization with an open-door policy that functions as a true private entity partner to Prince William County assuring project success in all areas. This open-door policy will enable on-going project plan review by the BRANCH Team and Prince William County, allowing both parties the ability to address and resolve concerns or issues for any of the stakeholders, including third-party agencies or individuals.

1(b) Experience and Team Information

Describe the experience of the firm or consortium of firms making the proposal, the key principals and project managers involved in the proposed project including experience with projects of comparable size and complexity, including prior experience bringing similar projects to completion on budget and in compliance with design, land use, service and other standards. Describe the length of time in business, business experience, public sector experience and other engagements of the firm or consortium of firms. Include the identity of any firms that will provide design, construction and completion guarantees and warranties and a description of such guarantees and warranties.



BRANCH HIGHWAYS, INC. (BRANCH), a wholly-owned subsidiary of The Branch Group, Inc., an employee-owned Virginia corporation, is the Team leader and Lead Contractor submitting this PPTA proposal to Prince William County, Virginia. BRANCH has been engaged in the construction of infrastructure works since being founded in 1963. This business experience has covered civil construction works in Virginia, North Carolina, Maryland, Tennessee, Pennsylvania, West Virginia and Mississippi. The firm contracts with both public and private owners. Recently completed major projects include the Route 15 James Madison Highway Improvements PPTA and Spriggs Road (both for Prince William Co.), VDOT Route 58 PPTA (Phase 1), VDOT Route 123/Hoes Road, and Stafford County Centreport Parkway. Major projects currently under construction include Phase 2 of the Route 58 PPTA (Hillsville Bypass), I-64 at Low Moor and Port Republic Road (both for VDOT). The Branch Group companies (including Branch Highways, Inc.) typically maintain contracts in progress that total over \$500 Million in bonded value. Branch Highways, Inc. is one of five subsidiary companies comprising The Branch Group, Inc., currently rated No. 230 overall nationally by *Engineering News-Record*. Throughout its history, BRANCH has an unmatched level of success in completing large,



complex projects to the Owner's satisfaction. BRANCH's management team has a wealth of experience in transportation projects. BRANCH's heavy equipment investment is valued at more than \$20 Million and its program of preventative maintenance and asset management are considered significantly better than the industry average. BRANCH will provide a normal VDOT guarantee for the project.



RINKER DESIGN ASSOCIATES, P.C. (RDA) is a mid-sized firm with 85 employees on staff, and locations in Manassas (Headquarters), Fredericksburg and Richmond, Virginia. The address of our Manassas office is 9300 West Courthouse Road, Suite 300, Manassas, Virginia, 20110.

RDA has been providing professional services throughout the Northern and Central Virginia area for 29 years. RDA is a Virginia-Certified Small Business (DMBE Certification #652784), a member of the United States Green Building Council, and a leading provider of professional civil engineering, transportation engineering, traffic engineering, environmental, surveying, land planning, construction support/administration, litigation services, and permitting services to both the public and private sector. We have also recently added right of way acquisition services to our range of capabilities, as part of our vision to provide comprehensive services for our clients. As stewards of the land, the professionals at RDA have a mission to ensure that our clients' ideas, concepts and plans can be realized in harmony with federal, state and local regulations, while meeting the long-range planning and environmental goals of the communities in which we work.

RDA has provided transportation design services to Prince William County on numerous projects in the past. These include projects delivered under the traditional design-bid-build model as well as PPTA Projects. RDA served as the design lead on both the Sudley Manor Drive/Linton Hall Road PPTA and Route 15 PPTA in recent years. Additionally, RDA has served as the County's engineer on projects including Minnieville Road East & West, Prince William Parkway Widening, Glenkirk Road Improvements, Ridgefield Road and the Route 234 Park and Ride Expansion. Through these projects, we have proven our commitment and ability to provide quality engineering services on time and within budget for Prince William County.

Listed below are several relevant or related transportation projects that our firms have successfully completed. This list proves our strength in providing successful transportation projects.

JAMES MADISON HIGHWAY (ROUTE 15) PPTA, PRINCE WILLIAM COUNTY

Branch Highways, Inc. (Lead Contractor) and Rinker Design Associates, P.C. (Lead Designer) teamed to provide Design-Build services (design, construction, right of way acquisition, utility relocation, permitting and wetlands and environmental permitting/mitigation, and construction engineering/ inspection services) for the Route 15 (James Madison Highway) Improvements under the authority of the Virginia Public-Private Transportation Act of 1995 for Prince William County. The project consisted of



improvements to Route 15 beginning north of the I-66 interchange and extending to the existing four-lane section by the Dominion Valley Subdivision, and then starting at the intersection of Dominion Valley Drive/Graduation Drive and extending north beyond the intersection with Sudley Road/Route 234. The project also consists of improvements to portions of Waterfall Road, Sudley Road (Route 234), Shelter Lane and Old Carolina Road along with a new section of Heathcote Boulevard between Old Carolina Road and Route 15. The project includes nearly 22 lane-miles of construction along with five new bridge structures and a major box culvert.

The working relationship successfully established between the BRANCH/RDA Team and Prince William County on this design-build project will directly benefit the Minnieville Road and Route 1 projects. We have developed a synergy that will ensure the project team delivers this important design-build project efficiently as evidenced by



the short punch lists of minor items that were quickly corrected on completed phases and the minimal deficiencies identified during periodic oversight reviews by VDOT.

BRANCH's project team was led by Mike Higgins (Design-Build Project Manager), Pete Kramer (Project Manager), Mo Kim (Design Manager, RDA), Mark Gunn (Design Lead) and Chris Reed (CEI Manager).

ROUTE 58 MEADOWS OF DAN BYPASS & HILLSVILLE BYPASS

BRANCH led a team which proposed, under Virginia's PPTA of 1995, to complete improvements to the US Route 58 Corridor from Stuart to Hillsville. By converting a two-lane primary mountain road into a four-lane divided highway, this project will substantially fulfill the promise of "Super 58" envisioned in 1989 by the General Assembly when it adopted the US Route 58 Corridor Development Program. In constructing this segment, the BRANCH Team will essentially cause the completion of the 58 freeway corridor from Virginia Beach to I-77 and I-81, finally providing the southern region of Virginia with a seamless east-west transportation corridor for commercial access. This in turn will dramatically enhance and expand new opportunities for future development and economic vitality. This undertaking was financed completely by tax dollars, and is part of the greater Corridor Development Program, which encompasses a total of 680 miles of roadway to be developed. Besides traditional roadway construction, the BRANCH Team was also responsible for engineering/design, construction inspection, construction quality control, utility relocation and coordination, right-of-way acquisition, and environmental permitting. Separate design-build contracts have been issued for Phase 1—Meadows of Dan and Phase 2—Hillsville Bypass. Brief overviews of each of these Phases are included below:



Meadows of Dan—A three-mile segment of Route 58 through Meadows of Dan was Phase 1 of the Route 58 Corridor Improvements PPTA project and included a new Blue Ridge Parkway bridge. The project volume for this phase was just under \$20 million. It was completed roughly six months earlier than anticipated and for the original contract volume amount (zero change orders). The Meadows of Dan Bypass was the first PPTA project for VDOT in western Virginia where construction has been completed.

Hillsville Bypass—Project consists of a four-lane divided highway with two lanes in each direction separated by a median and includes eight bridges. The five-mile bypass was Phase 2 of the Route 58 Corridor Improvements PPTA project. The bypass was designed to help manage corridor traffic. The Hillsville Bypass project volume is \$83 million with a completion date of November 2011.

BRANCH's project team for both the Meadows of Dan and Hillsville Bypass projects was led by Mike Higgins as Design-Build Project Manager.

ROUTE 123, LORTON

In July 2004, BRANCH began construction of a divided, four-lane primary roadway for the Virginia Department of Transportation in Lorton, Virginia. BRANCH completed this plus-\$19 million project earlier than the contract fixed date. The project consisted of over four miles of combined new roadway and widening of existing roadways. While interfacing with both business and residential property owners, the project included 700,000 cubic yards of excavation, six (6) signalized intersections and a complete landscaping package.

During the course of the project, the original contract traffic sequence was greatly improved. These traffic sequence changes





not only reduced the original number of project phases, but helped in managing unanticipated impacts associated with over \$3 million of water and sanitary sewer upgrades. The visionary insight of BRANCH's superintendent, Jake Hensley (Superintendent), and the management of Pete Kramer (Project Manager) successfully presented value engineering proposals resulting in savings of over \$850,000.

SPRIGGS ROAD PHASE II, PRINCE WILLIAM COUNTY

In November 2005, BRANCH began construction of a three-mile long roadway project for Prince William County along a section of Spriggs Road. The project included the construction of two lanes of roadway on new location and the removal and replacement of the existing two-lane roadway to produce a four-lane divided facility. The project had work hour restrictions due to school zone traffic and several phases of construction.



The many challenges and urban nature of the site required close coordination between BRANCH and Prince William County project personnel. The cooperative and collaborative efforts between BRANCH's superintendent, Jake Hensley, and the County personnel went smoothly despite delays in utility relocations by third party companies and unanticipated soil bearing issues. Pete Kramer, as the Project Manager, coordinated efforts and dealt with the County and local utility companies.

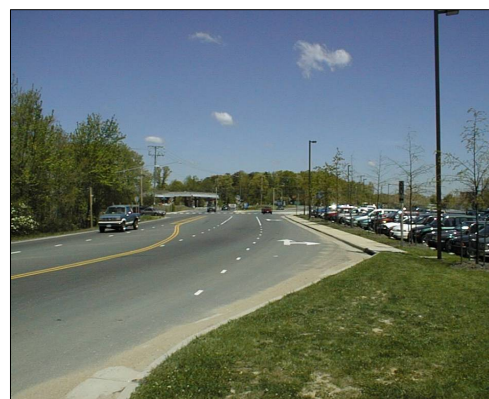
MINNIEVILLE ROAD IMPROVEMENTS, PRINCE WILLIAM COUNTY

In the past ten years, RDA has provided design services to Prince William County for two segments of Minnieville Road Widening, including the design of Minnieville Road from Cardinal Drive to Spriggs Road, immediately adjacent to the final segment of Minnieville Road from Spriggs Road to Route 234. Both segments have completed construction and are open to traffic:

MINNIEVILLE ROAD EAST is an urban typical section project with curb and gutter (with raised median) consisting of 10,500 linear feet of proposed road from Caton Hill Road to Old Bridge Road in Prince William County. The project improved existing Minnieville Road from a two-lane undivided highway to a four-lane divided highway and expanded the existing park and ride facility. This project required field survey, preliminary engineering, public hearing assistance, final roadway design, stormwater management facility design, and utility relocation coordination. The project also required extensive public involvement because the improvements impacted both residential and commercial properties adjacent to Minnieville Road.



MINNIEVILLE ROAD WEST is the widening of approximately 6,500 linear feet of existing Minnieville Road from Spriggs Road to Cardinal Drive. The existing typical section of Minnieville Road is a two-lane roadway with varying pavement width and turn lanes provided for commercial entrances and side road connections. The proposed road is an urban minor arterial, four lanes with raised median. The design was done in coordination with development along the corridor as well as the construction of the Spriggs Road Widening Project. Key project elements include assisting the County with public involvement and the coordination of utility relocations.





SUDLEY MANOR DRIVE PPTA, PRINCE WILLIAM COUNTY

Rinker Design prepared Sudley Manor Drive for Prince William County on an accelerated schedule in accordance with the Public-Private Transportation Act of 1995 (PPTA). The project provides a direct connection from Linton Hall Road to the Prince William Parkway and Sudley Road area as called for in the Prince William County Comprehensive Plan. In addition to the 10,000-foot extension of Sudley Manor Drive (a four-lane urban minor arterial designed to accommodate future expansion to six lanes), the project included Linton Hall Road Improvements from Devlin Road to Broad Run. The project required close coordination with the Virginia Department of Transportation to meet the accelerated schedule for plan design, utility relocation, right-of-way acquisition, and construction. This project is complete and open to traffic.



LINTON HALL ROAD PPTA, PRINCE WILLIAM COUNTY

Rinker Design provided professional engineering services for Linton Hall Road, a roadway improvement spanning 5.8 miles, upgrading the roadway to six and four lanes with curb and gutter, raised median, sidewalk, bike and jogging trail. Connections to numerous intersecting streets and entrances were coordinated and major drainage structures designed. Rinker Design completed construction plans for the C-501 portion of the contract from Route 29 to Devlin Road. Some key issues that surfaced during the various stages of this project included concerns for the impacts to a local cemetery site, drain field locations, the displacement of four residential dwellings and coordination with numerous developers on access and impacts to shopping centers and residential sites. The information we provided at the Public Hearing and our experience in dealing with concerned citizens proved to be crucial in helping to ease some of the concerns. Rinker Design presented a 3-dimensional rendering and a drive-thru simulation of the proposed roadway project and was able to show the effect of impacts to these key areas. All portions of this roadway project are constructed and open to traffic.



PRINCE WILLIAM PARKWAY WIDENING, PRINCE WILLIAM COUNTY

Rinker Design recently provided comprehensive engineering services to the Prince William County Department of Transportation for the widening of Prince William Parkway (Route 3000) from Hoadly Road to Old Bridge Road (approximate length of 6,500 linear feet). This project widens Prince William Parkway, an urban minor arterial and a vital component to the County's transportation network, to its ultimate six-lane configuration in accordance with the County's Comprehensive Plan. The project used federal (ARRA) funding and was designed on an accelerated schedule necessary to meet federal funding obligation requirements (Notice To Proceed to Advertisement Authorization in less than one year). Key project elements/ requirements include: VDOT Plan Approval (Local Administered Project Development Process), Design Waiver Preparation & Processing, NEPA compliance documentation (Categorical Exclusion), Survey (Boundary & Topo), Traffic Analysis, 5 Signal Modifications, Private Developer Coordination, Right of Way Acquisition Assistance, Utility Relocation Coordination, Bid Assistance, and Construction Support. The project is currently under construction, with completion estimated for Summer 2011.





LIBERIA AVENUE EXTENDED, PRINCE WILLIAM COUNTY

Liberia Avenue Extended provided an approximately 2.0-mile extension of Liberia Avenue from Prince William Parkway (Route 3000) to Dumfries Road (Route 234). The project also realigned Lake Jackson Drive at its intersection with Liberia Avenue and widened existing Route 234 to provide left and right turn lanes at the Liberia intersection. The project included a traffic signal modification at Prince William Parkway and three new signals. Approximately 700 feet of waterline (up to 24”), 1,000 feet of sanitary sewer, and 2,800 feet of gas main were installed in coordination with the roadway construction. The completed project is a vital part of the County’s transportation network, serving as part of the Prince William County Parkway connecting major at-grade intersections at each end of the project. RDA’s responsibilities on this project included Route Survey, Roadway Design, Maintenance of Traffic Plans, Utility Relocation Coordination, Pedestrian Facilities Design, Drainage Design Including Roadway Drainage, Stormwater Management, H&HA Analysis, and Culvert Design, Erosion/Sediment Control Plans, and Signage & Marking Plans.



BRANCH will provide construction and overall management services to ensure a successful project for Prince William County. RDA will provide design services along with construction inspection services for the project. As part of the services provided, BRANCH has included a standard one-year VDOT-type warranty for this project. We have not included a completion guarantee with this unsolicited proposal and would be willing to include a completion guarantee as we move forward with this procurement process.

1(c) Team Personnel

Provide the names, prior experience, addresses, telephone numbers and e-mail addresses of persons within the entity or consortium of entities who will be directly involved in the project or who may be contacted for further information.

J. William Karbach, P.E.—President		
P.O. Box 40004, Roanoke, Virginia 24022 Email: willk@branchhighways.com		
Education	Years Experience	
BS, Civil Engineering, Certificate of Specialization in Construction Management, 1987, <i>Rutgers University, College of Engineering (NJ)</i>	With Branch Highways:	15 Years
	Construction Experience:	23 Years
<p>Mr. Karbach has diverse experience within the heavy/highway industry. He was first brought to BRANCH in 1997 as the Project Manager for Special Projects, and has since managed projects ranging in size from \$500,000 to \$20 million, including Wal-Mart Distribution Centers, the Staunton Bypass (which won the state quality award), several sections of the Route 58 Corridor in Patrick County, site development, dams, landfills and airports. Through building trust-based relationships, he has developed multiple repeat customers.</p> <p>Since 2007, he has served the role of President and is responsible for the overall performance of the company. As President, he develops and grows relationships with clients, meeting with client executive and key managers to ensure that BRANCH is not only meeting contract requirements, but the client’s other needs and wants, that are sometimes not addressed by the contract, such as political considerations, delicate inter-governmental relationships, and public perception issues, are also being met.</p> <p>In addition, Mr. Karbach is responsible for ensuring that BRANCH’s production and baseline management processes are enacted for major construction activities on all projects and that resources are made available to accomplish project goals and commitments.</p>		



Michael C. Tomlinson—Vice President of Estimating/Business Development



P.O. Box 40004, Roanoke, Virginia 24022
 Email: miket@branchhighways.com

Phone: (540) 982-1678
 Fax: (540) 982-4216

Education	Years Experience
Business Administration, 1973, <i>Florida International University (FL)</i> Associates Arts, 1971, <i>Miami-Dade Community College (FL)</i>	With Branch Highways: 10 Years Construction Experience: 40 Years

Mr. Tomlinson has over 40 years of experience in the private and public site/civil construction arena. Mr. Tomlinson's experience transcends numerous and varied project types (e.g., DOT public projects including bid-build projects, design-build projects, and PPTA design-build projects; other public projects for local government and federal government; private projects; airport runways/taxiways projects; and landfill development/operations projects). Mr. Tomlinson's responsibilities as Vice President at BRANCH include overseeing the estimating department, business development, contract negotiations, customer relations and purchasing including subcontracts and construction materials.

Mr. Tomlinson is an innovative leader with strong team building and leadership skills. He initiates decisive judgment while communicating effectively both inside and outside the organization.

Michael P. Higgins—Vice President of Operations & Director of Design-Build Services



P.O. Box 40004, Roanoke, Virginia 24022
 Email: mikeph@branchhighways.com

Phone: (540) 982-1678
 Fax: (540) 982-4216

Education	Years Experience
BS, Civil Engineering, 1985, <i>West Virginia Institute of Technology (WV)</i> Professional Registrations: Professional Engineer (PA), Engineer-In-Training (WV)	With Branch Highways: 12 Years Construction Experience: 27 Years

Mr. Higgins will service as the main point of contact for the project. He is BRANCH's authorized representative for the Route 58 Corridor PPTA project for VDOT and the Route 15 PPTA project for Prince William County. Additionally, Mr. Higgins is an active participant in the Virginia Transportation Construction Alliance (VTCA) serving as both a member of the Board of Directors and as a member of the Design-Build Committee. The Design-Build Committee is a joint committee comprised of both VDOT and industry members whose purpose is to identify and address concerns and issues arising from the design-build procurement and construction process. Mr. Higgins is the co-chairperson of this committee serving along with Mr. Jeff Roby of VDOT. His past management experiences include BRANCH's subcontracted portion of the Route 58 VDOT PPTA project along with projects for numerous other owners such as USACE, the FAA, the County of Stafford, the County of Roanoke, other state highway agencies and many private owners. Mr. Higgins has more than 20 years of extensive experience in the heavy highway construction industry including the past nine years with BRANCH. Relevant project experience includes:

- PPTA Route 15 Corridor Improvements, Prince William County, VA
- PPTA Route 58, Hillsville Bypass, Hillsville, VA
- PPTA Route 58, Meadows of Dan, Meadows of Dan, VA
- PPTA Route 288, Richmond, VA
- I-64/Route 895 Connector at Richmond International Airport, Richmond, VA
- Centrepoint Parkway at Stafford Airport, Stafford, VA.

Peter Kramer—Project Manager



P.O. Box 40004, Roanoke, Virginia 24022
 Email: petek@branchhighways.com

Phone: (540) 982-1678
 Fax: (540) 982-4216

Education	Years Experience
BS, Civil Engineering, 1985, <i>Virginia Military Institute (VA)</i>	With Branch Highways: 15 Years Construction Experience: 25 Years

Mr. Kramer has performed as Project Manager on numerous VDOT projects including the more than \$58 million Blacksburg Route 460/South main Street Interchange, the more than \$55 million Christiansburg I-81/Route 460 Interchange, and most recently on the \$10 million VDOT Port Republic project in Harrisonburg, Virginia. Additionally,



he has worked with private-owner industrial development sites. Mr. Kramer has more than 20 years of experience in the construction industry, 15 of those years with BRANCH.

Mr. Kramer brings first-hand experience in the successful delivery of construction project to Prince William County. These projects include not only PPTA/Design-Build projects but urban widening and new alignment projects similar to Minnieville Road and Route 1 projects. Mr. Kramer was Project Manager for the Route 15 James Madison Highway Improvements PPTA and Spriggs Road Improvements Phase II for Prince William County. Relevant project experience includes:

- Route 15 PPTA, Prince William County, VA
- Spriggs Road Improvements Phase II, Prince William County, VA
- Port Republic Road, Harrisonburg, VA
- Route 460 Blacksburg Interchange, Blacksburg, VA

Jake Hensley—Construction Manager



P.O. Box 40004, Roanoke, Virginia 24022
 Email: jakeh@branchhighways.com

Phone: (540) 982-1678
 Fax: (540) 982-4216

Certifications	Years Experience
OSHA—10 hours; OSHA—Confident Person Training; Responsible Land Disturber (VA); First Aid and CPR	With Branch Highways: 19 Years Construction Experience: 35 Years

Mr. Hensley has experience as Construction Manager/Superintendent for BRANCH including projects ranging from the Spriggs Road Improvements Phase II for Prince William County, Blacksburg Route 460/South Main Street Interchange for VDOT, Route 123/Hooes Road for VDOT, and numerous industrial and retail developments for private owners. Mr. Hensley has more than 30 years of construction experience with 19 of those years on BRANCH projects. His understanding of the construction process has made him the requested Superintendent by repeat clients. His experiences from large construction projects transcends through to the smaller interstate projects.

Relevant project experience includes:

- Spriggs Road Improvements Phase II, Prince William County, VA
- Route 123 and Hooes Road Widening, Fairfax, VA
- Beulah Road Widening and Realignment, Vienna, VA
- Route 460 Blacksburg Interchange, Blacksburg, VA
- Route 262 Extension Augusta County, Staunton, VA
- Smith Lake State Dam, Stafford County, VA

C. Mo Kim, PE—Director of Transportation/Principal



9300 West Courthouse Road, Suite 300, Manassas, Virginia 20110
 Email: mkim@rdacivil.com

Phone: (703) 368-7373
 Fax: (703) 257-5443

Education	Years Experience
BS, Civil Engineering, 1993, <i>University of Virginia (VA)</i> Professional Registration: Professional Engineer–Virginia, 2001, #032943	With Rinker Design Associates: 16 Years Civil Engineering Experience: 17 Years

Mr. Kim has served as the Design Manager on numerous PPTA/Design Build projects and was instrumental in developing the Sudley Manor PPTA project for Prince William County, the first Design-Build roadway improvement project to be administered by a locality under the PPTA guidelines in the Commonwealth of Virginia. In addition, he possess many years of experience in managing dozens of roadway improvement projects throughout Northern Virginia for both public and private clients. Mr. Kim currently serves as President of the American Society of Highway Engineers Potomac Section, a national professional organization focused on promoting the highway industry. He also currently serves as an officer on Rinker Design’s Board as Vice President of Operations and oversees the Transportation Department.

Mr. Kim worked closely with the BRANCH Highways Team in delivering the Route 15 PPTA project, the second endeavor for Prince William County in delivering a roadway project. The majority of the projects Mr. Kim has successfully delivered were funded through local bond referendum initiatives that were approved by the voters of the various localities. Some relevant project experience includes:



- Sudley Manor Drive PPTA, Prince William County, VA
- Linton Hall Road PPTA, Prince William County, VA
- Route 15 PPTA, Prince William County, VA
- Prince William Parkway (ARRA Project), Prince William County, VA
- Route 645 Stringfellow Road, Fairfax County, VA
- Route 29 Lee Highway, Fairfax County, VA
- Route 627 Mountain View Road, Stafford County, VA
- Route 1 Jefferson Davis Highway, Prince William County, VA

Mark Gunn, PE—Design Manager



9300 West Courthouse Road, Suite 300, Manassas, Virginia 20110

Phone: (703) 368-7373

Email: mgunn@rdacivil.com

Fax: (703) 257-5443

Education

BS, Civil Engineering, 1996, *University of Virginia (VA)*
Professional Registration: Professional Engineer—Virginia, 2004, #038323

Years Experience

With Rinker Design Associates: 7 Years
 Civil Engineering Experience: 13 Years

Mr. Gunn has over 13 years of experience in roadway design and project management in northern Virginia. The majority of his experience has been on locally-administered secondary roadway improvement projects. As design manager, Mr. Gunn is responsible for all aspects of project design and coordination including roadway design, hydraulic design, traffic management plan preparation, utility coordination, right of way acquisition, subconsultant oversight, project scheduling, and QA/QC. Mr. Gunn recently served in a similar role on the Route 15 PPTA for Prince William County Department of Transportation. This project consisted of improvements to Route 15 beginning north of the I-66 interchange and extending to the existing four-lane section by the Dominion Valley Subdivision, and then starting at the intersection of Dominion Valley Drive/Graduation Drive and extending north beyond the intersection with Sudley Road/Route 234. The project also included improvements to portions of Waterfall Road, Sudley Road (Route 234), Shelter Lane and Old Carolina Road along with a new section of Heathcote Boulevard between Old Carolina Road and Route 15. In total, the project included nearly 22 lane-miles of construction along with five new bridge structures and a major box culvert.

Mr. Gunn has extensive experience working with Prince William County on bond-funded transportation improvement projects, having served as project manager on numerous projects which have been completed in recent years.

Relevant project experience includes:

- Minnieville Road East Widening, Prince William County, VA
- Minnieville Road West Widening, Prince William County, VA
- Route 15 PPTA, Prince William County, VA
- Prince William Parkway Widening, Prince William County, VA
- Route 29 Lee Highway Widening, Fairfax County, VA
- Route 627 Mountain View Road, Stafford County, VA
- Route 1 Jefferson Davis Highway, Prince William County, VA
- Route 28 Widening, Prince William, VA

Points of Contact

	<p>Branch Highways, Inc. P.O. Box 40004 Roanoke, VA 24022</p>	<p>Michael P. Higgins Director of Design-Build Services Phone: (540) 982-1678 Fax: (540) 982-4216 Email: MikePH@BranchHighways.com</p>
	<p>Rinker Design Associates, P.C. 9300 West Courthouse Road Suite 300 Manassas, VA 20110</p>	<p>Mo Kim, PE Vice President/Director of Transportation Phone: (703) 368-7373 Fax: (703) 257-5443 Email: mkim@rdacivil.com</p>



1(d) Financial Statements

Provide a current or most recently audited financial statement of the firm or firms and each partner with an equity interest of twenty percent or greater.

Financial information for Branch Highways, Inc. is located in Section 3, Appendix A.

1(e) Disqualification of Personnel

Identify any persons known to the proposer who would be obligated to disqualify themselves from participation in any transaction arising from or in connection to the project pursuant to The Virginia State and Local Government Conflict of Interest Act, Chapter 31 (§ 2.2-3100 et seq.) of Title 2.2.

In accordance with The Virginia State and Local Government Conflict of Interest Act, Chapter 31 of Title 2.2, we do not know of anyone that is part of the BRANCH Team that would be required to disqualify themselves for participation in this project.



2. PROJECT CHARACTERISTICS



2. PROJECT CHARACTERISTICS

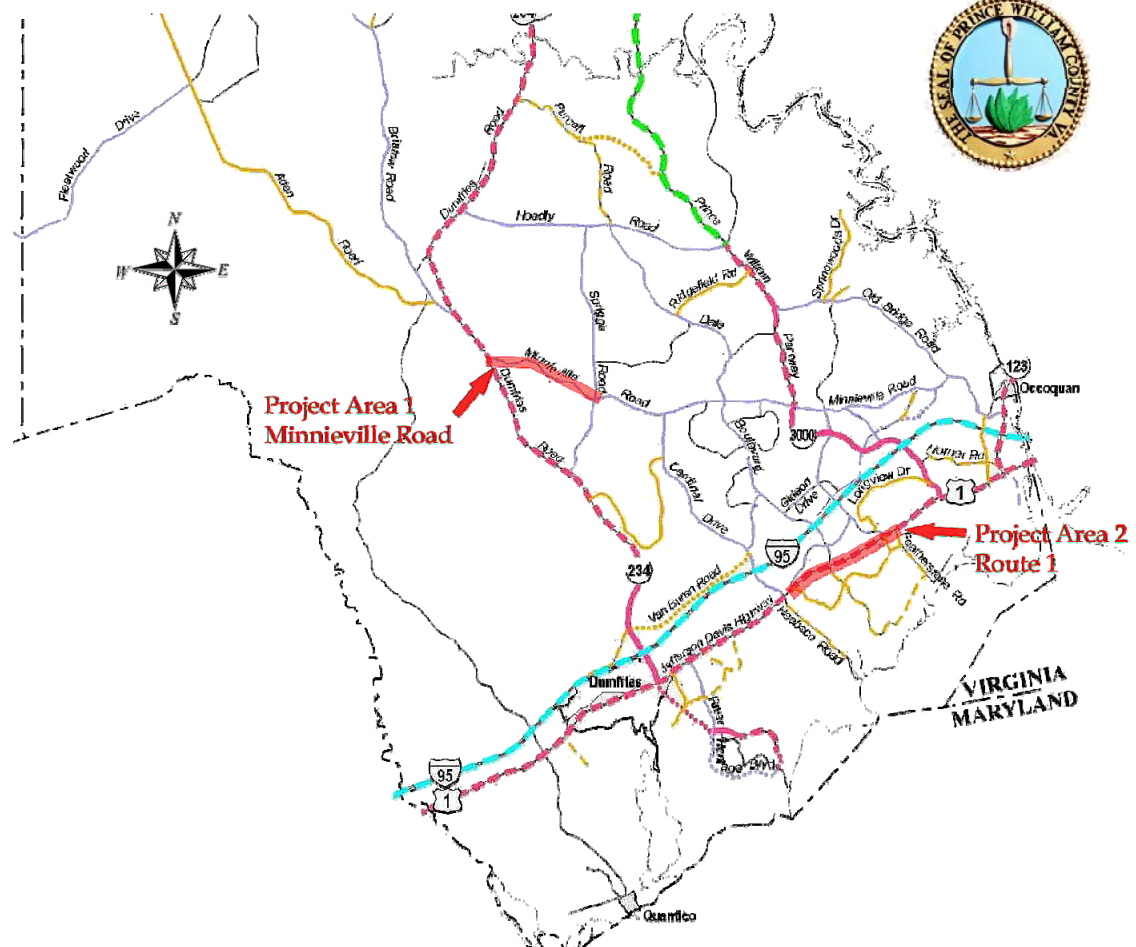
2(a) Project Description and Conceptual Design

Provide a description of the project, including the conceptual design. Describe the proposed project and associated features in sufficient detail so that type and intent of the project, the location, and the communities that may be affected are clearly identified.

The BRANCH Team has developed a comprehensive plan to deliver the Minnieville Road (Route 234 to Spriggs Road) Project and Route 1 Improvements (Neabsco Mills Road/Blackburn Road to Featherstone Road) Project identified in the 2006 Prince William County Bond Referendum. Our plan will design and construct the Minnieville Road Improvements project, and complete the design for approval and construct the Route 1 Improvements project. These are two of the projects included in the County’s 2006 Bond Referendum, which identified critical transportation projects within the County which will improve capacity, mobility, and safety of the County’s roadway system.

The BRANCH Team has completed a conceptual design for the Minnieville Road (Route 234 to Spriggs Road) project. Using the Bond Referendum project descriptions, field reconnaissance, and available project information, the BRANCH Team has thoroughly evaluated the project, developed a concept plan adequate to determine design and construction costs, schedules, estimated utility costs, environmental permitting, and right of way costs. For the Route 1 Improvements Project, the BRANCH Team has reviewed available plans and estimated construction, utility, right of way and environmental costs necessary to complete the project. This information is included in the proprietary section of this proposal (Section 3). Following is a detailed project information page developed by the BRANCH Team for each project. These pages include a project description including project characteristics such as:

- Project limits
- A description of the improvements
- Typical sections
- Critical project elements
- Overviews of right of way, utility and environmental impacts.





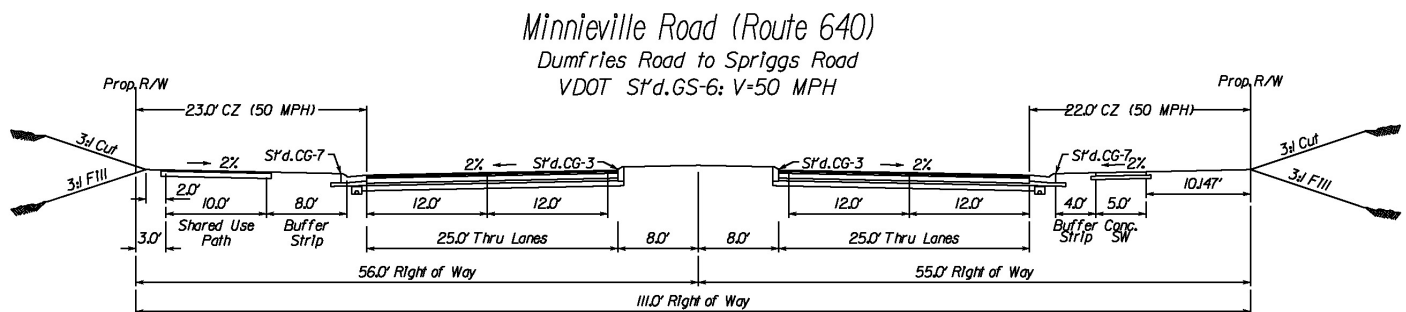
PROPOSED CONCEPT DESIGN

Minnieville Road (Route 234 to Spriggs Road)

Project Description	This project will design and construct the ultimate Minnieville Road typical section from Route 234 to Spriggs Road in accordance with the Prince William County Comprehensive Plan. Total project length is approximately 10,600 linear feet. The roadway is classified by the Virginia Department of Transportation as an Urban Minor Arterial (Standard GS-6). The existing typical section of Minnieville Road is a two-lane roadway with varying pavement width and turn lanes provided for commercial entrances and side road connections. Substandard features including superelevation, horizontal geometrics, sight distance, and roadside features exist along the project corridor. The proposed typical section, in conformance with the VDOT GS-6 Standard and County Comprehensive Plan, will provide a four lane divided roadway with raised 16' median, a 5' sidewalk on the south side of the road and a 10' shared use path on the north side. The plans will be designed to utilize, where possible, any roadway improvements that have been previously built by others. Design will include a major crossing of Powell's Creek, which is a designated FEMA Floodplain.
Roadway Classification	Urban Minor Arterial (VDOT Std. GS-6), Design Speed 50mph
Environmental Impacts	Based on a preliminary review of the Minnieville Road corridor, wetland permits will be required from the US Army Corps of Engineers, the Virginia Department of Environmental Quality and potentially the Virginia Marine Resources Commission for the Powell's Creek crossing. Wetland and stream impacts are anticipated at the crossing of Powell's Creek. Coordination on the presence of threatened and endangered species and cultural resources will be required.
Utility Impacts	Existing utilities along the project corridor include telephone, electric, cable, fiberoptic, gas, water, and sewer. Significant utility relocation is anticipated to be required for project construction.
Right of Way Impacts	Right of way and easements for drainage, utilities, and construction will be required for each property along the both sides of the roadway within the project limits. Design will use previously dedicated right of way wherever possible to minimize right of way impacts to adjacent property owners.

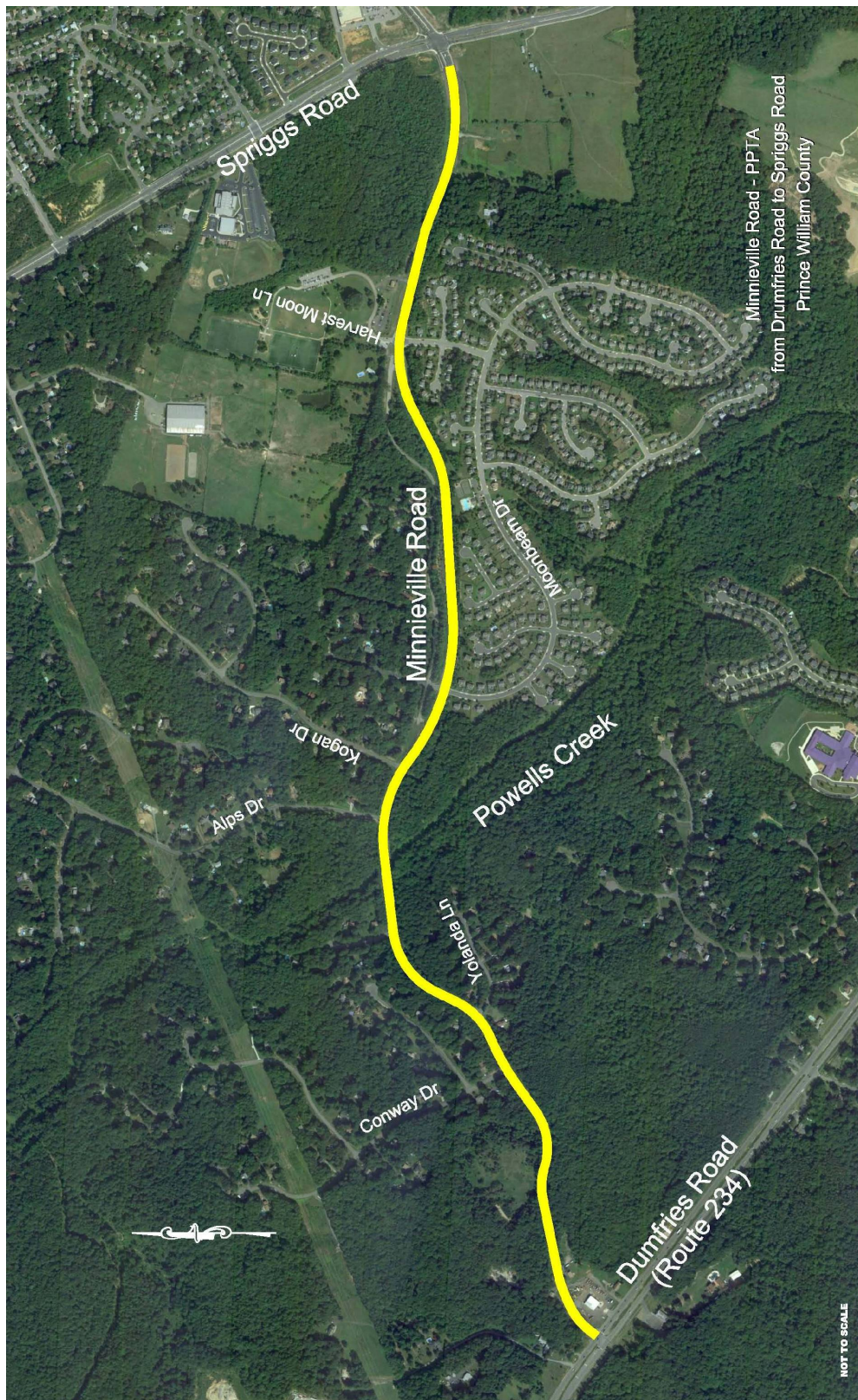
Prince William County 2006 Bond Referendum Project Details

Bond Project #	VDOT Route	Street Name	Termini From	Termini To	Project Description	Estimated Total Cost
4	640	Minnieville Road	Route 234	Spriggs Road	The project is a four-lane divided facility with a raised median from the Dumfries Road. (Route 234) intersection to Spriggs Road. The length of this project is an estimated 10,600 feet.	\$22.3M





Minnieville Road (Route 234 to Spriggs Road)





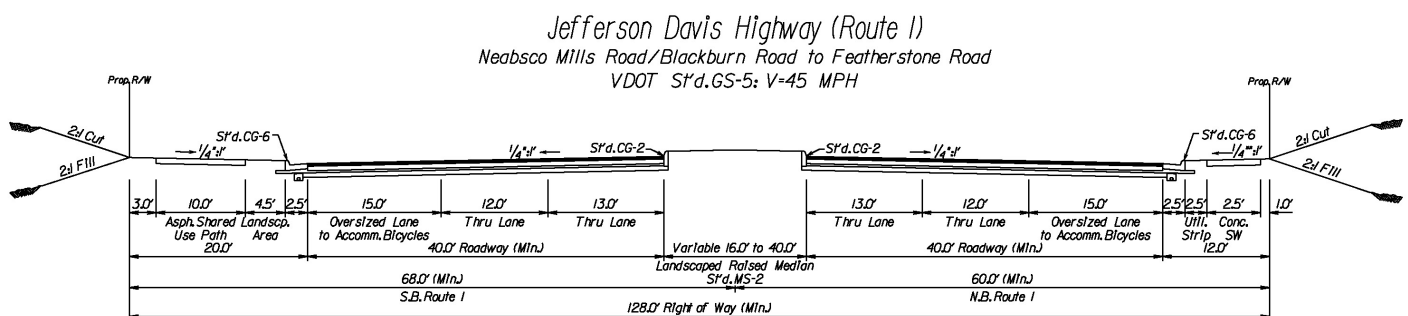
PROPOSED CONCEPT DESIGN

Route 1 Improvements

Project Description	This project will widen Jefferson Davis Highway (Route 1) from Neabsco Mills Road/Blackburn Road to Featherstone Road to its ultimate six-lane typical section in accordance with the Prince William County Comprehensive plan. Typical section includes a raised, variable width median, 5' concrete sidewalk along the east side, and a 10' shared use path along the west side of the roadway. Total length of improvements along Route 1 is approximately 10,900 linear feet. The project also includes the reconfiguration of the Route 1/Dale Boulevard/Rippon Boulevard intersection (at-grade) to provide free-flow right turn movements on all approaches and triple-left turn movements from NB Route 1 to WB Dale Boulevard and EB Dale Boulevard to NB Route 1. Improvements include realignment and widening of approximately 3,400 linear feet of Dale Boulevard/Rippon Boulevard. The project also includes a major box culvert crossing of Cow Branch.
Roadway Classification	Route 1—Urban Principal Arterial (Other) (VDOT Std. GS-3), Design Speed 45mph Dale Boulevard/Rippon Boulevard—Urban Minor Arterial (VDOT Std. GS-6), Design Speed 45mph
Environmental Impacts	Based on a preliminary review, wetland permits will be required from the US Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (VDEQ), and the Virginia Marine Resources Commission for the Cow Branch area. Coordination on the presence of threatened and endangered species and cultural resources will be required.
Utility Impacts	Significant utility impacts including the relocation of existing electric, telephone, fiber, cable, gas, water and sanitary sewer will be required for project construction.
Right of Way Impacts	Right of way and easements for drainage, utilities, and construction will be required on all parcels adjacent to the project.

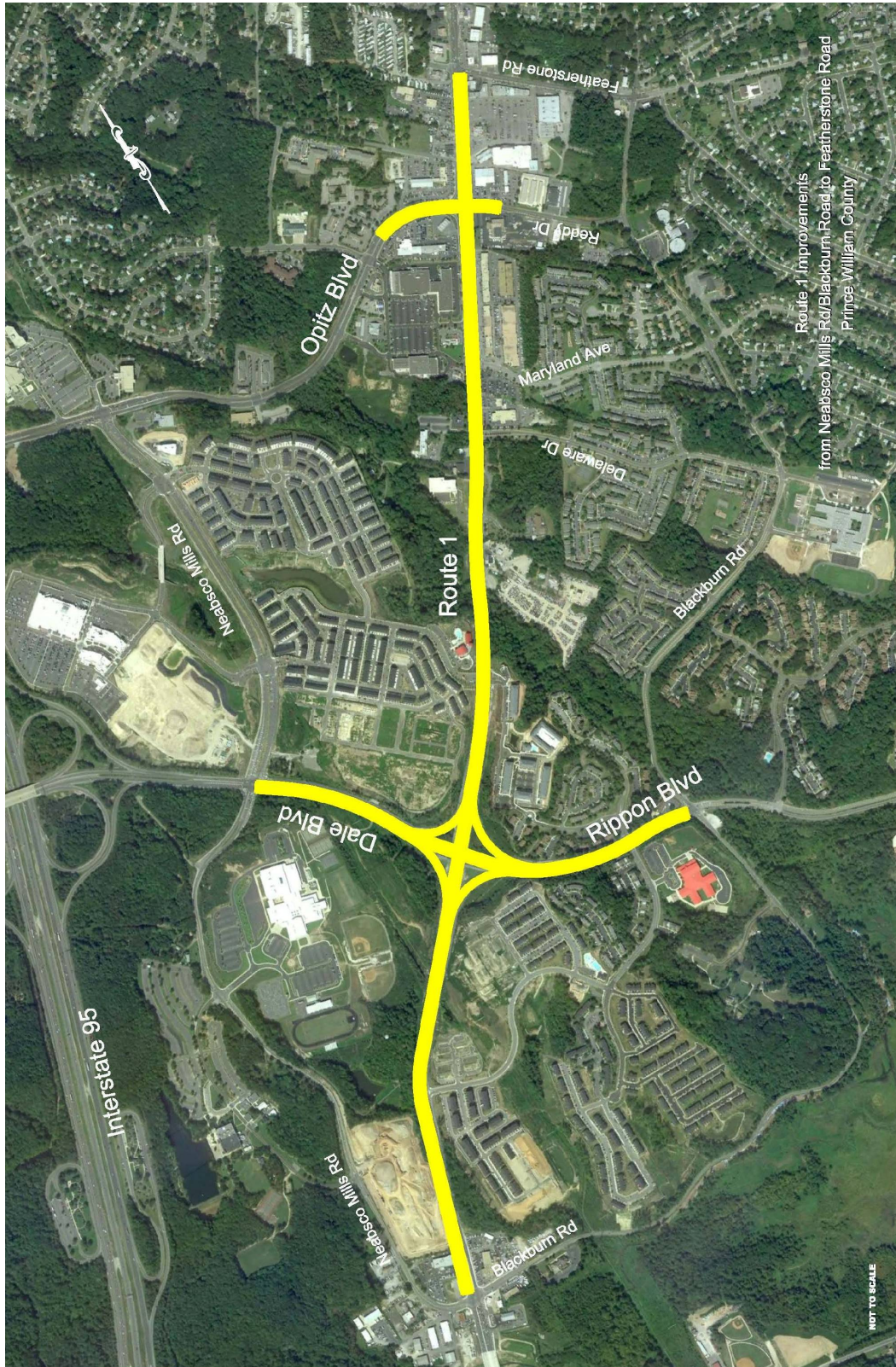
Prince William County 2006 Bond Referendum Project Details

Bond Project #	VDOT Route	Street Name	Termini From	Termini To	Project Description	Estimated Total Cost
2	1	Jefferson Davis Highway	Neabsco Mills Road/Blackburn Road	Featherstone Road	From Neabsco Mills Road/Blackburn Road to Featherstone Road will be widened to a divided six-lane facility with a 16-foot raised median and curb and gutter. This project also includes an option to construct a grade-separated interchange at Route 1 and Dale Blvd. The total length of the project is 10,900 feet (estimated).	\$46.5M





Route 1 Improvements





2(b) Work to be Performed by the County or Any Other Public Entity

Identify and fully describe any work to be performed by the County or any other public entity.

Throughout the duration of the PPTA Project, Prince William County and other public entities will have instrumental roles in several of the project tasks including plan reviews and approvals, right of way acquisition, and utility relocation coordination:

- **Plan Reviews & Approvals**—To meet the proposed project schedules, the BRANCH Team will request expedited plan reviews for the proposed project designs. It is anticipated that VDOT will be the primary review agency, with additional reviews by Prince William County staff as necessary.
- **Right of Way Acquisition**—Prince William County will be asked to assist the project team in the acquisition of right of way for this project. The project team will negotiate with adjacent property owners for the land rights required for each project. If the project team is unable to secure the necessary land rights, the project team will prepare and provide to the County acquisition plats to condemn property as necessary to keep these projects on schedule. The County will also review all appraisals, authorize the BRANCH Team to present offers and accept counteroffers from property owners, and will provide payment for right of way and easements to be acquired.
- **Utility Relocation Coordination**—The BRANCH Team will be responsible for overall coordination of utility relocations, including the identification of impacted utilities, coordination with utility owners, review of utility relocation plans and estimates, and oversight of field relocations. Prince William County will assist with utility owner coordination as necessary and provide payment to the utility companies for relocations in accordance with the negotiated cost responsibilities.
- **Environmental Permitting**—The BRANCH Team will be responsible for obtaining all necessary environmental permits for each project. Prince William County will assist with coordination with the permitting agencies, and will provide payment for environmental impact mitigation costs associated with each project.

2(c) Federal, State and Local Permits and Approvals

Include a list of all federal, state and local permits and approvals required for the project and a schedule for obtaining such permits and approvals.

The BRANCH Team will provide the environmental reviews and obtain approvals for Federal, State and local permits as needed. Through our previous project experiences we have established good working relationships with the federal, state and local agency representatives that we believe will be a valuable resource in execution of this contract.

Table 2c(1) below shows the likely list of permits and environmental approvals. The process will vary in complexity for each project, depending on the degree of impact and the source of funding. All road projects in the state of Virginia, whether or not they are funded entirely by the locality or have state funding, must provide the coordination needed to complete the environmental certification forms (EQ-429, EQ-121, and EQ-555). To complete these forms, the BRANCH Team will:

- Obtain any wetland and waterway permits required. Where permits are required, the impacts appear to be minor enough that the projects will likely qualify under both USACE and VDEQ general permits.
- Provide a Phase I environmental site assessment to identify any potential for hazardous wastes or other contamination along the proposed project route.
- Coordinate with the natural resource agencies, namely the Virginia Department of Conservation and Recreation–Natural Heritage Program (VDCR-NHP), the Virginia Department of Agriculture and Consumer Services (VDACS), and the Virginia Department of Game and Inland Fisheries (VDGIF). Where a US Army Corps of Engineers (USACE) wetland/ waterways permit is required, the USACE will coordinate directly with the US Fish and Wildlife Service as well.



Once final plans are approved by VDOT, the BRANCH Team will need to obtain Virginia Stormwater Management Permits (VSMPs) for each project.

The certifications can normally be completed in 6 to 8 months, once the design plan is developed to a level adequate to determine environmental impacts. The wetland permit generally controls the schedule—it requires a field delineation, approval of that delineation, submission of the joint permit application, and the agency review.

Additionally, [Table 2c\(2\)](#) contains a matrix detailing the permits anticipated for each of the projects included in this proposal.

Agency	Requirement	Activity
Federal		
US Army Corps of Engineers (USACE)	Section 404, Clean Water Act Permit	Permits for stream and wetland crossings. Triggers compliance with other requirements such as Section 7, Endangered Species Act and Section 106, National Historic Preservation Act
US Fish and Wildlife Service	Section 7 ESA & Fish and Wildlife Coordination Act	USACE must coordinate permit applications with USFWS for their comments.
US Environmental Protection Agency (USEPA)	Section 404(c) CWA	USEPA has oversight of USACE program and comments on permit applications.
Federal Emergency Management Agency (FEMA)	Letters of Map Revision	Hydrologic & hydraulic analyses, and floodplain studies, as needed
Commonwealth of Virginia		
Virginia Department of Environmental Quality (VDEQ)	9 VAC 25-680	Permit for stream and wetland crossings
Virginia Marine Resources Commission (VMRC)	Title 28.2, Chapter 13	Permit for “subaqueous lands” (larger stream crossings)
Virginia Department of Conservation and Recreation (VADCR)	9 VAC 25-180	Stormwater Discharge Permits
	Threatened and endangered species (database search)	Review triggered by both Section 404 CWA and 9 VAC 25-680
Virginia Department of Agriculture and Consumer Services (VDACS)	Threatened and endangered species (plants and insects)	Review triggered by both Section 404 CWA and 9 VAC 25-680
Virginia Department of Game and Inland Fisheries	Threatened and endangered species (fish and wildlife, unique habitats)	Review triggered by both Section 404 CWA and 9 VAC 25-680
Virginia Department of Historic Resources (VDHR)	Archaeological and Historic Resources	Review triggered by Section 404 CWA, 9 VAC 25-680, and state or federal funding.

		Minnieville Road	Route 1
Wetland/Waterway Permits (one application form)	USACE (Sect 10 & Sec 404)	✓	✓
	VDEQ Water Protection Permit	✓	✓
	VMRC Subaqueous	✓	✓
Coordination with VDHR (Cultural Resources)		✓	✓
Coordination with VDGIF		✓	✓
Coordination with VDCR NHP		✓	✓
Coordination with VDACS		✓	✓
Virginia Construction Stormwater Management Permit (VSMP)		✓	✓
Local Environmental Certifications		✓	✓
Air Quality Analysis		✓	✓
Phase 1 Environmental Assessment		✓	✓

Included in the proprietary section of this proposal (Section 3, Appendix B) is a comprehensive schedule for each individual project, including durations for the permitting phase of each project.



2(d) Adverse Impacts and Mitigation Strategies

Identify any anticipated adverse social, economic, environmental and transportation impacts of the project measured against the County's comprehensive land use plan and applicable ordinances and design standards. Specify the strategies or actions to mitigate known impacts of the project.

Design and construction will be performed by the BRANCH Team in a manner that minimizes the project's adverse social, economic, environmental, and transportation impacts. Design and construction will be performed in a manner consistent with the requirements of the County's Comprehensive Plan and applicable ordinances and standards. It is anticipated that the following impacts will result from the project.

Social Impacts

No adverse social impacts are expected with the project.

Economic Impacts

No adverse economic impacts are expected with the project.

Environmental Impacts

Each of the proposed projects will result in environmental impacts, with the degree and nature of these impacts varying from project to project. As shown in the Environmental Permits and Approvals Matrix in [Table 2d](#), the BRANCH Team will perform all necessary surveys, due diligence, documentation, and coordination necessary to satisfy all environmental requirements for each project. These tasks include:

- Wetland delineation
- Threatened & Endangered Species Surveys
- Cultural (archaeological and historic) Resources due diligence
- Environmental Site Assessments
- Air Quality Analyses
- Permitting agency coordination
- Permit application preparation and processing.

Wherever possible, design will be performed to avoid or minimize impacts. Environmental impacts that cannot be avoided through design will be mitigated appropriately. For stream impacts, mitigation options include the purchase of stream compensation credits from a stream mitigation bank, or contributions to the Virginia Aquatic Resources Trust Fund (VARTF). Wetland impacts will be mitigated through the purchase of credits from an approved wetland bank, or contributions to the VARTF. The BRANCH Team will evaluate the necessary mitigation for each project on a case by case basis in coordination with the County and permitting agency to determine the appropriate approach to environmental impact mitigation for each project.

Transportation Impacts

The proposed improvement projects will ultimately result in an improved transportation network for Prince William County by providing safer roadways and added capacity to the roadway network. It is anticipated that adverse impacts will be limited to temporary impacts to travel through the project limits during construction. The BRANCH Team will mitigate these impacts by developing comprehensive traffic management plans for each project in close coordination with County and VDOT staff. These traffic management plans will ensure that adequate traffic flow through the construction limits and access to adjacent properties will be maintained throughout construction.

2(e) Positive Social, Economic, Environmental and Transportation Impacts

Identify the projected positive social, economic, environmental and transportation impacts of the project measured against the County's comprehensive land use plan and applicable ordinances and design standards.

The proposed improvements to Minnieville Road and Route 1 are consistent with the County's Comprehensive Plan, and the design and construction will be performed in accordance with all applicable ordinances and standards. Positive social, economic, environmental and transportation impacts are anticipated with the proposed improvements. These positive impacts are detailed in [Section 4](#) of this proposal.



2(f) Project Schedule

Identify the proposed schedule for the work on the project, including sufficient time for the County's review and the estimated time for completion.

The BRANCH Team has developed a schedule for each project identifying durations for design, permitting, right of way acquisition, utility relocation, and construction. These duration schedules are included in the proprietary section of this proposal (Section 3).

2(g) Allocation of Risk and Liability and Assurances for Timely Completion

Propose allocation of risk and liability, and assurances for timely completion of the project. Identify contingency plans for addressing public needs in the event that all or some of the project/service is not completed according the project schedule.

The BRANCH Team will bear liability for both the design and construction aspects of the Prince William PPTA projects. All elements of design for the projects will be submitted to Prince William County and VDOT for review and approval prior to construction. Contractors and subcontractors will be required to bond and insure their element of work for this project. Construction administration and inspection will be provided by the project team. This is further addressed in Section 3(d) due to the proprietary nature of the costs and associated risks.

2(h) Assumptions Related to Ownership, Legal Liability, Law Enforcement and Operations

State assumptions related to ownership, legal liability, law enforcement and operation of the project and the existence of any restrictions on the County's use of the project.

Project Ownership

The project will be delivered to the County pursuant to the completion of construction. The Virginia Department of Transportation will take ownership at the time of acceptance into its roadway system from Prince William County. The Project Team will maintain ownership of the project limits by permit throughout the construction process.

Legal Liability

The Project Team will assume the legal liability associated with PPTA projects. Once the project is delivered and accepted by Prince William County, the County will assume all legal liabilities.

Law Enforcement

The Project Team will look to the Virginia State Police and Prince William County Police enforcement in patrolling the project limits during the construction.

Operation of the Project

Construction warranties will be provided similar to that of other Prince William County Bond Referendum projects. VDOT will be responsible for the operation and maintenance once they have accepted the project.

Restriction of County Use

We do not anticipate any restriction for either of the two projects.

2(i) Information Related to Phased Openings of Proposed Project

Provide information relative to phased openings of the proposed project.

We do not anticipate phased openings for either of the two projects at this time.



4. PROJECT BENEFIT AND COMPATIBILITY



4. PROJECT BENEFIT AND COMPATIBILITY

Section 4 Project Benefit and Compatibility will address the Benefits, Support, Public Involvement, and Compatibility of the proposed projects. Both of these projects are in the County's Comprehensive Plan and have been supported by the voters. The projects are on the County's priority list to be delivered.

4(a) Project Benefits

Identify who will benefit from the project, how they will benefit and how the project will benefit the County and the overall community.

Community Benefit

The proposed improvements to Minnieville Road will have a number of positive impacts: most importantly in terms of traffic safety, but also in significantly easing congestion, increasing capacity and improving general mobility for pedestrians, bicyclists, and motorized vehicles. The primary beneficiaries will be those commuters and community residents who use these routes on a daily basis. Once these roadways are designed and constructed to VDOT standards, the overall safety of the traveling public will be improved and the roadway capacity will be increased immensely.

In addition to the improvements to VDOT specification deficiencies, the proposed widenings and turn lane improvements on Route 1 will assist in facilitating increased capacities, resulting in shorter commute times for the residents of the community and the general public. This is particularly true of Minnieville Road and its proximity to Route 234 and ultimately to I-95. In addition, safety improvements along Minnieville Road will improve sight distance, lane widths, clear zone, etc. The additional roadway capacities meeting designated Levels of Service, stabilization of vehicular flow rates, and reduction in "back-up" traffic will also have a secondary benefit, which is to improve air quality by reducing vehicle emissions.

Residents

Residents that live along the improved roadways will experience safer access onto and off of the roadways as a result of the improved geometrics and typical sections. They will also find that these improvements provide increased capacity of visibility which in turn reduces delays. These improved safety features and reduced delays will help decrease incidents of driver tension or "road rage." The projects will also improve connectivity and safety for pedestrians and bicyclists with the implementation of sidewalks and trails.

Benefits to Prince William County

Development of this roadway improvement under a public/private partnership initiative will save considerable time, reduce costs, and provide improved safety, while exposing the environment to an abbreviated construction schedule. The many benefits of PPTA projects are well-documented throughout the Commonwealth. Specifically, this PPTA project will benefit Prince William County in the following ways:

1. The BRANCH Team will provide the County a "single turnkey" point of contact; increasing efficiency in dealing with issues throughout design, construction, and road acceptance processes
2. Lower overall costs for design and construction as a result of the BRANCH Team providing estimates up-front in 2011 dollars
3. Accelerated construction schedules, as opposed to proceeding through the traditional design-bid-build process
4. Shared risk between the BRANCH Team, Prince William County, and VDOT
5. Ability for innovative funding
6. Potential for County growth both through residential influx, and business development; leading to increased County revenue, which can be spent on either additional infrastructure needs, or other community desires (e.g., parks, recreational fields, etc.)



7. Fulfillment of promises made by Prince William County (reflecting compliance with voter wishes) to its citizens for numerous improvements

4(b) Anticipated Project Support

Identify any anticipated public support or opposition, as well as any anticipated government support or opposition (including that in any affected jurisdiction), for the project.

Public Support/Opposition

The overwhelming approval of the 2006 Road Bond Referendum obviously represents the greatest example of the desires that the citizens of Prince William County have on these much-needed road projects. County residents have voiced their opinion through this ‘vote of confidence’ and thus, it is incumbent upon the County to implement these improvements as expeditiously as possible. Authorization of design and construction for these roadway improvements will be supported by promises made by community leaders. The County has realized significant growth over the previous decade, and the resulting traffic congestion and increased safety concerns. The new roadway improvements will provide safe and convenient means of travel to the expanding County roadway system. Active pursuit of construction with appropriate community outreach initiatives will gain support of local landowners and citizens. It is clearly impossible to “please all of the people, all of the time;” but the BRANCH Team believes that the key to garnering the highest achievable amount of support throughout the County is through effective communication and transparency, and we are committed to this from initial design activities through final road acceptance.

Some minor opposition to the projects is to be expected as there is with any public improvements. It is important to communicate with all parties who may oppose, as well as those who support the project. A strong public relations program initiated prior to actual construction will provide considerable benefit by building project support and local buy-in.

Governmental Support/Opposition

The citizens will benefit from improved mobility through realized reduction in travel times over safer and less congested roadways. Accessibility throughout their jurisdictions will be enhanced. The improved access route will provide economic benefit while reducing environmental concerns without increasing taxes to their jurisdictions. Citizens from neighboring counties will be attracted to existing businesses and new opportunities will be created. Both projects were part of the 2006 Road Bond Referendum, approved by the County citizens. Authorization of design and construction for Minnieville Road and Route 1 Improvement projects will be supported by promises made by community leaders. New roadway assets will provide safe and convenient means of travel to a proven and expanding County transportation system. Prince William County will expand their reputation for meeting transportation goals and providing needed infrastructure, thus attracting a broader economic base which will help maintain and create jobs.

4(c) Public Involvement

Explain the strategy and plans, including the anticipated timeline that will be carried out to involve and inform the general public, business community, and governmental agencies in areas affected by the project.

All members of the BRANCH Team are fully aware of the need to involve the general public, business community, and governmental agencies throughout the project. Because these projects are scattered throughout the County, the challenge is somewhat greater than if there were only one, single improvement project. The different projects reflect the life of diverse communities in terms of existing residential and commercial properties, as well as vacant parcels that will be affected. Citizen participation is anticipated to be extremely high on both of these projects, and the BRANCH Team is committed to keeping the community involved and informed throughout the life of each of these road improvements.

The project team will develop and distribute to the public an information package providing the following:

- Identification of the Project Team
- Project description, location, and site map



- Project schedule (design and construction)
- Expected community benefits
- Cost of the project and an explanation of funding
- Explanation of the project's conformance with the County Comprehensive Plan.

During the preliminary design phase, the Project Team will work closely with all landowners affected by the project and keep the landowners informed of design progress and necessary impacts to parcels. The development of construction plans will be coordinated with all utilities along the impact area of each project as well as Prince William County, to ensure that any other projects or re-zonings in the immediate vicinity of any of the projects have the latest information. Throughout the life of each project, information will be provided to the community using press releases, community televisions and websites. Communication with the public will begin with notice to proceed and continue through project completion. The BRANCH Team will clearly be working closely with County officials on all aspects of “community outreach” efforts, as part of our overall partnership with Prince William County. Our approach and goal to each of our public sector projects and clients is to provide a Public Involvement Program that presents each project in a “clear and concise” manner to the public. The BRANCH Team has an excellent record in public involvement, having participated in a wide range of public hearings, citizens’ informational meetings, community group meetings, and special interest group meetings. The BRANCH Team views itself as an “extension of the County’s staff and is cognizant of the fact that citizens may make no differentiation between County personnel and the BRANCH Team personnel.

Our Team recognizes that as professionals in the industry, what may appear obvious to us may not necessarily be obvious to the public. The BRANCH Team strives for better public understanding of proposed projects by preparing and providing additional information at these meetings. Renderings, visualization, geo-referenced design overlays, and three-dimensional drive-throughs are types of information that we have regularly presented at these meetings to assist in the public’s understanding of projects and the potential impacts they may witness during construction.

Knowing the audience is an integral part to developing a successful program. A more sophisticated audience requires greater visual impact and explanation in a presentation. Conversely, a less sophisticated audience may only require that we discuss their issues with them on a “one on one” basis for them to understand the project, its impacts and benefits.

The BRANCH Team understands that many projects live and die with public perception. Therefore, it is imperative that an honest and informative program be tailored to each project. No one approach is right for all types of projects. In cases where there is little, or no perceived negative impact to the public, an informative approach to show the benefits of the project and the enhancement that it provides is probably the best approach; however, a project that may have perceived impacts to a neighborhood or business may require an approach that not only highlights the benefits, but also dispels the negative impacts that may be alleged. Each case either requires a customized approach that utilizes the skills and tools previously noted or demands the inclusion or invention of new methodologies.

4(d) Significant Community Benefits

Describe any anticipated significant benefits to the community and the County, including anticipated benefits to the economic, social, environmental, transportation, etc., condition of the County and whether the project is critical to attracting or maintaining competitive industries and businesses to the County.

The proposed improvements to Minnieville Road will have a number of positive impacts: most importantly in terms of traffic safety, but also in significantly easing congestion, increasing capacity and improving general mobility for pedestrians, bicyclists, and motorized vehicles. The primary beneficiaries will be those commuters and community residents who use these routes on a daily basis. Once these roadways are designed and constructed to VDOT standards, the overall safety of the traveling public will be improved and the roadway capacity will be increased immensely.

In addition to the improvements to VDOT specification deficiencies, the proposed widenings and turn lane improvements on Route 1 will assist in facilitating increased capacities, resulting in shorter commute times for the residents of the community and the general public. This is particularly true of Minnieville Road and its proximity to Route 234 and ultimately to I-95. In addition, safety improvements along Minnieville Road will improve site distance,



lane widths, clear zone, etc. The additional roadway capacities meeting designated Levels of Service, stabilization of vehicular flow rates, and reduction in “back-up” traffic will also have a secondary benefit, which is to improve air quality by reducing vehicle emissions.

4(e) Project Compatibility with Local Plans

Compatibility with the County's and/or affected jurisdiction's local comprehensive plan (including related environmental, land use and facility standards ordinances, where applicable), infrastructure development plans, transportation plans, the capital improvements plan and capital budget or other government spending plan.

The 2006 Road Bond Referendum that was presented to the voters of Prince William County represented a progressive, forward-thinking vision by the County to see much-needed road improvements built. The fact that it was overwhelmingly approved by the citizens of the County is a testament to the innovative thinking of a rapidly-growing County to ensure that its infrastructure keeps up with all other forms of residential, industrial, commercial, and public developments. The project descriptions included as part of the Referendum were clear and comprehensive, undoubtedly making the decision to vote in favor of the improvements easier for residents. The projects presented in this proposal are both in conformance with the adopted County Transportation Plan, as well as the Comprehensive Plan. These projects will enhance safety, improve traffic flow, and stimulate economic development for Prince William County, all intended goals of the County, while doing so in the most cost-efficient manner. The BRANCH Team looks forward to becoming partners with the County and VDOT to realize each of these goals.

Many new businesses and residents are being attracted to the County by its business friendly atmosphere and the leadership shown by the County's Board in seeking viable alternatives to transportation planning and construction. Due to the lack of resources from the dwindling State Transportation Funds, the citizens, elected officials and staffs of Prince William County have determined that their jurisdiction cannot wait for the Commonwealth to finance the County's road system. These projects are a leadership statement to the entire Commonwealth. As such, Prince William County will continue to prosper and be a leader in the Commonwealth.

Design and construction of these projects is in accordance with the adopted Comprehensive Plan of the County. Pursuit of this construction is further evidence that the County will actively pursue the vision exhibited in the Transportation Plan and other planning documents adopted by the Board of Supervisors. The voting public will be encouraged to support and vote for additional bonds which will be required for other transportation improvements. Continued outreach to show compliance with the plan and the vision of the County will be pursued so that the voters and the community at-large will be involved in the process as it unfolds to realization.



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