

RESPONSE TO REQUEST FOR QUALIFICATIONS

# Rolling Road/Franconia-Springfield Parkway Interchange Improvements

A DESIGN-BUILD PROJECT

FROM: 0.30 MILES WEST OF ROLLING ROAD

TO: 0.34 MILES EAST OF ROLLING ROAD

FROM: 0.21 MILES SOUTH OF FAIRFAX COUNTY PARKWAY

TO: 0.18 MILES NORTH OF FAIRFAX COUNTY PARKWAY

FAIRFAX COUNTY, VIRGINIA

**State Project No.:** 0286-029-947, PE101, RW201, C501, B623

**Contract ID Number:** C00100391DB61



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:







July 8, 2013

Mr. Steven D. Kindy, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, Virginia 23219

**RE: Rolling Road/Franconia-Springfield Parkway Interchange Improvements  
Fairfax County, Virginia  
Contract ID Number: C00100391DB61  
3.2 Letter of Submittal**

Dear Mr. Kindy:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our Letter of Submittal in response to your Request for Qualifications for the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Design-Build Project (the Project). For this pursuit, we have assembled a Team with unparalleled experience and expertise in the industry to assure VDOT that the Project will exceed all expectations.

**3.2.1** The full legal name and address of the Offeror is as follows:

Shirley Contracting Company, LLC  
8435 Backlick Road  
Lorton, Virginia 22079

**3.2.2** Our Point of Contact is:

Mr. Garry A. Palleschi  
Vice President  
Shirley Contracting Company, LLC  
8435 Backlick Road  
Lorton, Virginia 22079  
(P) 703-550-3579 (F) 703-550-9346  
gpalleschi@shirleycontracting.com

**3.2.3** Our Principal Officer is:

Mr. Michael E. Post  
President/CEO/Manager  
Shirley Contracting Company, LLC  
8435 Backlick Road  
Lorton, Virginia 22079  
(P) 703-550-8100 (F) 703-550-3558  
mpost@shirleycontracting.com

**3.2.4** Shirley Contracting Company, LLC, a limited liability company, will be the legal entity, will have financial responsibility for the Project and will have joint and several liability for the performance of the work. There are no liability limitations. Our bonding approach will be to provide performance and payment bonds for the total contract value and time period.

**3.2.5** The Lead Contractor for the Project will be Shirley Contracting Company, LLC and the Lead Designer will be Dewberry Consultants LLC.

**3.2.6** The full legal names and addresses of all affiliated and/or subsidiary companies of the Offeror are provided in Attachment 3.2.6.

**3.2.7** Signed Certification Regarding Debarment Forms for Primary and Lower Tiered Covered Transactions are included as an attachment.

**3.2.8** Shirley Contracting Company, LLC is currently prequalified (active status) with VDOT. Our Vendor Number is **S018**. A screen shot print out from VDOT's on-line Prequalified List is attached.

**3.2.9** Attached is a letter from our surety that provides evidence that we are capable of obtaining a performance and payment bond for the current estimated contract value, and that these bonds will cover the Project and any warranty periods.

**3.2.10** Virginia State Corporation Commission (SCC) and Virginia Department of Professional and Occupational Regulations (DPOR) registration information for all business entities on the Offeror's team are included in Attachment 3.2.10. Full size copies of registrations and licenses are provided in the appendix to this Statement of Qualifications.

**3.2.11** I am providing the following statement demonstrating our commitment to the project's DBE goals:

*I personally commit to VDOT that Shirley will achieve a DBE participation goal of 14% for the entire value of the contract:*



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Michael E. Post  
President/CEO/Manager  
Shirley Contracting Company, LLC

On behalf of our Team, we thank the Virginia Department of Transportation for the opportunity to submit this SOQ to the Request for Qualifications and we look forward to your review of our submittal.

Sincerely,



**Michael E. Post President/CEO/Manager  
Shirley Contracting Company, LLC**

Attachments:

- Affiliates and Subsidiaries 3.2.6
- Certification Regarding Debarment Forms
- Evidence of Prequalification
- Surety Letter
- SCC Registrations
- DPOR Registrations



## 3.3 Offeror's Team Structure

### INTRODUCTION

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to effectively manage all of the design-build elements of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements (the Project). Shirley is committing the same Team Members and Key Personnel to the Project that have been responsible for managing more than \$500 million of design-build roadway and bridge projects in Northern Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Battlefield Parkway, Route 50, Pacific Boulevard, Fairfax County Parkway - Phase III, and Waxpool Road/Loudoun County Parkway Intersection Improvement Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry Consultants, LLC (formerly Dewberry & Davis, LLC) was the Lead Designer. Further, each of these design-build projects has been, or will be, completed ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for almost 11 years, we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduce project risk.

#### 3.3.1 KEY PERSONNEL

Information for the following Key Personnel are included as Attachment 3.3.1 - Key Personnel Resume Forms.

<b><i>Design-Build Project Manager:</i></b>	Chuck Smith	Shirley Contracting Company, LLC
<b><i>Design Manager:</i></b>	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
<b><i>Construction Manager:</i></b>	Tom O'Brien	Shirley Contracting Company, LLC
<b><i>Quality Assurance Manager (QAM):</i></b>	John Vicinski, PE	Quinn Consulting Services

As the resumes indicate, each individual we have selected for the Key Personnel roles has extensive experience in the design, construction and administration of VDOT design-build projects, as well as significant overall design and construction expertise.

Because design-build projects require a higher level of coordination and integration among the various disciplines, it is crucial that the Key Personnel of the design-build team have an extended history of working together and a clear understanding of how all the project disciplines interact. In addition to the design, construction and quality assurance/quality control aspects of a design-build project, a successful team must also integrate the right-of-way, utility, permitting, safety, third-party coordination, and public relations disciplines into a single, cohesive project. To that end, the Shirley Team is also committing two additional key managers to the Project who will play a significant role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT. These additional key managers include:

***Right-of-Way Manager*** - A critical service that our Team brings to the Project and VDOT is our in-house capability of managing the acquisition of the right-of-way and easements needed to clear the project for construction. While most other firms must bring in an outside consultant for right-of-way acquisition management, Shirley can provide this service and expertise in-house, eliminating any inefficiency regarding the right-of-way needs of the Project. If the needs of the Project dictate changing the order of acquisitions, having this function in-house allows us to react quickly and maintain the goals and schedule

for the Project. It also provides a much greater level of coordination between the design, utility, permitting, and construction disciplines. Our Right-of-Way Manager, Seth Bourne will be involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching proffers, and keeping landowners informed. As the Project progresses through the acquisition phase, Seth will manage our VDOT prequalified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

As we progress through the design phase, we will provide continuous review of the potential impacts of the various design components and provide feedback to the Design Team in order to keep impacts to an absolute minimum. Concurrently, the impacts to and relocation of utilities will be coordinated with the right-of-way to minimize these costs as well. Available proffers will be researched and coordinated with Fairfax County, and budgets will be prepared and constantly monitored. Property acquisitions will be prioritized to meet the overall Project schedule, and once right-of-way plans are approved, we will release appraisals and title reports. Offer packages will be prepared and after approval by VDOT, offers will be made to landowners and negotiations undertaken. We will handle settlements in the case of voluntary settlements, or, if one cannot be reached, we will prepare certificate of take packages for VDOT approval and acquire the property through eminent domain. After filing of certificate of take, our Team will continue to assist VDOT in reaching a settlement with the landowner.

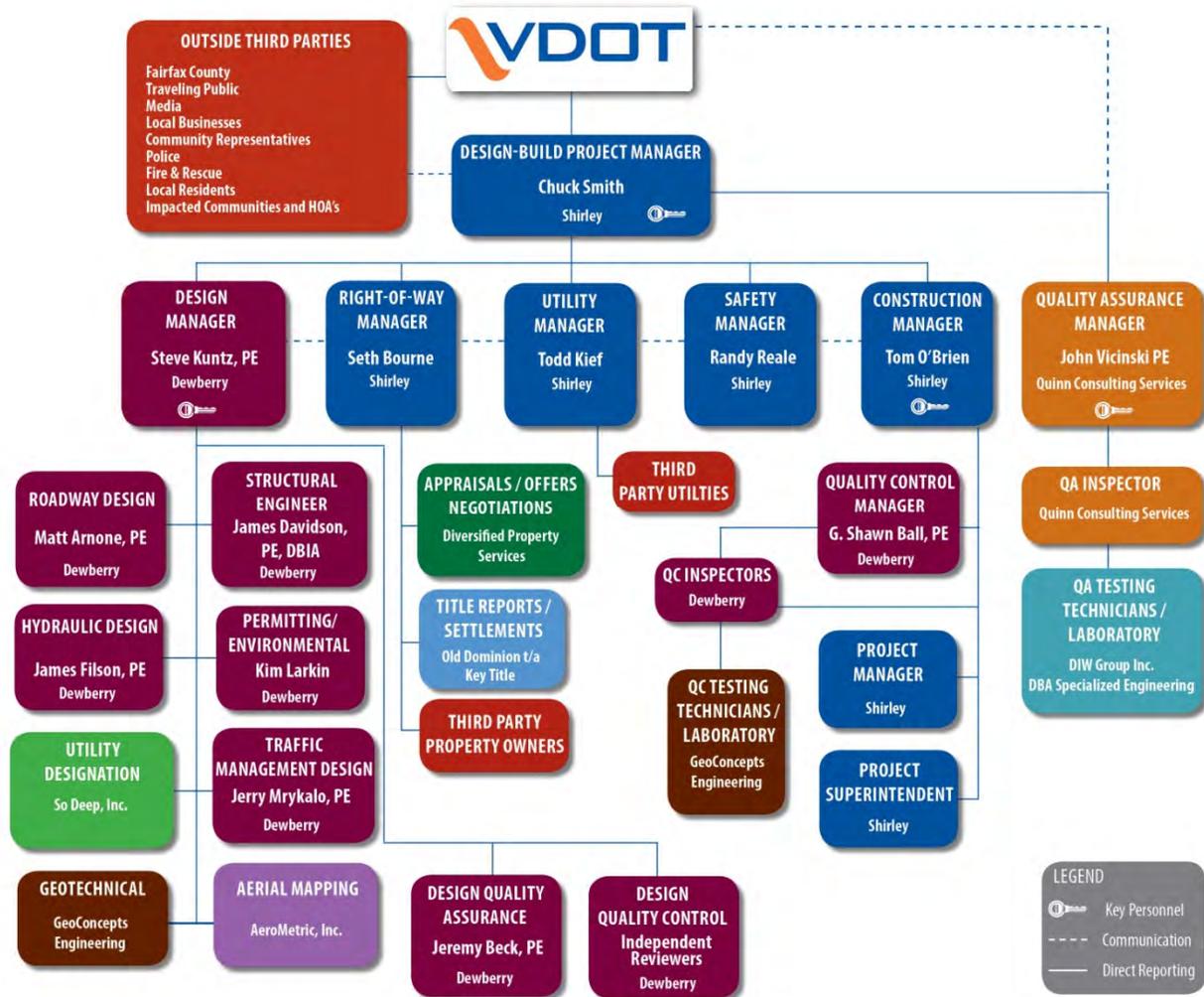
***Utility Manager*** - A design-build project as important as the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project cannot be successful without effectively managing the utility impacts associated with the Project. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Our Utility Manager, Mr. Todd Kief has managed the utility relocations for nearly \$500 million in design-build construction in Virginia over the last 11 years through his work on the Route 28 Corridor Improvements, Dulles Greenway Capital Improvements, Battlefield Parkway, Pacific Boulevard, and Fairfax County Parkway - Phase III Design-Build Projects. More importantly, his relationship with the individual utility owners will be a significant benefit to the Project. Todd's experience on these design-build projects has enabled him to cultivate close relationships with the representatives of over 25 public and private utilities, including the known utilities located in the vicinity of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project.

Todd will be tasked with overseeing all aspects of the utility coordination process on the Project. This process starts with accurately identifying the existing utilities impacted and making contact with each utility owner. Our first priority is to review these utilities with the Design and Construction Teams to create a solution that avoids the utilities altogether. If this cannot be done, we will look at design alternatives that serve to minimize the utility relocations. If relocation is required, we will meet with each utility owner to review the impacts, determine prior rights and cost responsibility, and obtain relocation designs and cost estimates. The relocations will then be coordinated with the acquisition of right-of-way, permit approval, and construction schedule. We will then manage the utility relocation construction activities to conclusion, including coordinating with the construction activities in the field and tracking and updating the CPM schedule to ensure that the relocation work proceeds on schedule.

The keys to successful utility relocation management on the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project will be to have a Team that has performed this function on time and on budget on previous design-build projects and to have a Team in place that has established positive relationships with the utility companies. The Shirley Team exceeds both of these criteria.

### 3.3.2 ORGANIZATIONAL CHART

The Shirley Team’s Organizational Chart for the Project is described narratively and graphically below. The “chain of command” is depicted on the chart by solid lines, which represent the primary reporting relationships, and by dashed lines, which represent communication relationships, between the major project disciplines and participants.



Major Project Disciplines include:

**VDOT:** As the Owner, VDOT will maintain oversight responsibility for all aspects of the Project to ensure compliance with the Contract Documents and to take final acceptance when complete. We anticipate that VDOT will also want to be the primary liaison between certain outside third-party stakeholders and the Project Team.

**\*Design-Build Project Manager (Chuck Smith):** This Key Personnel position on our Team is tasked with full and complete authority over all aspects of the Shirley Team’s responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, the Design-Build Project Manager (D/B PM) has ultimate responsibility for Contract management and to coordinate and integrate the various project disciplines successfully, including design, construction, quality control, right-of-way, utilities, and safety. The D/B PM will also serve as the primary support to VDOT’s efforts to communicate with certain

third-party stakeholders, and at VDOT's discretion, can take the lead effort in communicating and coordinating with these third parties.

**\*Quality Assurance Manager (John Vicinski, PE):** In this Key Personnel role the Quality Assurance Manager (QAM) reports directly to the D/B PM and is completely independent from the construction operations and QC inspections. The QAM has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and will direct the QA inspections by the QA inspector and independent QA testing technicians from Specialized Engineering. This position is unique in that the QAM has the autonomy to report findings directly to VDOT in addition to the D/B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

**\*Design Manager (Steve Kuntz, PE, DBIA):** Reporting to the D/B PM, this Key Personnel position has overall responsibility for management of all aspects of the design process including roadway, structural, hydraulic, permitting, traffic, and geotechnical. Of vital importance is the Design Manager's role in integrating the various design disciplines with the Construction, Right-of-Way, Utility, and Safety elements. In addition, the Design Manager will establish and oversee the Design QA/QC program. The Design Manager will ensure that the design QA and QC functions shall be exclusively designated to such and shall not be assigned to perform conflicting duties or production work, as outlined in the updated version (January 2012) of the *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*.

**\*Construction Manager (Tom O'Brien):** Reporting to the D/B PM, this Key Personnel position has the responsibility to manage all aspects of project construction and the Quality Control process. Prior to construction commencing, the Construction Manager will facilitate all constructability reviews for each aspect of the design, work closely with the Utility Manager to plan for necessary relocations, and coordinate with the Right-of-Way Manager to prioritize and schedule the acquisition process. During construction, he will be on site at all times, and will maintain the project schedule, coordinate with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract Documents. Additionally, the Construction Manager will communicate with the Design Manager to arrange for design engineer's review of construction activities through the witness and hold points.

**Right-of-Way Manager (Seth Bourne):** Reporting to the D/B PM, the Right-of-Way (ROW) Manager will manage the process to acquire all right-of-way and easements needed to construct the Project. Reporting to the ROW Manager will be the VDOT Prequalified sub-consultants performing appraisals, appraisal reviews, title reports, offers, negotiations, and settlements. The ROW Manager will facilitate communication with the affected landowners and will at all times maintain the status of the process for VDOT. The ROW Manager will coordinate closely with the Design, Utility, and Construction disciplines.

**Utility Manager (Todd Kief):** The Utility Manager plays a vital role in achieving completion of the Project on time and within budget. Reporting to the D/B PM, the Utility Manager will actively coordinate existing and proposed utilities with the Design, Right-of-Way, Safety, and Construction Managers and disciplines. He will serve as the liaison with each individual utility company to ensure that utilities are integrated into the Project. Working with the design team, the Utility Manager's first priority is to avoid relocations. If not possible, the focus will be to minimize these relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule.

**Safety Manager (Randy Reale):** Reporting to the D/B PM, the Safety Manager will review the plans and all field activities to provide a safe environment for VDOT, the construction workers, and the traveling public. The Safety Manager will train and inform those engaged on the Project of specific safety hazards

and will enforce all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan. Working closely with the Construction Manager, the Safety Manager will monitor the field activities and crews and has full and complete authority to halt or suspend any activity not in compliance with the applicable safety standards.

***Design QA (Jeremy Beck, PE):*** Mr. Beck, PE will report directly to the Design Manager to lead the Design QA efforts and will not be involved in the design production or QC efforts for the project. Following completion of the Design QC reviews and prior to submission to the Department, Mr. Beck will complete a QA review of each design document.

***Design QC:*** For each design discipline the Design Manager will assign a qualified independent QC reviewer, who is not involved in the production of the design document, to complete a detailed QC review to ensure technical accuracy and conformance with the contract requirements.

***\*Denotes Key Personnel***





## 3.4 Experience of Offeror's Team

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Please see Attachment 3.4.1 for the Lead Contractor and Lead Designer Work History Forms.





## 3.5 Project Risks

### INTRODUCTION

Within the past year, traffic volumes and congestion at the southern end of the Fairfax County Parkway have grown significantly due to the influx of private and military personnel to the Fort Belvoir North Area (FBNA) Facility. With the implementation of the Base Realignment and Closure Act (BRAC), approximately 8,500 employees have been reassigned since 2011 to the BRAC facility. As part of BRAC, a significant amount of effort and expense went in to upgrading and improving the adjacent roadway network, including two projects (one completed by Shirley/Dewberry) to complete the final segment of the Fairfax County Parkway between the Rolling Road/Franconia-Springfield Parkway Interchange and I-95, a new interchange providing access to Boudinot Drive and Fullerton Road, a new interchange at Barta Road, new connections to the I-95 HOV lanes (underway by Shirley), and a new commuter park and ride lot, also completed by Shirley. While these improvements went a long way towards meeting the needs of the FBNA facility, congestion problems still exist on some of the adjacent roadways and critical movements.

As our Team witnessed firsthand as the design-builder for the Fairfax County Parkway-Phase III Project, successfully completed in 2012, the adjacent communities consistently expressed concern about the congestion and delays they were experiencing with the single loop ramp exit (Loop Ramp B) to continue north on the Parkway. With this Project addressing that concern, relief should be in sight.

However, for any project to achieve its goals and be a success for all involved, the project's risks must be understood, evaluated, and addressed. With our recent design-build experience on this same roadway, the Shirley Team is well positioned to meet this challenge. Below are the three most critical risks that our Team has identified that are keys to the success of the Rolling Road/Franconia-Springfield Parkway Interchange Project:

### CRITICAL RISK #1 – CONDITION OF EXISTING FACILITIES

One aspect of a project which is critical to completion of the required improvements is the condition and suitability of the existing facilities which will be modified, extended, or upgraded as part of the project. As shown in the RFQ conceptual plans, there are a significant number of features which will be modified and/or upgraded as part of this project. Our experience on Phase III of the Fairfax County Parkway Improvements gives us a unique understanding of the existing conditions of many of the features and components of this project, since the improvements proposed for Franconia-Springfield Parkway, Fairfax County Parkway (Westbound), and Fairfax County Parkway south of the bridge over Franconia-Springfield Parkway all overlap the limits of the Phase III project. Provided below is a description of the existing project elements which will be critical to the successful completion of the Project, and how we plan to determine their suitability and viability for use as part of the ultimate improvements.

***Existing Pavement Conditions*** – One risk to the Project is the condition of the existing pavement on roads which were not recently constructed as part of the Phase III Fairfax County Parkway Improvements. South of the bridge over Franconia-Springfield Parkway, the entire width of the roadway was removed and reconstructed to account for increased traffic volumes and an already deteriorating sub-base material condition. Also as part of the Phase III improvements, the entire width of the eastbound lanes of the Franconia Springfield Parkway, extending from the east end of the proposed project to approximately Sta. 306+00 on Fairfax County Parkway Westbound, was milled and overlaid. During this milling and overlay it was identified that the existing pavement condition below the surface material was in less than ideal condition. Milling of the surface material identified numerous

patches of pavement and large areas where pavement layers had begun to separate. Significant potholes opened on the ramp from Fairfax County Parkway Eastbound to southbound Fairfax County Parkway, and adjacent residents in the Spring Woods community, located above the large retaining wall along the south side of the road, raised concerns about long-standing vibrations in their homes from heavy traffic hitting pot-holes on existing Fairfax County Parkway.

As part of this Project, these same pavement areas and travel lanes, in addition to other roadway segments, are identified to be milled and overlaid. The risk of the existing pavement condition is that proper repair, or if needed, replacement, would be extremely costly and difficult to complete. Replacement of the existing pavement would require significant detours in order to fully demolish and reconstruct the pavement section including base and sub-base materials. Due to the retaining walls immediately adjacent to the shoulders on both sides of the road, detours of traffic would be nearly impossible, and are clearly not anticipated as part of the proposed improvements. To mitigate the risk of the existing pavement without full reconstruction, we will work with VDOT at the outset of the project to identify areas of concern. Additional pavement cores will be taken within the travel lanes of the Parkway and interchange ramps to identify conditions of existing pavement. As noted in the preliminary geotechnical report, milling of existing pavement is to be completed to a depth of 4" prior to build-up with intermediate and surface asphalt. As an initial activity, the 4" milling required will be completed as an initial phase of construction, and the intermediate asphalt will be replaced to provide a smooth and improved riding course. This will also eliminate concerns of existing potholes being worsened and continued surface degradation during construction activities and increased truck traffic. It will also allow temporary pavement markings to be installed on new asphalt instead of adjacent to eradicated markings and raised pavement markers. Following completion of the widening and ramp improvements, the final surface course will be placed providing a smooth, uniform surface for the ultimate condition. Sequencing of work in this manner will avoid further degradation and damage to the existing surface pavement and provide an enhancement during construction to the travelling public. The advance milling and overlay will also allow for identification of areas of poor pavement condition early in the contract. This will provide time to adjust paving limits and incorporate areas of additional pavement reconstruction if necessary while major construction activities are underway, as opposed to at the end of the contract when major work has already been completed.

***Existing Drainage Facilities*** – As shown on the RFQ conceptual plans, there are areas of the Project where additional impervious area will be constructed either in the median of the Fairfax County Parkway west of Bridge B-623 or south of the bridge. This additional impervious area will result in increased runoff amounts and higher peak flows which need to be accommodated by either existing or proposed drainage systems. As shown on the conceptual plans, no existing storm drainage pipes are identified to be replaced. Further, the locations of the existing drainage pipes are adjacent to large soldier pile and tie-back retaining walls along the outside of the roadway. Excavation at the toe of these walls for replacement of the existing pipes to increase their size and capacity could jeopardize the structural integrity of the walls. To address this concern, pipe inspections and storm drain analysis will be completed on the existing systems at the outset of the project. Areas of deficient storm sewer capacity will be identified, and alternate alignments will be identified. Final drainage configurations, which may require new storm sewer systems, will be located such that impacts to existing retaining walls and excavation in close proximity of the walls will be avoided. This may require installation of a new trunk line in the median of the parkway, or installation of new pipes along the outside shoulders but not below the existing wall footings. Manholes and junction chambers will be used to ensure all existing flow patterns are accommodated by the ultimate drainage systems. Additionally, all pipes will be cleaned out to provide their full capacity as required by current VDOT drainage requirements.

Additionally, throughout the project limits existing pipes are shown as being reused as part of the ultimate improvements. While we anticipate that the existing pipes and structures are in good working condition, the existence of existing deteriorated and unserviceable storm sewers is a risk which could add significant cost and scope to the project. To address this risk, at the outset of the project we will complete pipe inspections using a video camera. All pipes to be utilized in the ultimate condition will be inspected via this method, and areas where pipes are identified as deteriorated, collapsed, or damaged, will be identified. If necessary, these pipes will be replaced or retrofitted to provide a usable ultimate condition. Where possible, new pipes would be installed to avoid costly open cut operations or jack and bore operations across active travel lanes. This would be completed through re-routing of storm water flow to pipes running parallel to the roadway, and minimizing cross culverts and pipes to the fullest extent possible.

***Overhead Sign Structures*** – A final risk related to existing project features are the conditions and locations of existing overhead sign structures. As part of the Fairfax County Parkway Phase III project our Team installed new overhead signs along Fairfax County Parkway including the span structure with a median foundation at Station 207+50 of WB Fairfax County Parkway. As the plans for this project were not available at the time of design and installation of this median foundation, it will need to be coordinated closely with the final design of the WB median widening to avoid the need to demolish and replace this new structure. Additionally, due to the changes in lane configurations, some of the existing signs, specifically those on westbound Franconia Springfield Parkway, will need to be replaced. With the replacement of these signs our Team will install new conduit and power for the structures. Additional survey will be completed to identify existing power source locations, and easements and property research will be completed to identify areas where conduit can be routed either through existing easements, or within right-of-way to avoid the acquisition of new easements.

All of these existing conditions present risks that can result in increased construction costs, schedule delays, and potentially damage to existing features that are not to be replaced by this project. Our approach to pro-actively identify these features, thoroughly vet them through preliminary design, properly coordinate them between the various design elements, and thoughtfully analyze the construction means and methods during constructability reviews will eliminate the likelihood that the project cost or schedule will be impacted.

### **VDOT'S ROLE**

For all of the areas identified above, VDOT will remain involved based on regular progress meetings with our Team. As challenges and solutions are identified, we will incorporate appropriate plan changes and construction details to show how these conditions inter-relate and are addressed with our design. Formal submittals will be provided to VDOT for review, comment and ultimately approval. The resolution of some risks may require a more detailed analysis and in-the-field review of these existing conditions with VDOT staff. For these scenarios our team will complete the detailed field inspections but will also request consultation with VDOT experts such as the District Bridge Engineer or District Geotechnical Engineer to discuss and agree to the appropriate design solution adequately addresses the area of concern and ensures that VDOT is getting the desired product without impacts to the Project's cost or schedule.

## **CRITICAL RISK #2 – PUBLIC INVOLVEMENT**

Project's of this nature have a tremendous ability to affect a large segment of the public. Increasingly, the public has taken an active interest and are becoming more involved in transportation projects that affect their commute, their communities, and their daily lives. When not communicated with and managed effectively, those that are adversely impacted can cause delays to the work, increased costs, and increased time consumption by both VDOT's and the design-builder's project personnel.

An effective Public Involvement Plan that reduces these risks will:

- Provide a forum for the public to provide feedback to the Project Team, and permits the Team to effectively address any concerns or issues.
- Reduce Project resources required to interact with the public and address their concerns.
- Potentially reduce traffic congestion during construction.
- Create public trust and Project support.

Public involvement has been a key component of our Team's efforts on virtually all of our past design-build projects for VDOT. Building on these successes, our Team proposed the following methods to address and mitigate this risk:

**Public Meetings** – A very effective way to communicate with and keep the public informed about the Project schedule and scope is to meet with them at critical times. Our Team plans to hold “Pardon Our Dust” informational meetings with the local community prior to the start of the work, and at other points when warranted. In addition, we regularly present Project updates to local HOA's and other community meetings, local businesses, and other forums. These meetings provide opportunities for our Team to present the current project status and will allow questions and comments to be fielded and addressed. Also, upcoming traffic pattern changes will be explained in order to avoid confusion when the modifications are implemented.

**Coordination with Elected Officials** – A critical “lesson learned” from our Phase III project was that the local community is very involved and vocal about the improvements being made. Along with the citizen involvement, local County Supervisors were also very involved in the project and public process. The location of this Project falls on the border of the Mount Vernon and Springfield districts, and is very close to the border of the Lee District. Since improvements in this area have the potential to impact residents in each of these three districts, supervisors were very interested in the progress of the project and in hearing comments and concerns raised by their residents. In recognition of this, we will initiate meetings with the Team and Board of Supervisors staff to ensure they are aware of upcoming project milestones, project commitments, and any concerns which have been raised. With this close coordination, we can ensure that all comments which are raised at public outreach meetings can be addressed by our Team, VDOT, or elected officials.

**Local Media** - As major changes to traffic patterns are implemented, an effective tool to communicate with the public is the local media. These outlets can include local newspapers, community bulletins, radio, television, and community websites. We will prepare exhibits as appropriate and include narratives describing the message, as well as contact information for the Team.

**VDOT's & Fairfax County's Websites** - We know from past experience that one of the first places someone goes for information about a transportation project is the internet. Having the Project's information and status posted to VDOT's and potentially Fairfax County's website will be an effective way for the public to get current information. The Shirley Team plans to support this effort by providing status reports, photos, schedules, lane closure information, and upcoming milestones as appropriate.

**Onsite Signage** - An extremely effective way to communicate with the users of the facility is to post messages directly on the facility. We plan to do so through a mix of fixed-mount signage and variable message boards. These can provide information regarding detours, traffic changes, lanes closures, and other information.

### **VDOT's ROLE**

Throughout design and construction, we anticipate VDOT will remain involved in the public involvement process as needed to represent the Owner's position, and will assist in the coordination of

these efforts. We recognize that decisions which impact the scope and configuration of the Project improvements have already been coordinated and expressed to local elected officials and citizens, and we anticipate that any previous agreements will be provided to our Team to be incorporated into the project plans. We anticipate that VDOT representatives will attend each of the public meetings and “Pardon Our Dust” meetings, and will help field questions and comments received from the public.

### **CRITICAL RISK #3 – TEMPORARY TRAFFIC CONTROL AND OPERATIONS**

A critical risk to this Project will be the safe and effective management of traffic as it will be constructed under traffic in a heavily congested area. Failure to do so effectively will create safety hazards and travel delays for the travelling public, workers, and others involved. It also can create delays for police, fire and rescue in responding to emergency situations both on the Project and off. Setting high standards for safety is a Core Value for the Shirley Team and one we take very seriously. In order to manage this risk, the traffic control plan must be an integral part of the design, planning and scheduling of every aspect of the work from the earliest stages of development to final Project completion. To do so, our Team will incorporate the following plan and construction elements into the project:

***Development of a Detailed TTC and TMP Plan*** – A key early planning activity will be to develop detailed TMP and TTC plans in accordance with VDOT IIM-LD-241.5. All of our roadway engineers are certified through VDOT’s Advanced Work Zone Traffic Control Training, and are well versed in development of plans in accordance with the Manual of Uniform Traffic Control Devices and Work Area Protection Manual requirements. Detailed TTC plans will be developed for each phase of construction, and will include temporary pavement marking and signing plans, limits and locations for all temporary barrier and impact attenuators, as well as all necessary temporary drainage improvements needed to maintain a safe corridor during construction. Advance signage will be identified to alert motorists to upcoming access points, and portable changeable message sign text will be prescribed to ensure the messages are clear, concise, and accurate to the changing roadway condition. As part of the TMP plan development, a continuous public outreach effort will be implemented, as identified above, to alert motorists of upcoming construction activities and changes in roadway lane configurations. These plans will account for all anticipated changes to traffic patterns during all stages of the work.

***Effective Lane Reconfiguration*** – Included in the scope of this project is the reduction of the westbound Franconia-Springfield Parkway thru lanes from three (3) to two (2) approaching the exit to Ramp B, which is necessary to accommodate the ultimate additional lane which enters from Loop Ramp B. Knowing that this is a permanent change to the traffic pattern will create the option to explore implementing it in the early stages of the work. The potential advantages to motorist and worker safety include:

- Minimizing motorist confusion by implementing the change prior to other changes and distractions as work progresses;
- Providing immediate relief of some of the congestion on the northbound lanes of the Fairfax County Parkway by providing a continuous lane onto the Parkway;
- Creating additional space and a safe work area to construct the Loop Ramp B widening and the stormwater management basin between Loop Ramp B and Ramp B;
- Improving access for construction equipment entering and existing the work area; and
- Providing larger offsets between the travel lanes and temporary barrier on the westbound lanes of Fairfax County Parkway where median reconstruction is required.

***Proper Barrier Installation and Maintaining a Clear Roadside Area*** – One of the challenges of completing improvements near intersections and adjacent to curved roadway alignments is the potential to restrict sight-lines through improper placement of temporary barriers. This has the potential to reduce

visibility of on-coming traffic and cause motorists to “creep” into the intersection to determine if there is an acceptable gap to enter into traffic through, or to limit sight distance in horizontal curves. To eliminate these concerns and the risks they pose to public traffic, we will complete intersection sight line analyses during plan development to determine what limits of barrier can be safely installed without limiting intersection sight distance. Ends of barrier and temporary impact attenuators will be identified in the plans and locations will be clearly identified/referenced and coordinated with construction and inspection staff to ensure proper placement in the field. Along Ramp B, barrier will be installed on the outside of the ramp first to allow the outside widening to be completed as an initial stage of construction on the ramp. Once the ramp widening is completed, traffic will be shifted to the outside, and temporary barrier will be installed on the inside of the ramp, maintaining a proper offset from the travel lanes.

Equally important is maintaining a clear work zone and deflection area behind the barrier. Elimination of clutter and obstructions will ensure that barrier deflection distances are maintained, and that sight lines are not reduced or blocked through placement of large construction equipment or material. To ensure that proper sight lines are provided and maintained, information will be included on the plans where material and equipment storage is precluded. This will include a distance of 3’ behind all temporary barrier to allow for adequate deflection, but will also identify additional areas on the insides of curves and near intersections where additional visibility is paramount to the safety of the public.

***Dedicated Maintenance of Traffic Crews*** – The work to install, maintain and remove all traffic control devices during all phases of the work will be performed by dedicated MOT crews. Doing so will insure that all devices are consistent, in accordance with MUTCD and other standards, timely, and coordinated with all work activities. These crews will report to the Construction Manager and will be an integral part of the planning and scheduling process.

#### **VDOT’S ROLE**

During development of the TTC and TMP plans, we expect VDOT’s role to be associated with review and approval of the plans. VDOT Traffic Engineering staff will review the TMP and TTC plans and details, and will remain involved during construction of the project as part of acceptance of final barrier and guardrail installations. We anticipate that VDOT will remain involved during construction, alerting our Team to any comments which are provided through VDOT’s public affairs group and statewide hotline which need to be addressed or responded to.





**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

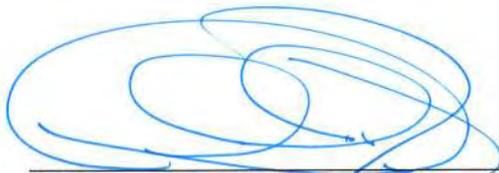
**RFQ NO.** C00100391DB61  
**PROJECT NO.:** 0286-029-947, PE101, RW201, C501, B623

**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

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

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

1. Cover letter of RFQ 05/14/2013  
(Date)
2. Cover letter of \_\_\_\_\_  
(Date)
3. Cover letter of \_\_\_\_\_  
(Date)



\_\_\_\_\_

SIGNATURE

7/8/13

DATE



**ATTACHMENT 3.1.2**

**Project: 0286-029-947, PE101, RW201, C501, B623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

**Project: 0286-029-947, PE101, RW201, C501, B623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	N/A
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	5-7

**ATTACHMENT 3.1.2**

**Project: 0286-029-947, PE101, RW201, C501, B623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15- page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	N/A
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-13



## ATTACHMENT 3.2.6

### State Project No. 0286-029-947, PE101, RW201, C501, B623

#### 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>

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Atkinson Construction	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Atkinson Contractors, LP	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Shirley Design/Build, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	SCC Infrastructure	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Enterprises	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Civil Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Concrete Contractors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction International, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Design/Build, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Facility Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Foundations, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Global Technologies, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Real Estate Advisors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814

### ATTACHMENT 3.2.6

### State Project No. 0286-029-947, PE101, RW201, C501, B623

### Affiliated and Subsidiary Companies of the Offeror

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Affiliate	Clark Strategic Operations Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark/Balfour Beatty NCE, A Joint Venture	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Edgemoor Real Estate Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Innovative Infrastructure, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Loudoun County Transportation Networks, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Metro Earthworks,	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Route 28 Corridor Improvements, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Shirley Pentagon Constructors,, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Shirley/Clark Loudoun Infrastructure, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Charlottesville Bypass Constructors, A Joint Venture	8435 Backlick Road, Lorton, Virginia 22079



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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.

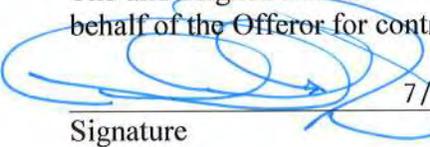
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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.

 7/8/13 President/CEO/Manager  
Signature Date Title

Shirley Contracting Company, LLC  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 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 form.

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.

Dave Mahoney      6/13/13      Executive Vice President  
Signature                      Date                      Title

Dewberry Consultants LLC  
Name of Firm

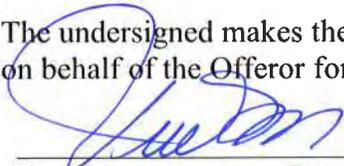
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 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 form.

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.

 7-2-13 President  
Signature Date Title

GeoConcepts Engineering, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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 form.

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.

	June 13, 2013	President
Signature	Date	Title
Quinn Consulting Services, Inc.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

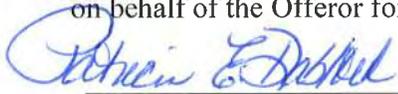
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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6/13/2013

President

Signature

Date

Title

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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- 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 form.

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.

Mark Goldman      6.13.13      Dept. Mgr.  
Signature                      Date                      Title

So-Deep, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

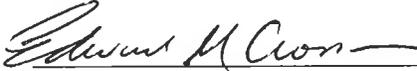
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

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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.

	<u>6/13/13</u>	<u>Vice President</u>
Signature	Date	Title

AeroMetric, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 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 form.

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.

RR at Rush                      6-3-13                      Settlement Officer  
Signature                      Date                      Title

OID Dominion Settlements, Inc T/A Key Title  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0286-029-947, PE101, RW201, C501, B623

- 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 form.

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.

*[Handwritten Signature]*      7-2-13      Principal  
Signature                      Date                      Title

Specialized Engineering  
Name of Firm



=====

S018  
SHIRLEY CONTRACTING COMPANY, LLC  
PREQ. EXP : 09/30/2013

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
8435 BACKLICK RD. 002 - GRADING  
LORTON, VA 22079-1403 003 - MAJOR STRUCTURES  
PHONE : 703-550-8100 007 - MINOR STRUCTURES  
FAX : 703-550-7897 045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: CLYMORE, DANIEL EDWARD  
EMAIL: DCLYMORE@SHIRLEYCONTRACTING.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A

=====

S1305  
HARLAND J. SHOEMAKER & SON, INC.  
PREQ. EXP : 09/30/2013

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)  
P.O. BOX 733 011 - CLEARING AND GRUBBING  
NEW MARKET, MD 21774 033 - ROADSIDE DEVELOPMENT  
PHONE : 301-865-2062 036 - SOIL STABILIZATION  
FAX : 301-865-4085 044 - UNDERDRAINS  
101 - EXCAVATING

BUSINESS CONTACT: BURDETTE, III, MAYNARD LEE  
EMAIL: MAYNARD@HARLANDSHOEMAKER.COM

-----DBE INFORMATION-----

DBE TYPE : N/A  
DBE CONTACT: N/A

=====





One Tower Square  
Hartford, CT 06183

July 1, 2013

Stephen D. Kindy, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00100391DB61 - A Design-Build Project  
Rolling Road/Franconia-Springfield Parkway Interchange Improvements  
From: 0.30 Miles West of Rolling Road To: 0.34 Miles East of Rolling Road  
From: 0.21 Miles South of Fairfax County Parkway To: 0.18 Miles North of Fairfax County Parkway  
Estimated Contract Value: \$9,000,000

Dear Mr. Kindy:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A+, Financial Size Category XIV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$150,000,000 with an aggregate of \$3,500,000,000.

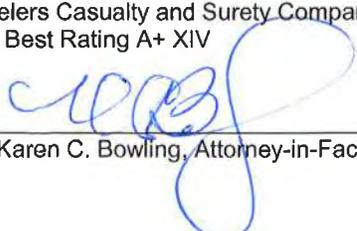
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

As surety for the above named Contractor, Travelers Casualty and Surety Company of America, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project, subject to acceptable review of the contract documents and bond forms, financing, availability of reinsurance, and Shirley Contracting Company, LLC continuing to satisfy other underwriting considerations at the time the bonds are requested.

This letter is not an assumption of liability and is issued only as a reference request from our client.

Sincerely,

Travelers Casualty and Surety Company of America  
A.M. Best Rating A+ XIV

By:   
Karen C. Bowling, Attorney-in-Fact



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 219657

Certificate No. 005454370

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Diana L. Parker, and Karen C. Bowling

of the City of Columbia, State of Maryland, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory 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, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 22nd day of April, 2013.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 22nd day of April, 2013, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal. My Commission expires the 30th day of June, 2016.



[Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

**RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

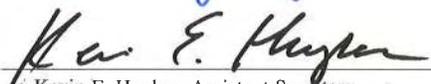
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

**FURTHER RESOLVED**, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty 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, I have hereunto set my hand and affixed the seals of said Companies this 1st day of July, 2013

  
Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.



## ATTACHMENT 3.2.10

### State Project No. 0286-029-947, PE101, RW201. C501. B623

#### SCC and DPOR Information

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

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</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>Shirley Contracting Company, LLC</b>	S082038-2	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Business Entity-Class A Contractor	2705071652	October 31, 2014
<b>Dewberry Consultants, LLC</b>	S044733-6	Limited Liability Co.	Active	8410 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2013
<b>GeoConcepts Engineering, Inc.</b>	516767-1	Corporation	Active	19955 Highland Vista Drive Ste. 170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2013
<b>Quinn Consulting Services, Inc.</b>	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2013
<b>DIW Group Inc</b>	F128190-8	Corporation	Active	4845 International Blvd. #104 Frederick, MD. 21703	Business Entity	0407004748	December 31, 2013
<b>Diversified Property Services, Inc.</b>	F130410-6	Corporation	Active	20 E. Timonium Road Timonium, Md. 20193	Real Estate Appraiser Business	4008001190	November 30, 2014
<b>Old Dominion Settlements, Inc. (key Title)</b>	0243891	Corporation	Active	n/a			
<b>Aero-Metric, Inc.</b>	F113594-8	Corporation	Active	45180 Business Court Suite 800 Dulles, VA. 23005	Business Entity	0407005489	December 31, 2013
<b>So-Deep, Inc.</b>	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA. 22111	Business Entity	0407002900	December 31, 2013



**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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06/25/13

LLCM3220

LLC DATA INQUIRY

10:24:03

LLC ID: S082038 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/01/02  
 LLC NAME: Shirley Contracting Company, LLC

DATE OF FILING: 08/01/2002 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

RTN MAIL:

CITY: GLEN ALLEN STATE: VA ZIP: 23060-6802

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 03/02/04 LOC: 143 HENRICO COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			50.00

(Screen Id:/LLC\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**



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06/25/13

LLCM3220

LLC DATA INQUIRY

10:24:29

LLC ID: S044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09  
 LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor  
 1111 East Main Street

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 04/29/11 LOC: 216 RICHMOND CITY

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**



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CISM0180

CORPORATE DATA INQUIRY

06/25/13

09:58:36

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99  
CORP NAME: GEOCONCEPTS ENGINEERING, INC.

DATE OF CERTIFICATE: 02/25/1999 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: VIVIAN LEWIS

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:  
19955 HIGHLAND VISTA DR #170

CITY: ASHBURN STATE : VA ZIP: 20147

R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153

ACCEPTED AR#: 213 02 3773 DATE: 01/17/13 LOUDOUN COUNTY

CURRENT AR#: 213 02 3773 DATE: 01/17/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					5,000

(Screen Id:/Corp\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search**  
**can be found in the Bulletin Archive in the right-hand navigation pane.**

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06/25/13

CISM0180

CORPORATE DATA INQUIRY

09:59:47

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09  
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U  
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)  
 DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: BRENDAN R HANTZES  
 STREET: 3771 VERMACCHIA DR AR RTN MAIL:  
 CITY: CHANTILLY STATE : VA ZIP: 20151  
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129  
 ACCEPTED AR#: 212 12 1611 DATE: 07/19/12 FAIRFAX COUNTY  
 CURRENT AR#: 212 12 1611 DATE: 07/19/12 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 13 100.00 100.00 5,000

(Screen Id:/Corp\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CISM0180

CORPORATE DATA INQUIRY

06/25/13

10:00:09

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 05/22/97  
 CORP NAME: OLD DOMINION SETTLEMENTS, INC.

DATE OF CERTIFICATE: 07/08/1983 PERIOD OF DURATION: INDUSTRY CODE: 35  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: RONALD H. LAZARUS

STREET: 7010 LITTLE RIVER TURNPIKE, SUITE 240 AR RTN MAIL:

CITY: ANNANDALE STATE : VA ZIP: 22003  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129  
 ACCEPTED AR#: 213 08 5532 DATE: 05/16/13 FAIRFAX COUNTY  
 CURRENT AR#: 213 08 5532 DATE: 05/16/13 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 13 220.00 25,000

(Screen Id:/Corp\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CISM0180

CORPORATE DATA INQUIRY

06/25/13

10:00:33

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01  
 CORP NAME: AERO-METRIC, INC.

DATE OF CERTIFICATE: 02/09/2000 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: WI WISCONSIN STOCK INDICATOR: S STOCK  
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143  
 ACCEPTED AR#: 213 02 6031 DATE: 01/23/13 HENRICO COUNTY  
 CURRENT AR#: 213 02 6031 DATE: 01/23/13 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	670.00					100,000

(Screen Id:/Corp\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CISM0180

CORPORATE DATA INQUIRY

06/25/13

09:59:05

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08  
 CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106  
 ACCEPTED AR#: 212 14 5571 DATE: 09/11/12 ARLINGTON COUNT  
 CURRENT AR#: 212 14 5571 DATE: 09/11/12 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					5,000

(Screen Id:/Corp\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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CISM0180

CORPORATE DATA INQUIRY

06/25/13

09:59:24

CORP ID: F128190 - 8 STATUS: 00 ACTIVE STATUS DATE: 01/30/97  
 CORP NAME: DIW GROUP, INC.

DATE OF CERTIFICATE: 01/30/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: N NO A-REPORT MONITOR INDICATOR:  
 CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: CHARLES MITCHELL

STREET: 21601 AVENS CT

AR RTN MAIL:

CITY: ASHBURN

STATE : VA ZIP: 20148

R/A STATUS: 2 OFFICER

EFF. DATE: 01/30/97 LOC : 153

ACCEPTED AR#: 212 54 4988

DATE: 11/26/12

LOUDOUN COUNTY

CURRENT AR#: 212 54 4988

DATE: 11/26/12

STATUS: A

ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	1,700.00					2,000,000

(Screen Id:/Corp\_Data\_Inquiry)

**ALERT to Virginia Corporations Regarding Solicitation from Corporate Records Search can be found in the Bulletin Archive in the right-hand navigation pane.**

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Commonwealth of Virginia  
**State Corporation Commission**

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06/25/13

CISM0180

CORPORATE DATA INQUIRY

10:00:49

CORP ID: 0216275 - 8 STATUS: 00 ACTIVE STATUS DATE: 11/15/85  
CORP NAME: SO-DEEP, INC.

DATE OF CERTIFICATE: 04/07/1981 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: THUY ANH PHAM

STREET: 8397 EUCLID AVENUE

AR RTN MAIL:

CITY: MANASSAS PARK

STATE : VA ZIP: 20111

R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC : 315

ACCEPTED AR#: 213 51 7036 DATE: 04/08/13 MANASSAS PARK

CURRENT AR#: 213 51 7036 DATE: 04/08/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	130.00					10,000

(Screen Id:/Corp\_Data\_Inquiry)

## Details of license number 2705071652

[print](#)

Name:	SHIRLEY CONTRACTING COMPANY LLC
License Number:	2705071652
License Description:	Contractor Class A
<a href="#">Class Definitions</a>	
Business Type:	LLC
Address:	8435 BACKLICK ROAD LORTON, VA 22079
Specialties/Classifications:	
<a href="#">Classification Definitions</a>	Highway / Heavy (H/H)
<a href="#">Specialty Definitions</a>	
Initial Certification Date:	2002-10-08
Expiration Date:	2014-10-31

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [[Code of Virginia Section 54.1-108](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

### No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.

## Details of license number 0407003966

[print](#)

Name: DEWBERRY CONSULTANTS LLC  
 License Number: 0407003966  
 License Description: Business Entity Registration  
 Business Type: LLC  
 Address: 8401 ARLINGTON BLVD  
 FAIRFAX, VA 22031  
 Initial Certification Date: 2000-03-14  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0401008756</a>	BEIGHT, JAMES LADEN	Architect License	2013-08-31
<a href="#">0402026519</a>	STONE, DONALD EDWARD JR	Professional Engineer License	2013-09-30
<a href="#">0403001932</a>	ROBINSON, BRYANT L	Land Surveyor License	2015-01-31
<a href="#">0406000847</a>	COUTURE, DENNIS M	Landscape Architect License	2014-03-31

Showing 1 to 4 of 4 entries






### No Open Complaints

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## Details of license number 0407004404

[print](#)

Name: GEOCONCEPTS ENGINEERING INC  
 License Number: 0407004404  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 19955 HIGHLAND VISTA DRIVE SUITE 170  
 ASHBURN, VA 20147  
 Initial Certification Date: 2003-03-28  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0402021276</a>	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	2014-04-30
<a href="#">0402021556</a>	BURKART, PAUL EDWARD	Professional Engineer License	2014-03-31

Showing 1 to 2 of 2 entries

[First](#)
[Previous](#)
[1](#)
[Next](#)
[Last](#)

### No Open Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpwr.virginia.gov](mailto:publicrecords@dpwr.virginia.gov).

## Details of license number 4008001190

[print](#)

Name:	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number:	4008001190
License Description:	Appraisal Business Registration
Business Type:	Corporation
Address:	20 E TIMONIUM ROAD SUITE 111 TIMONIUM, MD 21093
Initial Certification Date:	2000-11-29
Expiration Date:	2014-11-30

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [[Code of Virginia Section 54.1-108](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

## Details of license number 0407002900

[print](#)

Name: SO-DEEP INC.  
 License Number: 0407002900  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 8397 EUCLID AVENUE  
 MANASSAS PARK, VA 22111  
 Initial Certification Date: 1989-02-06  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0402022310</a>	SKAHN, CARY ALAN	Professional Engineer License	2015-06-30
<a href="#">0403001937</a>	SPENCER, MELVIN E	Land Surveyor License	2015-01-31

Showing 1 to 2 of 2 entries

### No Open Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpwr.virginia.gov](mailto:publicrecords@dpwr.virginia.gov).

## Details of license number 0407003733

[print](#)

Name: QUINN CONSULTING SERVICES INC  
 License Number: 0407003733  
 License Description: Business Entity Registration  
 Address: 14160 NEWBROOK DR SUITE 220  
 CHANTILLY, VA 20151  
 Initial Certification Date: 1998-03-05  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0402026380</a>	VICINSKI, JOHN KEVIN	Professional Engineer License	2013-08-31
<a href="#">0402039004</a>	VYAS, KAUSHIKKUMAR BHUPENDRAPRASAD	Professional Engineer License	2014-06-30

Showing 1 to 2 of 2 entries

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108].** Members of the public may review official records and obtain copies only after a complaint investigation is closed.

### No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

## Details of license number 0407004748

[print](#)

Name: DIW GROUP INC  
 Doing Business As: SPECIALIZED ENGINEERING  
 License Number: 0407004748  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 4845 INTERNATIONAL BLVD #104  
 FREDERICK, MD 21703  
 Initial Certification Date: 2005-11-01  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0402020050</a>	MITCHELL, CHARLES ROBERT	Professional Engineer License	2013-07-31

Showing 1 to 1 of 1 entries

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108].** Members of the public may review official records and obtain copies only after a complaint investigation is closed.

### No Closed Complaints

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

## Details of license number 0407005489

[print](#)

Name: AERO-METRIC INC.  
 License Number: 0407005489  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 45180 BUSINESS CT SUITE 800  
 STERLING, VA 20166  
 Initial Certification Date: 2009-07-30  
 Expiration Date: 2013-12-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0408000008</a>	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	2015-02-28

Showing 1 to 1 of 1 entries

### No Open Complaints

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## Details of license number 0402039440

[print](#)

Name:	KUNTZ, STEVEN KLINE
License Number:	0402039440
License Description:	Professional Engineer License
Address:	HAYMARKET VA, 20169
Initial Certification Date:	2004-06-14
Expiration Date:	2014-06-30

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [[Code of Virginia Section 54.1-108](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).

## Details of license number 0402026380

[print](#)

Name: VICINSKI, JOHN KEVIN  
 License Number: 0402026380  
 License Description: Professional Engineer License  
 Address: CHANTILLY VA, 20151  
 Initial Certification Date: 1995-08-10  
 Expiration Date: 2013-08-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0407003733</a>	QUINN CONSULTING SERVICES INC	Business Entity Registration	2013-12-31

Showing 1 to 1 of 1 entries

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To inquire about closed complaints, see the department's [Public Records Access](#) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov).



## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Charles L. Smith, IV, Vice President</b>
b. Project Assignment: <b>Design-Build Project Manager</b>
c. Name of Firm with which you are now associated: <b>Shirley Contracting Company, LLC</b>
d. Years experience: With this Firm <b>24</b> Years With Other Firms <b>1</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Shirley Contracting Company, LLC - Vice President 2004–Present</b> <ul style="list-style-type: none"><li>• <b>USCG Saint Elizabeths West Site Access Road</b>, June 2010 to 2013 - Design Assist/Construction Manager for \$32 million roadway and utilities for main entrance into DHS/USCG Headquarters Campus for GSA.</li><li>• <b>Fairfax County Parkway Phase III</b>, January 2010 to December 2012 – Design-Build Construction Manager for this \$27.7 million design-build project for FHWA/EFLHD &amp; VDOT.</li><li>• <b>Fort Lee 'A' Gate Roundabout</b>, June 2011 to December 2012 - Design-Build Project Manager for \$2.3million entrance gate improvements at US Army Base Ft. Lee for FHWA/EFLHD.</li><li>• <b>Washington Headquarters Service DoD BRAC 133</b>, December 2008 to August 2011 – Design-Build Construction Manager on the \$143 million design-build for the WHS Mark Center Site/Civil Construction Project.</li><li>• <b>I-95 4<sup>th</sup> Lane Widening, March</b> 2008 to September 2011 – Construction Executive in charge of \$91million highway and bridge widening project for VDOT.</li><li>• <b>New Campus East – NGA Fort Belvoir</b>, May 2008 to January 2011 – Design-Build Construction Manager for three contracts for the overall site infrastructure for the US Army Corps of Engineers: North Loop Road and Bridge \$36 million, West North Loop Road \$16M, South Loop Bridge over Wetlands \$3M.</li><li>• <b>Spotsylvania County Infrastructure Improvements</b>, October 2007 to Present – Design-Build Project Manager - \$91million design-build contract for 17 individual projects for Spotsylvania County VA.</li><li>• <b>Dulles Greenway Improvements</b>, May 2005 to July 2008, Construction Manager - \$74 million design-build project for private toll road facility.</li><li>• <b>Quantico Bridge 15 Replacement</b>, June 2008 to November 2010 – Construction Executive for \$6 million bridge demo and re-build for NAVFAC at MCB Quantico.</li><li>• <b>Monroe Avenue Bridge</b>, February 2006 to October 2009 – Design-Build Project Manager for \$43 million bridge and roadway infrastructure at the Potomac Yard Alexandria development for Pulte Homes.</li><li>• <b>Telegraph Road Advance Utility Project</b>, August 2005 to December 2007 – Construction Manager for \$25 million utility and interim improvements at I-95 &amp; Telegraph Road Interchange for VDOT.</li></ul> <b>Shirley Contracting Company, LLC - Contract Manager 2000–2004</b> <ul style="list-style-type: none"><li>• <b>I-95 Springfield Interchange Phase IV</b>, November 2000 to July 2004 - Contract Manager for \$139 million improvements to east portion of Springfield Interchange for VDOT.</li><li>• <b>I-95/Woodrow Wilson Bridge Corridor Projects</b>, 2002 to 2004 – Contract Manager for multiple Projects. Route 1 Ground Improvements \$33 million, Telegraph Road Ground Improvements \$3.5 million</li><li>• <b>Potomac Yards</b> 2003 to 2005 – Contract Manager for \$11 million site improvements for Crescent Resources.</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>None</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> <b>1. Fairfax County Parkway Phase III Improvements- Springfield, VA</b> <b>Shirley Contracting Company, LLC, Design-Build Construction Manager (2010 to 2012)</b> Served as Design-Build Construction Manager and primary point of contact to FHWA for construction of the \$27.7M Design-Build project. Mr. Smith was responsible for the design coordination, utility relocation process, environmental permitting, and constructability oversight of the bridge and roadway design. He performed the budgeting and scheduling of the project as the design was advanced and construction began in late 2010. Phase III of the Fairfax County Parkway Extension project represents the final segment of the Parkway through the Fort Belvoir Engineering Proving Grounds east

of I-95. The scope of work includes 1.4 miles of six-lane divided, limited access highway and includes ramp improvements to the Franconia Springfield Parkway interchange. The relocation of Hooes Road and a new bridge carrying relocated Rolling Road over the Fairfax County Parkway was necessary for the construction improvements as well as over 25,000 square feet of noise barrier walls. Mr. Smith worked with VDOT and FHWA to incorporate the addition of the Saratoga Park and Ride Facility as a Change Order the Contract. Shirley was able to meet the project budget and schedule constraints of VDOT, FHWA, Fort Belvoir and Fairfax County including the additional work.

## **2. DoD/BRAC 133 Washington Headquarters Services - Alexandria, VA**

### **Shirley Contracting Company, LLC, Construction Executive (2008 to 2011)**

Construction Executive responsible for the overall construction effort on the \$143 million Garage and Site Work Improvements Package for the design-build DoD/BRAC 133 at Mark Center Project including the Mark Center Road Improvements Project. Mr. Smith was responsible for the management and oversight of all site-work; on-site infrastructure, precast concrete parking structures, Remote Delivery, Remote Inspection, and Visitor Center Facilities. Mr. Smith managed Shirley's self-perform work including the excavation and disposal of over 400,000 cubic yards of earthwork, installation of over 15,000 LF of stormwater, waterline and sanitary sewer utility piping as well as grading and paving. Mr. Smith was responsible for the design and coordination of all public and private utilities into the Mark Center Site. Under Mr. Smith's direction, the Shirley Team completed the project six weeks early. Mr. Smith also served as the Construction Executive for the \$4.8 million offsite roadway improvements associated with the DoD/BRAC 133 Project designed to mitigate impacts to local traffic.

## **3. New Campus East - NGA Fort Belvoir North Area Infrastructure - Ft. Belvoir, VA**

### **Shirley Contracting Company, LLC, Design-Build Construction Manager (2008 to 2011)**

Responsible for the design-build management and construction oversight of three major infrastructure projects totaling over \$55 million for New Campus East Project for a Department of Defense Agency in Northern Virginia. Mr. Smith's responsibilities included design/constructability reviews, scheduling, budgets, project management and quality control and safety. Project consisted of over two miles of new four lane highway with four signalized intersections, a 450-foot long, three span bridge over Accotink Creek and a 350-foot, six span bridge over protected wetlands. Utility infrastructure brought into the campus included over 5,000 LF of 18" watermain and 1,000 LF of 8" & 12" branch lines. 1,200-feet of electrical & communication ductbanks servicing Dominion Virginia Power and Verizon were also installed. Mr. Smith coordinated the schedule of roadway construction with Washington Gas contractors as 800 LF of gas main was installed from Backlick Road to the campus. Over 4,000 workers each day drove through the Shirley worksites to access the Project. Mr. Smith managed the design and construction of detours to maintain continuous construction traffic throughout the life of the project to safely deliver the projects on-time.

## **4. Monroe Avenue Bridge Replacement - Alexandria, Virginia**

### **Shirley Contracting Company, LLC, Design-Build Project Manager (2006-2009)**

As the Design-Build Project Manager, Mr. Smith was responsible integrating the design-build disciplines for the project including design, permitting, utility relocations and construction to ensure constructability and eliminate conflicts, contract administration, and the QA/QC program for this \$43 million bridge project featuring a new 840-foot long, six lane, bridge carrying US Route 1 over an active rail corridor. The bridge was erected and the existing bridge was demolished over the heaviest traveled rail corridor on the East Coast. Mr. Smith managed the design, coordination, and installation of over 4,000 LF of 16" and 12" watermains for Virginia American Water, coordinated Shirley's construction work around Dominion Virginia Power underground bulk feeder lines paralleling Route 1, and the installation of over 1,500-feet of new ductbanks for future power and communications services to Potomac Yards. The phased construction was sequenced with the eastern span of the new bridge opening mid-way through the project. All traffic was removed from the existing bridge, placed on the new span, and the existing bridge demolished and the second phase constructed in its place. Due to limited width on the three-lane bridge deck, the development and installation of the reversible center lane traffic signals were vital in the maintenance of traffic.

## **5. Springfield Interchange Phase IV - Springfield, Virginia'**

### **Shirley Contracting Company, LLC, Contract Manager (2000-2004)**

Responsible for management and oversight of construction of a \$139 million segment of the Springfield Interchange rebuilding project. Mr. Smith's contract management duties included construction, scheduling, subcontractor coordination, financial monitoring, change order administration, and owner relations for the largest single contract awarded on the entire "Mixing Bowl" project. The project consisted of roadway widening and improvements along the Capital Beltway from the Van Dorn Road Interchange to the interchange connection at I-95/I-495/I-395. Four new bridges were constructed as part of the project, one bridge carrying the Capital Beltway over the CSX Transportation and WMATA tracks. This work was completed in three phases working in close coordination with CSX and WMATA. The project's signature bridge was a 4,300-foot long flyover bridge carrying I-495/I-95 traffic to a direct connection to I-95 southbound. The bridge exceeds 110 feet at its highest point. Mr. Smith led the Shirley team to a four month early completion of the project resulting in an early completion incentive bonus offered by VDOT.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>John K. Vicinski, P.E., DBIA, Quality Assurance Manager</b>
b. Project Assignment:	<b>Quality Assurance Manager</b>
c. Name of Firm with which you are now associated:	<b>Quinn Consulting Services, Incorporated</b>
d. Years experience: With this Firm <b>4.8</b> Years With Other Firms <b>25</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years.	<p><b>Quinn Consulting Services, Incorporated</b> (June 2008 - Present)</p> <p>As Quality Assurance Manager, worked exclusively on design-build projects in lead QA and QC roles.</p> <ul style="list-style-type: none"><li>• March 2012 to Present – Quality Assurance Manager for the VDOT Design-Build Rt. 27/244 Interchange Reconstruction project in Arlington, Virginia.</li><li>• September 2011 to Present – Quality Assurance Manager for the VDOT Design-Build Rt. 50 Widening Project West of Rt. 28 in Fairfax and Loudoun Counties in Virginia.</li><li>• February 2012 to Present – Quality Assurance Manager for the VDOT Design-Build Pacific Blvd. Extension Project in Loudoun County, Virginia.</li><li>• March 2012 to December 2012 – Quality Assurance Manager for the FHWA Design-Build project Fort Lee Garrison “A” Gate Roundabout in Prince George County, Virginia.</li><li>• January 2011 to March 2013 - Client: Dewberry. Quality Assurance Manager for the FHWA Fairfax County Improvements (Phase III) Design-Build Project.</li><li>• April 2010 to December 2010 – Quality Assurance Manager for the VDOT Waxpool Road and Loudoun County Parkway Interchange Improvements Design-Build Project.</li><li>• November 2008 to March 2010 – Area Quality Control Engineer on the VDOT/FHWA PPTA Design-Build Project adding HOT Lanes to 14 miles of the Virginia side of the Capital Beltway.</li><li>• June 2008 to November 2008 – Quality Assurance Manager for the VDOT Pacific Boulevard Design-Build Project.</li><li>• June 2008 to November 2008 – Quality Assurance Manager for the VDOT Battlefield Parkway Design-Build Project.</li><li>• June 2008 to November 2008 – Quality Assurance Manager for the VDOT Design-Build Gilberts Corner Project near the intersection of Rt..15 and Rt. 50 in Loudoun County, VA.</li></ul> <p><b>Alpha Corporation</b> (September 1995 - June 2008)</p> <p>As vice president and director of transportation services in Virginia, managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients.</p> <ul style="list-style-type: none"><li>• January 2008 to June 2008 – Quality Assurance Manager for the VDOT Battlefield Parkway Design-Build Project.</li><li>• January 2008 to June 2008 – Quality Assurance Manager for the VDOT Design-Build Gilberts Corner Project</li><li>• 2007- 2008 – Quality Assurance Manager on \$56 million , 5.6 mile rail and roadway D-B project in Portsmouth, Va.</li><li>• 2006-2008 – Project Director providing CEI inspectors and support services on I-66 Gainesville Interchange project.</li><li>• 2005-2008 – Project director on construction of \$500 million container terminal in Portsmouth, Va.</li><li>• 2005-2008 and 1995-1998 – Inspector Coordinator on VDOT Northern Virginia District-wide CEI Contracts.</li><li>• 1998-2008 – Inspector coordinator on three consecutive VDOT Culpeper District-wide CEI contracts</li><li>• 2004-2008 – Project Director/Task Manager providing constructability review and CPM scheduling services.</li><li>• 2004-2008 – Project Director in charge of providing CEI services on multiple transportation projects.</li><li>• 2006-2008 – Project Director in charge of providing CEI services on Monroe Street Design-Build project.</li><li>• 2005-2008 – Project Director in charge of providing CEI services on transportation projects in Prince William County.</li><li>• 2005-2008 – Project Director in charge of providing CEI services on environmental and building projects in FFX County.</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>University of Pittsburgh @ Johnstown / BS / 1982 / Civil Engineering Technology</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>1992 / Civil Engineer / 0402 026380</b> Also registered as professional engineer in the State of Maryland & Commonwealth of Pennsylvania

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

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

#### **1. Route 27/244 Interchange Design-Build Project**

##### **Quinn Consulting Services, Inc., Quality Assurance Manager (March 2012 – August 2015)**

Quality Assurance Manager on this \$50 million interchange project in Arlington, Virginia. This project included the replacement of the Washington Blvd. bridge over Columbia Pike that was built in the 1940's by the War Department as part of the Pentagon Roadway Network. The new bridge has many architectural and aesthetic features including; decorative pylons in each corner, hunched steel fascia girders with a two-tone paint scheme to mimic the previous arch, a relief pattern incorporated into the vertical outer surfaces, a concrete block pattern on retaining and abutment walls, and medallions with images reflecting the historical significance of Freedmen's Village, for which the bridge will be named. Responsible for all of the QA oversight and testing as well as monitoring the QC program for compliance with the project specific QA/QC plan as well as the Virginia Department of Transportation (VDOT) Minimum Requirements for Quality Assurance & Quality Control on Design-Build & Public-Private Transportation Act Projects.

#### **2. Route 50 Widening Design-Build Project**

##### **Quinn Consulting Services, Inc., Quality Assurance Manager (September 2011 – June 2015)**

Quality Assurance Manager for this approximately \$58 million design-build project to widen Route 50 in Fairfax and Loudoun Counties between Rte. 742 (Poland Road) to Rte. 28 (Sully Road) from a four-lane divided highway to a six-lane divided highway. Responsibilities include oversight of the QA team that works closely with the Contractor's QC team to assure that the project adheres to the project specific QA/QC Plan and the Minimum Requirements for QA and QC as set forth in the VDOT Design-Build Manual. Responsibilities of the QA team include: scheduling and chairing activity preparatory meetings; performing the required QA inspection and testing; monitoring the performance and documentation of the QC team, reviewing and approving monthly pay estimates, developing project punch lists, and addressing non-conforming items with contractor QC personnel.

#### **3. Fairfax County Parkway Phase III-Design-Build Project**

##### **Quinn Consulting Services, Inc., Quality Assurance Manager (February 2010 – March 2013)**

Quality Assurance Manager on this \$22 million interchange and roadway FHWA/VDOT Design-Build project. Project included the construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Rd.; sound barriers along relocated Rolling Rd. and Ramp D; and a new bridge over the Fairfax County Parkway. Responsibilities included overseeing QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards. Other responsibilities included facilitating preparatory meetings before new activities began, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services.

#### **4. I-495 HOT Lanes Design-Build Project**

##### **Quinn Consulting Services, Inc., Area Quality Control Engineer (November 2008 – April 2009)**

Area Quality Control Engineer on the design-build widening on 14 miles of the Capital Beltway. The \$1.5 billion project added two-lanes in each beltway direction, replaces more than 50 bridges and overpasses, upgrades 10 interchanges, and improves bike and pedestrian access. Responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Responsibilities also include interfacing with project design engineers on RFI's, field design changes (FDC's), and non-compliance reports (NCR's) and daily coordination with QA and general engineering consultant (GEC) personnel.

#### **5. Gilberts Corner Design-Build Project**

##### **Alpha Corporation, Area Quality Control Engineer (January 2008 – November 2008)**

Quality Assurance Manager on construction of four new traffic circles installed near the intersection of Rt. 15 and Rt. 50 in Loudoun County, Va. Responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. In the initial stages of the project, helped write the QA/QC plan and assemble a team of QA inspectors and QC technicians that had the required experience and certifications to implement the plan and track all project documentation. Reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Steven Kuntz, PE, DBIA, Senior Associate</b>
b. Project Assignment: <b>Design Manager</b>
c. Name of Firm with which you are now associated: <b>Dewberry Consultants LLC</b>
d. Years experience: With this Firm <b>14</b> Years With Other Firms <b>0</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Dewberry Consultants LLC - June 1999 to Present</b> <ul style="list-style-type: none"><li>• December 2012 to June 2013 (Design), Construction Support thru October 2014 - Client: VDOT, Design Manager for the <b>Sycolin Road Overpass of the Route 7-15 Leesburg Bypass Design-Build Project</b> in Leesburg for the Shirley Team.</li><li>• July 2011 to November 2012 (design), Construction Support thru August 2015 – Client: VDOT. Roadway Design lead for the <b>Route 27/244 Interchange Modification</b> project in Arlington County for the Shirley Design-Build team.</li><li>• July 2011 to November 2011 (design), Construction Support thru August 2013, Client: VDOT. Design Manager for the <b>Pacific Boulevard Extension</b> project for the Shirley Design-Build Team</li><li>• February 2011 to January 2012 (design), Construction Support thru May 2015 – Client: VDOT. Roadway Design Lead for the <b>Route 50 Widening</b> project in Fairfax and Loudoun Counties for the Shirley Design-Build team.</li><li>• February 2010 to October 2010 – Client: VDOT. Design Manager for the <b>Waxpool Road/Loudoun County Parkway Intersection Improvements</b> for the Shirley Design-Build team.</li><li>• October 2009 to December 2012 – Client: FHWA. Design Manager for the <b>Fairfax County Parkway Phase III Improvements Project</b> for the Shirley Design-Build team.</li><li>• July 2008 to July 2012 – Client: VDOT. Highway Design Engineer for the <b>Pacific Boulevard</b> Design-Build Project for the Shirley Design-Build team.</li><li>• February 2008 to November 2011 – Client: MDSHA. “Area E” Roadway Design Manager for <b>Intercounty Connector (ICC) Contract C</b> for the Shirley Design-Build team.</li><li>• February 2008 to July 2010 – Client: Loudoun County. Project Manager for the design of the <b>Route 7/659 Interchange</b>.</li><li>• July 2007 to September 2009 – Client: VDOT. Highway Design Engineer for the <b>Battlefield Parkway Design-Build Project</b> as part of the Shirley Design-Build team.</li><li>• March 2005 to September 2007 – Client: TRIP II. Assistant Design Project Manager for the <b>Dulles Greenway Capital Improvements Program</b> for the Shirley Design-Build team.</li><li>• September 2002 to December 2012 – Client: VDOT. Assistant Design Manager for the <b>Route 28 Corridor Improvements Project</b> as part of the Shirley Design-Build team</li><li>• June 1999 to January 2011 (design), Construction Support thru August 2015 – Client: VDOT. Project Manager for the design of the <b>Route 29/Linton Hall Road Interchange</b>.</li><li>• June 1999 to April 2006 – Client: VDOT. Assistant Project Manager for the design of the <b>I-66 Mainline Widening Project from Route 234 Business to Route 29 (Gainesville)</b></li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer / 2004 / Virginia #0402 039440 Professional Engineer / 2008 / Maryland #36172 Design Build Institute of America (DBIA) / 2010</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p> <p><b>1. Fairfax County Parkway Phase III Improvements – Springfield, VA</b> <b>Dewberry, Design Manager (October 2009 – December 2012)</b> Mr. Kuntz served as the Design Manager for this \$27 million design-build project with Shirley Contracting under contract to the Federal Highway Administration, Eastern Federal Lands Highway Division (EFLHD). He is responsible for overseeing all aspects of design and for coordination of multiple subconsultants, as well as implementing and monitoring the design QA/QC process.</p>

Design elements included modifications to the existing Fairfax County Parkway/Franconia-Springfield Parkway/Rolling Road Interchange, widening of approximately 0.8 miles of Rolling Road (to become Fairfax County Parkway), relocation of Rolling Road and Hooes Road, a new bridge to carry Rolling Road over the Fairfax County Parkway, and a new park and ride lot at the Barta Road interchange at the southern end of the Phase III improvements. Mr. Kuntz attended weekly meetings with the contractor to discuss design issues and progress, as well as to coordinate with construction staff, and continues to attend coordination meetings as the project nears completion.

## **2. Route 28 Corridor Improvements Project - Fairfax and Loudoun Counties, VA**

### **Dewberry, Design Manager and Assistant Design Manager (September 2002 – July 2014)**

Mr. Kuntz managed the design of ten (10) interchanges along Route 28, resulting in creation of a limited access highway between Westfields Blvd. in Fairfax County and Route 7 in Loudoun County as part of this \$350 million PPTA project. Mr. Kuntz was responsible for completion of conceptual interchange configurations for four (4) of the interchanges (Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Boulevard) and for final design of six (6) of the ten interchanges, including the Innovation Avenue, Sterling Boulevard, and Nokes Boulevard Interchanges in Loudoun County and the Westfields Boulevard, Willard Road, and Barnsfield Road Interchanges in Fairfax County. As part of the final design efforts, Mr. Kuntz coordinated the design of each of the interchange bridges, stormwater management facilities, and utility relocation designs, and oversaw the design of all aspects of horizontal and vertical geometric design, drainage design, lighting design, signing and marking design and maintenance of traffic plans. He also helped to prepare cost estimates for additional work added to the PPTA contract including Atlantic Boulevard north of Church Road, Pacific Boulevard north of Sterling Boulevard, and Centreville Road north of Route 50.

## **3. Pacific Boulevard Design-Build Project - Loudoun County, VA**

### **Dewberry, Highway Design Engineer (July 2008 – July 2012)**

Mr. Kuntz was the Highway Design Engineer for the Shirley/Dewberry Team for this \$19 million design-build project for VDOT which extended Pacific Boulevard from Auto World Circle to Severn Way in Loudoun County. His responsibilities included overseeing all aspects of roadway design and plan completion, and for coordinating design efforts with the bridge, stormwater management, utility relocation and landscaping design disciplines. During design, Mr. Kuntz attended weekly coordination meetings with the Contractor and VDOT, and was responsible for all plan submissions to VDOT, the Northern Virginia Regional Park Authority, and the utility companies. Mr. Kuntz also attended coordination meetings with the impacted landowners, and led the design efforts to revise the design to include turn lane improvements which resulted in the dedication of right-of-way to VDOT for a majority of the project.

## **4. Battlefield Parkway Design-Build Project - Loudoun County, VA**

### **Dewberry, Highway Design Engineer (July 2007 - September 2009)**

As the Highway Design Engineer for the Shirley/Dewberry Team for this \$26.5 million design-build project for VDOT, Mr. Kuntz was responsible for overseeing the roadway design effort to extend Battlefield Parkway from Kincaid Boulevard to Route 7. His responsibilities included overseeing all aspects of roadway design and plan completion, and for coordinating design efforts with the bridge, stormwater management, lighting and landscaping design disciplines. Mr. Kuntz attended weekly coordination meetings with the Contractor and VDOT, and was responsible for all plan submissions to VDOT, the Town of Leesburg, and the Northern Virginia Regional Park Authority as the design included a bridge over the W&OD Trail.

## **5. Route 29/Linton Hall Interchange and Railroad Grade Separation - Prince William County, VA**

### **Dewberry, Design Manager (June 1999 – January 2011, Under Construction until August 2015)**

Beginning as a Project Engineer and continuing through being named the Project Manager in late 2008, Mr. Kuntz has worked on the design of the phased improvements to construct a single point urban interchange (SPUI) and railroad grade separation at the existing Route 29 intersection with Linton Hall Road. As Project Engineer, Mr. Kuntz was responsible for all elements of roadway design including horizontal and vertical geometry, drainage design, and maintenance of traffic and detour designs in preparation for phased right-of-way plan approvals in 2007 and 2008. As Project Manager, Mr. Kuntz oversaw the completion of the roadway plans and coordinated the design with the four (4) bridge plan packages in preparation for a December 2010 advertisement. He has served as the single point of contact for VDOT for the completion of parcel demolition plans (phase 1 completed in 2009), advance detour construction plans (advertised in October 2009), and a second parcel demolition contract which has been approved for advertisement in March 2010. He also attends monthly coordination meetings with VDOT project staff, coordinated with the in-plan utility relocations engineer (completed under separate contract to VDOT Central Office), provides design support to the VDOT right-of-way division as they continue to acquire the remainder of the impacted parcels, and works with VDOT Central Office in coordination efforts with Norfolk Southern Railroad.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Thomas O'Brien, Senior Project Superintendent</b>
b.	Project Assignment: <b>Construction Manager</b>
c.	Name of Firm with which you are now associated: <b>Shirley Contracting Company, LLC</b>
d.	<p>Years experience: With this Firm <b>21</b> Years With Other Firms <b>15</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <p><b>Shirley Contracting Company, LLC - Senior Project Superintendent, 1996–Present</b></p> <ul style="list-style-type: none"><li>● <b>Fairfax County Parkway Phase III, 2011 to 2013</b> – Senior Project Superintendent/Construction Manager for the \$21.9 million project including a six-lane divided roadway, bridge and noise barriers for EFLHD.</li><li>● <b>National Geospatial Intelligence Agency, North Loop Road, New Campus East-Ft. Belvoir, VA. 2008 to 2011</b> – Senior Project Superintendent/Construction Manager for a \$27.5 million project which included roadway, bridge over Accotink Creek, retaining walls, and utility construction.</li><li>● <b>Defense CEETA Remote Delivery Facility, 2008 to 2011</b> – Senior Project Superintendent in charge of \$18 million project to construct a remote delivery facility including roadways, grading, drainage, and utilities.</li><li>● <b>Route 28 Corridor Improvements, McLearn Road Interchange burg, VA, 2006-2008</b> – Senior Project Superintendent on this \$18 million design-build project that included a new trumpet style interchange including earthwork, drainage, bridge, roadway, utility construction and maintenance of traffic.</li><li>● <b>Route 28 Corridor Improvements, Westfields Boulevard Interchange Project, Loudoun County, VA, 2005-2006</b> – Project Superintendent on one of the individual design-build components of the Route 28 Corridor Improvements Project, this new interchange at the intersection of Route 28 and Westfields Boulevard in Fairfax County consisted of construction of a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting, and signalization.</li><li>● <b>North-South Service Roads, Washington Dulles Airport – Dulles VA, 2002-2003</b> – Project Superintendent for a the \$6.4 million project to construct a new access road on airport property including grading paving, drainage, all completed in a secure work area.</li><li>● <b>Route 28 Corridor Improvements, Barnsfield Road/Air &amp; Space Museum Parkway Interchange – Dulles, VA, 2001-2002</b> – Project Superintendent for the \$14.5 million partial interchange project. Responsibilities included the management and oversight of all roadway work including grading, paving, signing, lighting, and maintenance of traffic.</li><li>● <b>Route 28/Route 29 Interchange, Centerville, VA. 2000-2001</b>-Project Superintendent on the new interchange and grade separation project at the intersection of Route 28 and Route 29.</li><li>● <b>Springfield Interchange Phases II/II, Springfield, VA. 1998-2000</b>-Project Superintendent for the \$90 million Phase II/III Project which included, interstate highway construction, grading, paving, bridges, retaining and sound barrier walls, lighting, and TMS systems.</li></ul>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>A.A.S. Civil Engineering State University of new York, Farmingdale, New York 1977</b>
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Will obtain Virginia Department of Conservation and Recreation DCR RLD and Virginia Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.</b>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <p><b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b></p> <p><b>1. Fairfax County Parkway Phase III Improvements – Springfield, Virginia – Senior Project Superintendent/Construction Manager (2011 to 2013)</b></p> <p>Mr. O'Brien was the Senior Project Superintendent/Construction Manager for the \$27.4 million design-build project for EFLHD which completed the final segment of the Fairfax County Parkway from Rolling Road to I-95. The Project included a six-lane divided, limited access highway, improvements to the Franconia Springfield Parkway interchange</p>

including a relocation of Hooes Road, widening of Ramp D to two lanes, construction of three noise barriers and a new bridge carrying relocated Rolling Road over the Fairfax County Parkway. Mr. O'Brien's responsibilities included management and oversight of all day to day field construction activities including Shirley's self perform work and the work of all subcontractors on the Project. He maintained the Project CPM schedule and coordinated the work with EFLHD and VDOT staff. He also monitored the daily construction activities for compliance with the Project's Quality Assurance/Quality Control Program.

## **2. National Geospatial Intelligence Agency, New Campus East – North Loop Road Project, Fort Belvoir, Virginia - Senior Project Superintendent/Construction Manager (2009-2011)**

Senior Project Superintendent/Construction Manager for the \$27.5 million project to construct the access roads for the New Campus East Facility at the Fort Belvoir Engineering Proving Ground. Mr. O'Brien was responsible for overall construction management of the Project which included 5,380 L.F. of roadway construction, a 500 L.F. bridge over Accotink Creek, 4 retaining walls, underground communication and electrical distribution systems, and security features including traffic control points, guard booths, active barriers, security warning devices, and lighting. Mr. O'Brien's responsibilities included management and oversight of all day to day field construction activities including roadway, grading/earthwork, bridge construction and maintenance of traffic. He managed Shirley's self-performed work as well as the work of Project subcontractors. He also monitored the project CPM schedule and daily construction activities for compliance with the Project's Quality Assurance and Quality Control Program.

## **3. Defense CEETA Remote Delivery Facility Fort Belvoir, Virginia - Senior Project Superintendent/Construction Manager (2007-2009)**

Senior Project Superintendent/Construction Manager on this \$18 million project to provide a new Remote Delivery Facility for all goods and services being delivered to the Defense Communications and Electronics Evaluating and Testing Agency (DCEETA Fort Belvoir). Mr. O'Brien was responsible for overseeing all day-to-day field construction activities including coordinating self-perform and subcontracted work, maintaining the CPM schedule, and coordinating with DCEETA and USACE representatives for the project that entails providing project entrance security enhancements, two miles of roadway, two new buildings, construction of secure check-in stations, and delivery and screening points for all vehicles entering DCEETA. Mr. O'Brien managed the subcontractors responsible for constructing the security screening buildings, guard booths, installation of pop-up and passive barriers and ensured all security equipment was functional at turnover to the owner. Mr. O'Brien was also responsible for ensuring the construction work was completed on schedule and on budget.

## **4. Route 28 Corridor Improvements, McLearen Road Interchange Fairfax, Virginia - Senior Project Superintendent (2006-2007)**

Senior Project Superintendent for a new interchange at McLearen Road and Route 28 as part of the \$350 million dollar Public-Private design-build project to construct a total of ten interchanges on Route 28 between I-66 and Route 7. For this \$8 million interchange, Mr. O'Brien was responsible for management of all construction forces on site including self-perform and subcontracted work. Mr. O'Brien directed Shirley Contracting's crews in completing excavation, grading, erosion and sediment controls, maintenance of traffic operations, base stone, and drainage operations on the project while scheduling and managing the work of more than 20 subcontractors to ensure on-time completion.

## **5. Route 28 Corridor Improvements, Westfields Boulevard Interchange, Fairfax, Virginia - Senior Project Superintendent (2004-2006)**

Senior Project Superintendent for the \$27.4 million full-cloverleaf style interchange at Route 28 and Westfields Boulevard. Mr. O'Brien was responsible for management and oversight of all day-to-day field operations including a major detour of Westfields Boulevard, which allowed for the construction of the Westfields Boulevard Bridge. Mr. O'Brien managed the significant maintenance of traffic planning and coordination that allowed only one lane of mainline Route 28 to be closed during daytime operations. Mr. O'Brien was also responsible for management and oversight of the construction operations on the Project including earthwork, drainage, pavement, signage and lighting, as well as coordination of the utility relocations required for construction. He was also responsible for the construction coordination and work performed by the Project's subcontractors.



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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Fairfax County Parkway, Phase III</b>  Location: <b>Springfield, Virginia</b>	Name: <b>Dewberry Consultants LLC (formerly Dewberry &amp; Davis LLC)</b>	Name of Client: <b>EFLHD FHWA</b> <b>21400 Ridgetop Cir., Sterling, VA 20166</b> Project Manager: <b>Robert Morris</b> Phone: <b>703-404-6302</b> Email: <b>robert.morris@dot.gov</b>	<b>July 2012</b>	<b>July 2013</b>	<b>\$ 21,910</b>	<b>\$ 28,135*</b>  * Difference due to Owner added scope	<b>\$ 28,135</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.



Shirley Design/Build, LLC, with Shirley Contracting Company, LLC as the Lead Contractor and Dewberry & Davis, LLC as the Lead Engineer was selected by the Eastern Federal Lands Highway Division of the Federal Highway Administration (EFLHD FHWA) in September 2009 to design and construct the Fairfax County Parkway Phase III Project. The Shirley Team was responsible for all aspects of the design-build process including design, environmental permitting, utility relocations, public relations, construction, safety, and quality assurance and quality control. The project included the modification of the southern half of the Fairfax County Parkway/Franconia Springfield Parkway/Rolling Road Interchange including widening the ramp carrying southbound Fairfax County Parkway to 2 lanes, constructing a loop ramp from southbound Fairfax County Parkway to Rolling Road, and reconstructing and realigning the ramp from NB Fairfax County Parkway to Franconia Springfield Parkway. The Project also included the complete reconstruction and widening of 0.5 mile of Fairfax County Parkway from Franconia Springfield Parkway to the South, and the realignment of Hooes Road and Rolling Road including a new 2-span 220' long bridge over Fairfax County Parkway. Other project elements included environmental mitigation, two SWM Ponds, three new signals, three noise barriers, sidewalk and shared use path construction, eight new overhead sign structures, lighting and extensive landscaping.

During the proposal preparation phase of the project, the Shirley/Dewberry Team proposed an alternate design concept that included realignment of the ramps in the south east quadrant of the interchange and their connections to Rolling Road, Hooes Road and Barker's Court. The revised design concept eliminated a 5-legged intersection and provided an improved alignment and higher capacity for the Ramp from northbound Fairfax County Parkway to Franconia Springfield Parkway, which carried the highest traffic volumes at the intersection. Other changes to the design concept included modifications to the proposed alignment of Fairfax County Parkway and Rolling Road that resulted in significantly reduced right of way impacts to Fort Belvoir. As a result of these changes to the design concept, our team prepared and obtained approval of a revised environmental document for the project. This process that required a great deal of public outreach and coordination with the permitting agencies, Fairfax County Board of Supervisors, VDOT and FHWA was completed during the design phase of the project with no delay to the construction of the project allowing for the completion of all of the original contract scope ahead of the July 2012 original contract completion date.

During the design phase of the project we held a public hearing and met individually with all of the adjacent home owners associations to generate support for the project and the revised design concept. These meetings included the Presidential Hills HOA, Bethelan Woods, Spring Woods, Donegal Oaks, Saratoga, Crosswinds, West Springfield, representatives of the Community of Faith Baptist Church among other stakeholders. The extensive public outreach completed during the design phase of the project highlighted the intense public interest in the project and set the stage for a detailed public relations effort during construction. During construction we maintained a project website that provided monthly updates of the project schedule, notices, and photos of ongoing construction activities. We sent mailings of notices for meetings and traffic detours, and we held regular pardon our dust meetings to keep the public informed of the project's status. **This intense public outreach involved all of the stakeholders and community organizations that will be affected by the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project and sets the stage for another successful public outreach campaign by our Team.**

Construction of the median at the Rolling Road/Fairfax County Parkway tie-in to the Bridge over Franconia Springfield Parkway required an adjustment and extension of the concrete median of the Rolling Road Bridge. This bridge median is proposed to be partially demolished and reconstructed again to add a lane in the northbound direction as part of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project. Shirley and VDOT recognized an opportunity to avoid reconstructing this median twice and coordinated a design solution that would allow the construction to proceed on the Fairfax County Parkway Phase III Project while minimizing the re-work that would be needed for the Loop Ramp Project. **As a result of this coordination Shirley constructed the ultimate median through the tie-in area and installed a widened temporary raised median on the North Bound side which can be removed with minimal impact to the bridge superstructure during the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project.** This coordination resulted in no impact in cost to VDOT.

The Fairfax County Parkway Phase III Project also provided Shirley with the opportunity to gain experience with the local geology and existing conditions in the area of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project. As part of the Phase III Project Shirley constructed a widening of the Fairfax County Parkway SB Ramp and a eastbound auxiliary lane under the Rolling Road Bridge. During the project, FWHA, VDOT and the Shirley/Dewberry Team identified a concern with the original design concept that provided a single lane exit to southbound Fairfax County Parkway that then opened to two lanes on the Ramp. Noting that the traffic volumes are higher for SB Fairfax County Parkway movement than the Fairfax County Parkway to Franconia Springfield Parkway through movement, the Project Team agreed to modify the final signage and striping to provide a dual lane exit for Fairfax County Parkway. Our Team provided a plan revision that also included some construction modifications to the gores and additional overhead sign structures to accommodate this improved traffic configuration with no delay to the completion of the original contract scope of work. **This revised configuration also required the construction of two overhead sign structures including new foundations in the median of Fairfax County Parkway within the limits of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project that will need to be closely coordinated with the design of the Loop Project to avoid needing to replace these new overhead signs.**

During the final year of the project, EFLHD FHWA and the Shirley Team agreed on a change order to design and construct the Saratoga Park and Ride Facility at the Fairfax County Parkway / Barta Road Interchange. The change order extended the contract completion date for only the added scope of work. This scope included construction of a 535 space parking lot, bus loop with shelters, new signal at Barta Road, lighting, new ramp to Fairfax County Parkway, and modification of an existing SWM Pond. Our Team held a public hearing for the project and completed the design, environmental permitting, and construction of the facility in just 11 months.

**For the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project we are proposing to use many of the same organizations and key personnel that successfully completed the Fairfax County Parkway Phase III Project.** The organizations include Shirley Contracting as the Lead Contractor, Dewberry for design and quality control inspections, GeoConcepts Engineering for geotechnical investigations and QC testing, Quinn Consulting Services for Quality Assurance, and So-Deep for utility designations and test pits. The Key Personnel from the Fairfax County Parkway project that will be filling their same role on the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project include Steve Kuntz as Design Manager, Todd Kief as Utility Manager, Kim Larkin as Permitting Manager, Tom O'Brien as Construction Manager, and John Vicinski as Quality Assurance Manager.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Dulles Greenway Capital Improvement Program</b>  Location: <b>Loudoun County, VA</b>	Name: <b>Dewberry Consultants LLC (formerly Dewberry &amp; Davis LLC)</b>	Name of Client./ Owner: <b>Toll Road Investors Partnership II (TRIP II)</b> Project Manager: <b>Tom Sines</b> Phone: <b>703-707-9096</b> Fax: <b>703-707-8876</b> Email: <b>tsines@dullesgreenway.com</b>	<b>December 2007</b>	<b>December 2007</b>	<b>\$64,994</b>	<b>\$71,084*</b>  *Difference Due to Owner added scope	<b>\$71,084</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.



**Dulles Greenway/Route 606 Interchange**

The Dulles Greenway Capital Improvement Program (Greenway) included eight individual projects combined into a single design-build program. The original scope of this program included two new interchanges at Battlefield Parkway and Shreve Mill Road, **modifications to an existing interchange at Route 606**, widening of the mainline roadway from four to six lanes for a distance of 6.2 miles, construction of a new ramp to Dulles Airport, expansion of the mainline toll plaza, and widening of the existing twin 660 foot long, 100 foot high bridges over Goose Creek. Shirley Contracting Company, LLC (as the Lead Contractor) and Dewberry & Davis, LLC (as the Lead Designer) provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion. **In August 2006, TRIP II awarded Shirley a Change Order to design and construct improvements to the Route 772/Greenway Interchange.** Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.

The Dulles Greenway Project scope included two interchange modifications that were similar to the proposed Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project. On the \$11.2 million Greenway/Route 606 Interchange our team constructed modifications to the Route 606 Bridge over the Greenway and three new loop ramps within the limits of the existing partial cloverleaf interchange. The \$7.5 million Greenway/Route 772 Interchange included a widening of Route 772 over the Greenway including modifications to the existing interchange ramps. **Both of these components of the Dulles Greenway Project were completed with minimal impacts to traffic and demonstrate similar size and complexity to the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project.**

On the Battlefield Parkway Interchange, Shirley partnered with the Town of Leesburg and the local community to avoid impact to soccer fields during the summer of 2005. A segment of the Town's right-of-way between the Greenway and Evergreen Mills Road that was acquired for the project was currently being used for little league soccer games. Shirley re-sequenced the CPM schedule to avoid impacting the area until after the completion of the soccer season allowing the community time to find alternate playing fields for the next season without impacting their 2005 season. This schedule re-sequencing was completed at no cost to the Owner, without impacting the project completion date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.

Our Team is committed to providing a safe and healthy environment for our employees, subcontractors and to the general public who may enter our jobsite or workzone. We consider the prevention of accidents to be an integral part of our operation, and to these ends, we established a comprehensive, project specific, *Safety, Health and Welfare Program* for the Greenway to assure the continued safety of everyone on the project. On the Greenway our employees logged more than 300,000 man hours with no lost-time accidents. We continue to develop and enhance our safety program and proactively train our employees and subcontractors to repeat this success on all future projects.

With Shirley as the Lead Contractor and Dewberry as the Lead Designer, the Dulles Greenway Capitol Improvements Program provides yet another example of the Team's proven design-build experience. Shirley and Dewberry completed this \$71 million design-build program, including design, environmental permitting, utility relocations, construction, and VDOT acceptance in less than three years earning our Team recognition as a recipient of the *2008 Regional Design-Build Excellence Award* for large transportation projects presented by the Design-Build Institute of America (DBIA).

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Route 28 Corridor Improvements Project</b>  Location: <b>Fairfax &amp; Loudoun County, VA</b>	Name: <b>Dewberry Consultants LLC (formerly Dewberry &amp; Davis LLC)</b>	Name of Client./ Owner: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Susan Shaw</b> Phone: <b>703-259-1995</b> Fax: <b>703-815-3129</b> Email: <b>Susan.Shaw@vdot.virginia.gov</b>	<b>May 2007</b>	<b>July 2014*</b>  *Difference Due to owner added scope	<b>\$168,965</b>	<b>\$356,155*</b>  *Difference Due to Owner added scope	<b>\$356,155</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.

In 2002, the design-build team led by Shirley Contracting Company, LLC, serving as the Lead Contractor, and Dewberry Consultants LLC (formally Dewberry & Davis LLC) serving as the Lead Designer, was awarded the first Public-Private Transportation Act (PPTA) project to be implemented in the Northern Virginia area by VDOT. The scope included the design/build construction of ten (10) grade-separated interchanges and numerous secondary road improvements along the Route 28 Corridor between I-66 and Route 7. The Shirley Design-Build Team was responsible for all design and engineering, permitting, right-of-way acquisition, utility relocations, construction, maintenance of traffic, QA/QC, and coordination of public involvement for all project work. This complete scope of work performed by our Team has permitted VDOT to only assign three (3) full-time personnel to oversee the Project. **To date, each and every component of the Project has been completed on or ahead of schedule and without a single claim.**

Many of the Key Managers proposed for the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project are the same Key Managers that have worked so closely together for the past ten (10) years on Route 28 under a design-build method of delivery. We have developed, implemented and improved upon proven techniques and practices during this time that allow us to efficiently manage the design-build process. From Route 28, we have learned that it is absolutely essential to integrate all of the various design and construction disciplines from the earliest stages of concept development until final completion. Our Construction Team members have day-to-day input on every stage of the design and our Team pledges to not submit any plans until this constructability review is complete. We create this 'buy-in' from the Construction Team as early as possible to produce an efficient design and to begin the overall project scheduling and phasing elements. We know that it is critical for the right-of-way and utility disciplines to closely coordinate their work, and to further integrate these elements with the design documents and project schedule. We also have learned that it is critical to accurately identify all of the existing utilities that can be impacted by the design, to meet with the individual utility companies early to explain the project scope and start the design process, and to closely track and manage the entire utility relocation process.

Since having acquired more than 200 parcels of right-of-way on Route 28, we have learned how vital the timely completion of the right-of-way acquisition process is to the project schedule and budget. This experience will be especially beneficial on the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project. As part of the constructability process we focus our efforts on developing a right-of-way priority list early on, in order to optimize the construction and utility schedule. We also look early at whether there are any total takes or relocations that could affect the schedule, proffers that may be available, and any hazardous, historic, or other environmental issues affecting any property. We have also facilitated the negotiation of settlements whereby the property owner dedicates the necessary right-of-way in exchange for certain improvements being added to the project scope, requiring extensive coordination between the Design/Build Team, VDOT and adjacent property owners. These types of agreements have resulted in savings in the overall project cost while expediting the right-of-way acquisition process. While right-of-way needs on the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project are not as extensive, it is our Team's experience managing and coordinating this project element under a design-build project that will minimize the risk of delaying the work.

Through the Route 28 project we have coordinated with over 25 public and private utilities. Although utility impacts appear to be minimal, our experience coordinating with them in a design-build environment will benefit the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project should utilities be unavoidably impacted by design. In constructing the ten interchanges and secondary road improvements we have successfully relocated more than 52,000 feet of overhead and underground power lines, 205,000 feet of communication/fiber optic lines, 11,000 feet of water lines, 6,400 feet of sanitary sewer, and 5,100 feet of gas lines. On the Centreville Road Widening Project, a component of the Route 28 Corridor Improvements Project, we were able to eliminate or reduce many utility relocations by coordinating with the utility companies, raising the roadway profile, and other innovative design changes. Shirley's utility coordination effort contributed to a 35% reduction in the utility relocation costs on the project, **saving VDOT over \$1.9 million** from the Utility Relocation Allowance.

All of the improvements on the Route 28 Project were constructed without permanent removal of any of the existing traffic movements or reduction in traffic capacity during construction. One of the very first design activities conducted by the Team has been to evaluate the existing and projected traffic volumes and movements. From this data, the ultimate design concepts are created by our Team, presented to VDOT, the Counties, and other affected parties, and ultimately approved for final design. But along with this, the Team carefully evaluates the data to determine maintenance of traffic requirements *during* construction. This will be a critical component of the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project as most of the work will occur under active and congested traffic conditions. By involving the construction teams early on in this process, we are better able to plan each phase of the work. For example, in most cases, the new interchanges by necessity have been located approximately in the same location as the existing signalized intersections. This has led to innovative solutions for detour intersections during construction, but also for creative and well-thought out solutions for opening the new interchanges and ramps when construction is complete. One example of this is the Route 28/Westfields Blvd. Interchange. With significant input from the construction team, Dewberry adjusted the profiles of the detour intersection and ultimate ramp/loop profiles so that they were as close as possible. Thus when the new interchange was ready to open to traffic, there was the bare minimum of work to do to switch traffic from the old detour pavement to the new pavement grades. As a result, we were able to open the new interchange in just 24 hours in non-peak traffic periods with virtually unnoticed impact to the traveling public. At each interchange location, our Team's ability to coordinate construction and opening of the new ramps and loop ramps, while maintaining the existing roadway movements, was critical to maintaining the safety of the travelling public and the workers involved. We also were able to do so in a manner that did not cause increased traffic congestion or other issues. This same level of effort was required on the Sterling Blvd, Waxpool Road, McLearen Road, Old Ox Road, Willard, Frying Pan, Innovation, and Nokes Interchanges. Each of these complex openings was successfully completed with minimal impacts to traffic. The Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project will require very similar emphasis of maintenance of traffic and the interface of the new work with the existing roadways.

Public involvement was significant element of the Team's efforts on the Route 28 Project. We successfully implemented a communication program that included creating and maintaining our own project website to keep the public informed and provide a forum to receive feedback. As an additional level of planning and coordination, we created detour plans that were distributed to the local media, Board of Supervisor's office, homeowner associations, and posted on the project website to make sure the public was informed. In addition, we presented project updates to numerous local businesses, HOA's, Board of Supervisor's, Chamber of Commerce, and other interested groups.

**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/general contractor responsible for the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	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: <b>Fairfax County Parkway Phase III</b>  Location: <b>Fairfax County, Virginia</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client.: <b>Eastern Federal Lands Highway Division</b> <b>Phone: 703-404-6302</b> <b>Project Manager: Mr. Robert Morris</b> <b>Phone: 703-404-6302</b> <b>Email: <a href="mailto:Robert.morris@dot.gov">Robert.morris@dot.gov</a></b>	<b>07/2012</b>	<b>07/2013 (due to Owner added scope and time)</b>	<b>\$21,910</b>	<b>\$28,135*</b> <b>*Difference due to Owner added scope</b>	<b>\$1,968</b>

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.



Dewberry Consultants LLC (formerly Dewberry & Davis LLC) serving as the Lead Designer for the Shirley Design-Build Team, was selected by the Federal Highway Administration-Eastern Federal Lands Highway Division (EFLHD) for design and construction of the Fairfax County Parkway Phase III Improvements. Dewberry's Fairfax, Virginia office was responsible for all roadway and structural design, public outreach and environmental permitting, field surveys, and geotechnical investigation for the Phase III improvements which completed the final segment of the Fairfax County Parkway between the Franconia-Springfield Parkway Interchange and the Barta Road Interchange. Specifically, this project included modification of the southern half of the Fairfax County Parkway/Franconia Springfield Parkway/Rolling Road Interchange, including widening of the ramp carrying southbound Fairfax County Parkway to 2 lanes; constructing a loop ramp from southbound Fairfax County Parkway to Rolling Road; reconstructing and realigning the ramp from northbound Fairfax County Parkway to Franconia Springfield Parkway; complete reconstruction and widening of 0.5 mile of Fairfax County Parkway from Franconia Springfield Parkway to the South; and the realignment of Hooes Road and Rolling Road, including a new 2-span 220' long bridge over Fairfax County Parkway. Other project elements included environmental mitigation, two SWM basins, three new traffic signals, three noise barriers, sidewalk and shared use path facilities, overhead sign structures, roadway lighting and electrical facilities, and extensive landscaping.

**For the Rolling Road Loop Ramp Project we are proposing to use many of the same key personnel and subconsultants who successfully completed the Fairfax County Parkway Phase III Project.** The organizations include Shirley Contracting as the Lead Contractor, Dewberry for design and quality control inspections, GeoConcepts Engineering for geotechnical investigations and QC testing, Quinn Consulting Services for Quality Assurance, and So-Deep for utility designations and test pits. The Key Personnel from the Fairfax County Parkway project that will be filling their same role on the Rolling Road Loop Ramp Project include Steve Kuntz as Design Manager, Todd Kief as Utility Manager, Kim Larkin as Permitting Manager, Tom O'Brien as Construction Manager, and John Vicinski as Quality Assurance Manager.

During the proposal preparation phase of the project, our Team realized there was a potential to incorporate significant operational and environmental improvements to the project as compared to the conceptual plans provided with the RFP information. Specifically, we modified the alignment of Rolling Road and Fairfax County Parkway to require significantly less right-of-way from Fort Belvoir and maintain larger buffers from adjacent existing development. Additionally, a 5-way intersection near Barkers Court and Hooes Road was reconfigured to provide a more conventional 4-way intersection, including a two-lane thru movement for northbound Fairfax County Parkway traffic destined for eastbound Franconia-Springfield Parkway. The reconfiguration of this intersection significantly improved operations as the thru movement represented the highest traffic volume at the intersection. As a result of these changes, our Team undertook and successfully completed a significant public outreach and documentation effort to obtain approval of a revised environmental document. This process required coordination with the permitting agencies, Fairfax County Board of Supervisors, VDOT and FHWA, and was completed during the design phase of the project with no delay to the construction of the project, allowing for the completion of all of the original contract scope ahead of the July 2012 original contract completion date. Throughout design and construction, regular coordination meetings and progress meetings were held with all interested citizens and local County Supervisors, and individual meetings were held with home owners associations to generate support for the project and address concerns. These meetings with home owners associations included several groups which will be interested in the Rolling Road Loop Ramp Project, including the Presidential Hills HOA, Bethelan Woods, Spring Woods, Donegal Oaks, Saratoga, Crosswinds, and West Springfield communities. Our successful coordination with these groups during the Phase III project has set the stage for continued successful public outreach and coordination by our Team on the Rolling Road Loop Project.

Many of the improvements completed with the Phase III project overlap with the limits of work on this proposed project, including bridge modifications made to B-623, the pavement reconstruction on Fairfax County Parkway south of the bridge, and improvements to the southbound lanes of Fairfax County Parkway adjacent to the proposed additional auxiliary lane introduced along northbound Fairfax County Parkway from Loop Ramp B. During final design of the Phase III Improvements we became aware that preliminary design of the Rolling Road Loop Ramp project was underway. We coordinated with that preliminary design to ensure that the modifications required to the south end of B-623 could be easily removed and reconstructed as part of the Rolling Road Loop project. Additionally, based on continued coordination with VDOT and EFLHD, we modified the design along the southbound lanes of Fairfax County Parkway and the eastbound lanes of Franconia-Springfield Parkway to accommodate a two-lane exit ramp to continue south on the Fairfax County Parkway, as well as modified pavement marking and overhead signing to fully implement the changed roadway configuration. All modifications to implement this change were completed without delays to construction or an extension to the original contract timeline.

As the Phase III Improvements were nearing completion, a contract modification was agreed to which added the design and construction of the Saratoga Park and Ride Facility at the Barta Interchange to the contract. Design of this additional element provided a 535 space parking lot, bus loop with shelters, modified signal at Barta Road, lighting, new ramp to Fairfax County Parkway, and modification of an existing SWM Pond.

Our experience in completing the design of the Phase III Improvements, knowledge of the project site, and our successful coordination with key public stakeholders and community groups who will be involved in the Rolling Road Loop Ramp project will ensure that our Team can successfully complete the necessary improvements on time while minimizing risks to VDOT and the public.

**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	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: <b>Dulles Greenway Capital Improvement Program</b>  Location: <b>Loudoun County, VA</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client.: <b>Toll Road Investors Partnership II (TRIP II)</b> <b>45305 Catalina Court Suite 102 Dulles, VA 20166</b> <b>Mr. Tom Sines, CEO</b> <b>703-707-9096</b> <a href="mailto:tsines@dullesgreenway.com">tsines@dullesgreenway.com</a>	<b>Dec. 2007</b>	<b>Dec. 2007</b>	<b>\$ 64,994</b>	<b>\$71,084 *</b>  <b>* Difference due to Owner added scope</b>	<b>\$ 8,653</b>

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 Design-Build Team of Dewberry as the Lead Designer and Shirley as the Lead Contractor constructed the Dulles Greenway Capital Improvement Program. This \$71 million design-build program included two new interchanges at Route 653 and Route 654 (Battlefield Parkway), widening of the mainline roadway from four to six lanes for a distance of 6.2 miles, expansion of the mainline toll plaza from ten to eighteen lanes, four new ramp toll plazas, widening of the 660' bridges over Goose Creek, a new ramp from the main toll plaza directly into Dulles Airport, and modifications to the existing Route 606 Interchange and Route 772 Interchange. Dewberry's Fairfax, Virginia office was responsible for all roadway and interchange design, bridge design, stormwater management, aerial mapping, surveying, geotechnical investigations, floodplain studies, scour analysis, environmental investigations permitting, maintenance-of-traffic design, and utility relocation design.

One of the major improvements completed as part of this large design-build contract was the construction of interchange modifications at the Route 606 Interchange, converting it from a partial cloverleaf interchange to a full cloverleaf interchange. Modification of this interchange required design and construction of loop ramp improvements within the footprint of the existing interchange and without acquisition of additional right-of-way. Stormwater management improvements were completed within the limits of the existing interchange, and as an added element of complexity, toll plazas and the necessary electrical, plumbing, lighting, and mechanical facilities were all incorporated into the plans on two of the new loop ramps. In addition to the increased capacity provided by these ramp improvements, Route 606 was widened to the ultimate 6-lane section within the Dulles Greenway right-of-way. The widening of Route 606 required design and construction of bridge improvements in the median of Route 606 to convert the two parallel bridges to a single bridge with a raised concrete median. Roadway signing and marking was revised and reconstructed as necessary for this interchange modification and to provide proper messages for the new traffic configurations.

The Design Manger, Hydraulic Engineer, Structural Engineer, and Permitting/Environmental Manager proposed for this Project all served in the same capacity for the successful completion of the Route 606 improvements completed as part of the Dulles Greenway Capital Improvement Project.

With Shirley as the Lead Contractor and Dewberry as the Lead Designer, the Dulles Greenway Capitol Improvements Program provides yet another example of the Team's proven design-build experience. Shirley and Dewberry completed this \$71 million design-build program, including design, environmental permitting, utility relocations, construction, and VDOT acceptance in less than three years earning our Team recognition as a recipient of the *2008 Regional Design-Build Excellence Award* for large transportation projects presented by the Design-Build Institute of America (DBIA).

**ATTACHMENT 3.4.1(b)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Route 28 Corridor Improvements Project</b>  Location: <b>Fairfax and Loudoun Counties, VA</b>	Name: <b>Shirley Contracting Company LLC</b>	Name of Client: <b>Virginia Department of Transportation</b> <b>4975 Alliance Drive</b> <b>Fairfax, VA 22030</b> <b>Ms. Susan Shaw, PE</b> <b>703-259-1995</b> <a href="mailto:Susan.Shaw@VDOT.Virginia.gov">Susan.Shaw@VDOT.Virginia.gov</a>	<b>May 2007</b>	<b>July 2014 *</b>  <b>* Difference due to Owner added scope</b>	<b>\$ 168,965</b>	<b>\$ 356,155 *</b>  <b>* Difference due to Owner added scope</b>	<b>\$ 31,400</b>

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.



Dewberry, in the role of the Lead Designer as part of the Shirley Design-Build Team, was selected by VDOT on the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. Dewberry's Fairfax, Virginia office was responsible for all preliminary and final roadway and interchange design, bridge design, stormwater management, mapping, surveys, geotechnical investigations, environmental investigations, permitting, lighting design, utility relocation designs, floodplain studies, maintenance-of-traffic design and construction inspections.

The Route 28 PPTA project consisted of design and construction of ten (10) new interchanges and multiple parallel roadway improvements including:

- Centreville Road – widening from 2 lanes to 4 lanes
- Pacific Boulevard – two new segments between Sterling Boulevard and Cedar Green Road and from Severn Way to Nokes Boulevard
- Atlantic Boulevard – new 4-lane roadway from Church Road to Magnolia Road
- Loudoun County Parkway – reconstruction of the existing 2-lane gravel road to a 4-lane divided roadway

Each of these individual interchange and roadway improvements listed above included all of the elements which will be required for the Rolling Road/Franconia-Springfield Parkway Interchange Improvements, including implementation of significant traffic pattern changes on a heavily travelled roadway and public outreach and coordination. Additionally, Dewberry completed all right-of-way acquisition plans, in-plan utility relocation designs, and coordination and acquisition of environmental permits.

As part of several of the individual interchange projects, advance detour plans were developed for maintenance of all existing turning movements during construction. When developing the detour plans, a focus of our Team was to improve traffic operations during construction. In many cases we were able to implement temporary measures that resulted in immediate operational improvements through installation of additional turn lanes or extended turn lane storage areas, helping to reduce existing traffic impacts even before permanent interchange improvements were completed. Each individual project required significant construction staging to maintain all travel lanes and turning movements, and complex TTC plans were developed to identify required lane configurations, lane geometry, signing, pavement markings, and temporary signals for all stages of construction.

As each new phase was opened to traffic, public outreach efforts were undertaken to provide advance notification to motorists and other project stakeholders of the upcoming changes to traffic patterns. This public outreach was provided through numerous outlets to ensure effective communications with the public. These outlets included on-site portable changeable message boards, notices provided through VDOT's public affairs office, mailers, email, updates to the project website, and notices delivered door-to-door to local residences, businesses and fire and rescue personnel. Additionally, the information was provided to local news outlets for traffic reports of updated and new traffic patterns.

The close coordination of design, construction, permitting, utility, and right-of-way staff is what led to the success of this project and the fact that each element of the project was delivered either on-time or ahead of schedule. As this project was developed in phases, the successful completion of the first 6 interchanges in less than 4.5 years is what helped lead to the addition of the final 4 interchanges to the contract, which were completed on-time in only an additional 2.5 years. The success of the project, and the ability of our Team to quickly implement significant improvements to the heavily travelled Route 28 corridor, is what led Fairfax and Loudoun Counties to identify funding to allow for completion of the secondary road projects identified above as part of our contract.

The Team we have proposed for the Rolling Road Project will serve in their same roles that they performed on the Route 28 PPTA Improvements Project. On the Route 28 Corridor Improvements Project our Team repeatedly demonstrated our ability to successfully deliver interchange projects with similar size, scope, and complexity as the Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project.