

RESPONSE TO REQUEST FOR QUALIFICATIONS

Interstate 66/Route 15 Interchange Reconstruction

A DESIGN-BUILD PROJECT

FROM: APPROXIMATELY 0.5 MILES WEST OF ROUTE 15

TO: APPROXIMATELY 0.6 MILES EAST OF ROUTE 15

PRINCE WILLIAM COUNTY, VIRGINIA

State Project No.: 0066-076-074

Federal Project No.: IM-066-1(341)

Contract ID Number: C00100566DB63



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:





July 1, 2013

Mr. John C. Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

**RE: Interstate 66/Route 15 Interchange Reconstruction
Prince William County, Virginia
Contract ID Number: C00100566DB63
3.2 Letter of Submittal**

Dear Mr. Daoulas:

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 Interstate 66/Route 15 Interchange Reconstruction 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 18% for the entire value of the contract:



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 Interstate 66/Route 15 Interchange Reconstruction Project (the Project). Shirley is committing the same Team Members and Key Personnel to the Project that have been responsible for managing more than \$5000 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.

<i>Design-Build Project Manager:</i>	Jeffrey Austin, PE	Shirley Contracting Company, LLC
<i>Design Manager:</i>	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
<i>Construction Manager:</i>	Michael Trabucco, PE	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM):</i>	Kenneth Shirley, PE	EBA Engineering
<i>Lead Structural Engineer</i>	James Davidson, PE, DBIA	Dewberry Consultants LLC

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 Prince William 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.

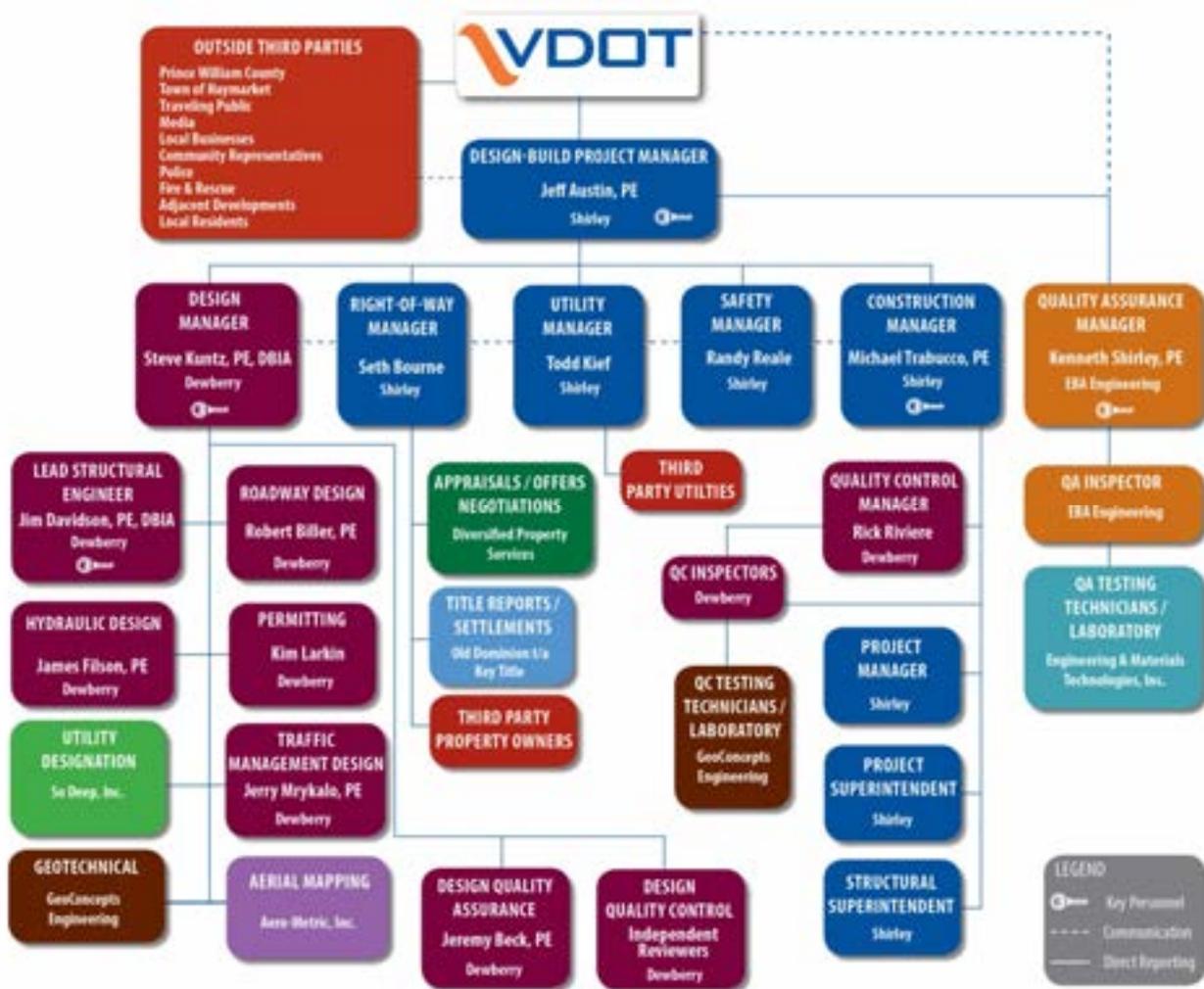
Utility Manager - A design-build project as important as the Interstate 66/Route 15 Interchange Reconstruction Project cannot be successful without effectively managing the utility impacts associated with the Project. Shirley is in an excellent position to expedite this work because of our experience 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 Interstate 66/Route 15 Interchange Resonstruction 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 Interstate 66/Route 15 Interchange Reconstruction 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 (Jeffrey Austin, PE):** 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 (Kenneth Shirley, 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 Engineering & Materials Technology, Inc. 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, ITS, 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 (Michael Trabucco, PE):** 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.

***Lead Structural Engineer (Jim Davidson, PE, DBIA):** Reporting directly to the Design Manager, this Key Personnel position is responsible for the structural design of the bridges and retaining walls on the project. Additional responsibilities include reviewing structural designs; verification of modifications to designs (if necessary) based on differing field conditions, reviewing structural RFI's and shop drawings, and the preparation of load ratings for VDOT project acceptance.

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

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



3.5 Project Risks

INTRODUCTION

Prince William County was recognized in the 2012 census as the 31st fastest growing county in the Country. With this growth, it is no surprise that the major corridors in the northern part of the County, especially Route 15 and Interstate 66, are now heavily travelled and experience routine delays.

While the improvements underway at the I-66/Route 29/Linton Hall Interchange Project and the widening of I-66 to Haymarket will certainly help with some of the traffic congestion in northern Prince William County, they will not address the routine delays currently experienced in both directions on Route 15 between Heathcote Boulevard and John Marshall Highway (Route 55). The improvements proposed as part of the I-66/Route 15 Interchange Reconstruction Project (the Project) will address all of the issues associated with inadequate capacity and substandard elements of the existing corridor. While the at-grade railroad crossing of Norfolk Southern Railroad immediately south of the Project will remain, intersection improvements, additional turn lane capacity, and traffic signal operational improvements will significantly reduce the delays on this corridor. Our Team is the only Team with significant and relevant experience on I-66 (having completed the previous I-66/Route 29 Interchange improvements and currently under contract for the Phase IV project mentioned above). We have unmatched knowledge of the travel patterns, project challenges, and key stakeholders who will be involved on the I-66/Route 15 Interchange Reconstruction Project. Additionally, some of our key staff, including our Design Manager and Lead Traffic Engineer, live within 2 miles of the Project, commute through the site on a daily basis, and understand all of the intricate operations, travel patterns, constraints, and shortfalls of the existing roadway network.

As is the case with any project, risks need to be accurately identified and mitigated to ensure the Project will be successful. Our identification of risks on this Project comes not only from our extensive and ongoing involvement on the I-66 corridor, but also from the detailed operational knowledge our Team has of all areas of the project elements. This has led us to identify the three critical project risks described below, and will ensure that our Team will actively mitigate these risks so that the Project is delivered successfully for VDOT, project stakeholders, and the travelling public.

CRITICAL RISK #1 – RIGHT-OF-WAY ACQUISITION AND RELOCATIONS

One of the well known risks which is transferred from VDOT to the design-build team is the management of the right-of-way acquisition process. This process includes the development of the right-of-way plans, completion of title research and appraisals, making offers for right-of-way and easement acquisitions, and if necessary filing certificates of take. All of these processes need to be completed in a timely manner to avoid impacts to the critical path. This risk is applicable to this Project in that right-of-way and easement acquisitions will be required from fourteen (14) private properties, some of which will be required to construct portions of critical project elements. In addition to these “partial take” acquisitions, an added challenge is the need to complete “total take” acquisitions on six (6) properties, three of which will require relocations of single family residences. A successful and experienced design-build team will not only recognize these risks, but identify appropriate ways to manage or eliminate them through design and construction adjustments which can be completely controlled by the team. Our Team has just such experience and knowledge, and has identified the following ways which we will avoid delays associated with the acquisition of right-of-way and total takes required for construction of this Project.

Development of Advance Acquisition Plans – One process which our Team will implement for this Project is the development of advance acquisition plans for the total take properties. This same process was followed for the Phase IV – I-66/Route 29/Linton Hall Interchange and allowed the total take

acquisitions to be separated and advanced from the remainder of the project design. The advance plans will be submitted to VDOT for review and approval as part of a stand-alone plan set, and once approved will allow appraisals and offers to be made for each of the total take properties. Since relocations for the developed properties will require additional time for replacement properties and homes to be found, as well as to allow time for relocation and moving to occur, the advance plans will allow these processes to occur in an overlapping nature with design activities prior to approval of the partial take right-of-way plans and construction plans. The advance acquisition of the total take properties will also allow utility relocations, especially on the overhead power lines to the north of the interchange, to be relocated at an earlier stage during the Project development, completing these relocations before they impact the critical path of construction and project completion.

In addition to the development of advance total take acquisition plans, our Team will also accelerate design of roadway improvements so that right-of-way acquisition plans for the partial take properties can be approved in advance of the construction plan approval. This process has been successfully used by our Team on several projects, most recently on the Sycolin Road Overpass design-build project, where our Team received right-of-way plan approval within four (4) months of the contract being signed! Our Team will use the same approach to develop roadway, drainage, temporary traffic control, and utility relocation elements to a point where right-of-way and easements can be accurately identified to allow for right-of-way plan approval. Similar to the total take advance acquisition plans, the advancement of the partial take right-of-way approval will allow the remaining acquisitions to begin while final design details are developed and approved by VDOT. This process, for both the total takes and partial takes, will ensure that right-of-way acquisitions are started as early as possible, allowing them to stay off of the critical path of the Project, helping to ensure on-time completion of the construction improvements.

Phased Construction Plans and Scheduling – In addition to phasing the right-of-way plans as identified above, our Team will also develop sequencing of construction plans in a way which recognizes where right-of-way and utility constraints may require elements to be shifted to the later stages of construction. Temporary traffic control plans, including temporary signing and marking, temporary signals or signal modifications, phased drainage improvements, and phased erosion and sediment control plans will be developed to ensure the appropriate number of travel and turn lanes are maintained throughout all stages of construction. As we prepare our Project CPM, we will sequence the work and schedule the activities in ways that minimize the likelihood that the right-of-way process will delay the critical path and other work.

Design Enhancements – An appropriate element of any project is to identify ways to minimize and/or avoid right-of-way and easement impacts. At the outset of the Project, we will investigate ways to adjust horizontal alignments and roadway profiles to reduce the footprint of the Project from both a right-of-way and easement standpoint. Modifications to vertical profiles can help to reduce impacts and reconstruction limits of existing entrances to adjacent properties. Modifications to roadway typical sections, such as introducing curb or curb & gutter at the edge of a shoulder or travel lane may reduce slope impacts, helping to further reduce easement impacts to private properties. Finally, implementation of alternate stormwater management methods, such as use of grass swales and/or bio-retention basins, may reduce project impacts or avoid certain properties all together. Our Team has successfully used each and every one of these concepts to reduce right-of-way and easement impacts on previous design-build projects for VDOT, and is well aware of the benefits these minor enhancements can introduce to the Project and the schedule.

Property Owner Coordination – One of the best ways to keep right-of-way acquisitions progressing is through up-front, honest, and constant communication with the impacted property owners. On past

design-build projects, our Team’s communication with impacted property owners has led to right-of-entry agreements and dedication of all easements and right-of-way needs when minor plan adjustments are made at the request of the property owner. At the outset of the Project, we will discuss the proposed improvements with the property owners to determine their concerns with the Project and identify if enhancements can be incorporated which would allow for more rapid approval of right-of-way offers, or if needed approval of a right-of-entry agreement following the issuance of a formal offer for the property. Our past experience on design-build projects gives us the recognition that very minor adjustments, such as additional parking lot paving or extension of curb and gutter, can lead to quick agreement on an offer between the property owner, VDOT and the design-build Team.

VDOT’s ROLE

As with any design-build project, VDOT’s role in right-of-way acquisitions and relocations will be to review and approve the right-of-way plans, appraisals, offers, and if necessary, certificates of take. Consistent with past design-build projects, we will work with the VDOT Project Manager and review staff to determine which comments generated from advance plan submissions need to be addressed immediately to allow for approval of right-of-way plans, and which comments are related to construction and can be addressed as part of the construction plan approval. VDOT will be invited to each coordination meeting with impacted property owners, and will provide input on whether improvements or changes requested by individual landowners can be incorporated by the design-build Team.

CRITICAL RISK #2 – TEMPORARY TRAFFIC CONTROL AND OPERATIONS

The safe and effective control of traffic during construction is a priority and critical on every project, but especially when the existing roadways are already severely congested prior to the start of work. Not only does this Project involve the complete reconstruction of the Route 15 bridges over I-66, it also includes reconstruction and modification of a very heavily travelled intersection of John Marshall Highway (Route 55) and Route 15. With the recent opening of Wal-Mart, Kohl’s and a small “strip” mall immediately north and west of the Route 15/Route 55 intersection, traffic volumes have significantly increased, and travel patterns are now much different than they were even one year ago. Finally, the at-grade crossing on Route 15 with Norfolk Southern Railroad immediately south of the Project limits introduces an added challenge since the traffic signal at the Route 15/Route 55 intersection is coordinated with the railroad crossing signal.

The proper maintenance of traffic during construction will be paramount to the success and safety of the Project. Staged construction plans will need to ensure that all methods of travel are maintained through the Project site at all times, and to ensure that construction delays do not adversely impact adjacent roadways and intersections, including westbound I-66 and the exit ramp, Heathcote Boulevard, and the Old Carolina Road intersection with Route 15. Our Team recognizes the risk associated with proper development and implementation of temporary traffic control plans, and will incorporate the following elements into our project plans and approach to ensure that this risk is adequately addressed and mitigated throughout all stages of construction:

Immediate Implementation of Signal Operation Improvements at Route 15/Route 55 – As noted in our Work History forms, our Team always looks for ways to improve on existing traffic operations as part of our temporary traffic control plans. On some projects this takes the form of additional turn lanes or adjusted signal phasing and operations. As noted above, the existing traffic signal at the Route 15/Route 55 intersection is coordinated with the at-grade railroad crossing signal immediately south of the Project limits. We know that the existing controller for this signal is relatively old and is unable to be programmed for different operations under normal traffic flow and railroad pre-emption conditions. The adverse result is that when a train crosses Route 15, all southbound traffic is stopped, including the

southbound dual left turns to eastbound Route 55, which are otherwise not affected by the railroad crossing. Additionally, the eastbound Route 55 to northbound Route 15 dual left turns are also not allowed to turn when the railroad pre-emption is activated. These movements, especially the southbound to eastbound dual left turn, involve heavy volumes of traffic which, once stopped for a long duration, significantly impact the adjacent thru movements due to turning traffic queues which extend into the adjacent thru lanes. Based on discussions with VDOT Traffic Operations staff, the existing controller is not capable of being reprogrammed to improve operations at the intersection during railroad pre-emption operation. In recognition of this, our Team will immediately install a new signal controller at the Route 15/Route 55 intersection. Updated traffic counts will be completed at the intersection to develop the necessary 8 timing plans for both normal and pre-emption operation. Since right-of-way on all four corners of the intersection is adequate for permanent construction of the roadway and intersection improvements, we can locate the controller in a manner such that it will serve for both the existing intersection configuration and the permanent configuration without needing to be relocated multiple times. **This single improvement will immediately and significantly improve operations at the intersection** since up to 14 trains cross Route 15 on a daily basis. Routinely, one or more of these trains crosses between 5pm and 6pm, a critical time period for the peak evening rush, when the southbound traffic volumes through the Route 55 intersection are the highest.

Identification of Appropriate Temporary Lane Closure Times – Since this Project is located well to the west of some of the major employment centers, including Washington D.C., Tysons Corner, and other areas in Fairfax and Arlington Counties, peak travel periods can be significantly different than those typically expected. Temporary lane closures can have serious impacts on travel times and delays to motorists if implemented at improper times. Our experience in this area has shown that the early morning peak hour starts much earlier than normally expected. This can be attributed to the longer travel distances motorists take to work, as well as to single occupancy motorists who leave before the high occupancy vehicle (HOV) restrictions go into effect on I-66 at 5:30 am. The same patterns are noticed in the afternoon, when the afternoon rush begins early due to motorists leaving work early to “beat” HOV restrictions. Updated 24-hour traffic counts will be collected at the outset of the Project at critical intersections and on key roadway segments to identify the peak “periods” when temporary lane closures could adversely impact the operation of roadways within and adjacent to the Project limits. Where necessary, we will account for these altered peak periods through proper development of the Transportation Management Plan (TMP). We recognize that VDOT may identify lane closure times in the RFP document, but we will work with VDOT to ensure the proper lane closure times are identified and adhered to during construction, even if those are slightly different than those identified in the RFP documents.

Development of a Detailed TTC and TMP Plan – Our Team has extensive relevant experience in developing 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.

Identification of Proper Intersection and Entrance Sight Lines – Sub-standard sight distance is one of the leading causes of work zone crashes. Having recently completed several roadway widening projects on high-volume roadways, and with our continued operations on the Route 50 Design-Build Project, our

Team understands the need for careful planning in order to safely maintain intersections and driveways thru all stages of construction. Sight distances will be checked for each stage of construction to ensure features such as temporary barrier, stockpiles, and construction equipment do not block sightlines. This will be extremely critical along Route 55 and the southern section of Route 15 where unsignalized intersections will need to be maintained throughout construction or until access is modified consistent with permanent right-in-right-out configurations. Where conflicts are identified during initial TTC plan development, we will take appropriate measures such as tapering the barrier away from the travel lanes to allow for increased sight distances at the approaches to the intersections and entrances. Where necessary, early implementation of modified entrances may be incorporated into the plans to both improve operation of the adjacent roadways and maintain safe ingress and egress for all properties and businesses. In addition to making adjustments to temporary barrier locations and potentially entrance operations, we will also indicate in the plans where restrictions for construction materials storage are required, to prevent blockages of sight-lines. These restrictions will include indicating that no material can be stored within the deflection area of temporary concrete barrier.

Comprehensive Public Outreach – Our Team will undertake a thorough public outreach program with all of the impacted property owners adjacent to the site, as well as with motorists and key project stakeholders who may be impacted by construction. Access changes, such as the introduction of raised medians and modification of entrance operations on Route 55 and reconfiguration of the entrance to and from Sheetz and Kapp Valley Way from Route 15, will be clearly explained to property owners and the public through citizen outreach and “Pardon Our Dust” meetings. Key representatives from both design and construction Team staff will be present at each and every one of the citizen information and “Pardon Our Dust” meetings to ensure information which is conveyed is complete and accurate from both a design requirement perspective as well as from a construction sequencing and timeline perspective. Based on our involvement on other adjacent projects, including the Phase IV – I-66/Route 29/Linton Hall interchange, our Team already has contact and email distribution lists available to quickly and completely disseminate information to a large number of motorists, residential communities, businesses, and travelers who use the roadways within the limits of this Project. This will help us quickly get information out to the public with respect to changes in roadway configurations and operations, as well as any temporary roadway closures necessary for specific project elements, such as erection of girders for the fly-over bridge over I-66, the interchange ramp, and Route 15.

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. We will work with VDOT during final plan development to determine if the lane closure times identified in the RFP documents are appropriate, or if additional restrictions are necessary based on updated traffic volume counts. We anticipate that VDOT will also remain involved in the public outreach process. During construction, we anticipate that VDOT will remain active on site, and will alert our Team to any issues that may arise with respect to maintaining a safe work site for motorists, construction, and inspection staff.

CRITICAL RISK #3–CHANGES IN PERMANENT ACCESS & PUBLIC COORDINATION

The completion of this Project will introduce significant changes to turning movements, access points, and lane configurations on several roadways. As with any change of this nature, the modifications must be explained and coordinated in advance of implementation to improve and expedite the “learning curve” for motorists and other modes of transportation which will be impacted. While the modifications at the I-66/Route 15 Interchange will include appropriate directional signage, adjustments to access on Route 55 and the southern portion of Route 15 will be less visibly recognizable. Both areas of the Project will require public outreach prior to implementation of the access and lane configuration changes. Consistent with recent major construction projects, we anticipate that implementation of

changes in traffic patterns and lane configuration could be an area of concern and discussion with impacted property owners and motorists. In addition to the concerns with changes in access, the Shirley Team is focused on ensuring that the improvements provided by the Project now provide ultimate flexibility in the future should the need arise to implement additional enhancements without precluding or requiring significant reconstruction. To alleviate these concerns, our Team will incorporate the following processes and details during the development of the Project:

Coordination with Businesses and Property Owners – On Route 15, the extension of the limited access line to Heathcote Boulevard and around the corners of the intersection with Route 15 could result in damages to property owners from loss of available direct access to Route 15. From an operational standpoint the extension of this limited access line is critical and necessary for the proper function of the interchange. We recognize that the proposed limited access limits can't be changed, and will work with our right-of-way appraisers and negotiators during right-of-way acquisitions to ensure that the limited access limits are properly identified to property owners.

On Route 55, existing access points to all adjacent businesses will be maintained, but the operation of several of these entrances will be modified to improve operations on Route 15 and Route 55. Most notably the left-out movement from Sheetz to westbound Route 55 will be precluded, and the left out movement from Sheetz and Kapp Valley Way to Route 15 will be shifted further to the south, away from the intersection of Route 15 and Route 55. The timing of these operational modifications must be coordinated with the property owner well in advance of their implementation. Further, construction of median improvements on Route 15 must be sequenced such that the permanent access road construction is completed prior to elimination of the left turn out of Kapp Valley Way. As part of the right-of-way acquisition process, these access modifications will be explained to the property owner, and areas of concern will be discussed to determine if minor adjustments will alleviate their concerns or aid in the acquisition of needed right-of-way and easement areas. Prior to implementation, notices will be posted at the impacted properties, especially at Sheetz given the high volume of customers at the facility, to ensure that everyone is aware of the upcoming changes in travel patterns.

Coordination with Bicycle and Pedestrian Groups – Throughout the Project limits, bicyclists and pedestrians regularly use the existing travel lanes as bicycle paths and walking paths. This represents a safety concern not only for the existing condition, but also clearly identifies the need to incorporate pedestrian accommodations during construction as part of the transportation management plan (TMP) and temporary traffic control plans. Our Team knows exactly how to handle this, having dealt with the same challenges at the intersection of Route 29 and Route 55 east of the Project limits. During development of the plans, we will identify pedestrian facilities which need to be incorporated and accommodated during all phases of construction. Properly accounting and designing for these facilities will ensure that pedestrian safety is accounted for and improved during construction. Proper temporary signing will be incorporated into the TMP and TTC plans so that access routes are clearly indicated for pedestrians and motorists.

As construction progresses and permanent pedestrian and bicycle facilities are opened to operational and permanent conditions, targeted public outreach efforts will be undertaken to reach bicyclist groups who use Route 55 for recreational biking in the evenings and on weekends. The intent of this targeted outreach will be to specifically identify the improvements which have been made for their improved safety, as well as for the improved operation of the roadway. In addition, advance temporary signing will be installed to alert pedestrians, bicyclists, and motorists to the new facilities and changed travel patterns, so that the improvements are utilized by the intended users.

Roadway Lane Configuration Enhancements – As identified in the RFQ information package, several design waivers and access management waivers will be required for approval of the construction plans.

Consistent with our approach on our Route 27/244 Interchange design-build project, we will investigate ways to improve upon the final design of the interchange and intersection improvements to avoid the need for design waivers. While the elimination of these waivers may not be noticeable to the average motorist, it will assist in expediting plan approval, and in the end provide a facility which is more user-friendly and more consistent with adjacent interchange and roadway improvements.

In addition, we will also investigate ways to further improve upon the ultimate travel lane configurations. We will closely evaluate lane transitions, pavement markings, additional signage, and other plan elements to ensure that the ultimate improvements are clearly marked for motorists to quickly become accustomed to the new roadway operation. Based on our review of the RFQ plans, we have identified one improvement which can be easily incorporated. At the southbound Route 15 approach to the Heathcote Boulevard intersection, there is an area of hatched pavement which is outside of the Project limits and is not shown to be modified. Through coordination with VDOT staff, we will determine if the hatched pavement area can be milled and resurfaced to provide an extended auxiliary lane for traffic destined for Ramp E and eastbound I-66. By restriping the southbound Route 15 lanes, additional storage can be provided at the Heathcote Boulevard traffic signal, increasing the efficiency of the traffic signal. Immediately south of the intersection, the full width of the southbound lanes can be milled and resurfaced to eliminate the hatched pavement area, and a dedicated auxiliary lane to Ramp E can be provided. This reconfiguration will eliminate the taper-type exit to Ramp E, eliminate the need for Ramp E traffic to shift lanes through the Heathcote Boulevard intersection, and provide additional capacity on southbound Route 15 approaching the interchange and decision area between the Ramp E diverge and Ramp A/Ramp B/Route 15 intersection. The opening of Ramp E will represent a change in travel patterns for a high volume of motorists, since the movement from southbound Route 15 to eastbound I-66 will shift from a left-turn movement to a free-flow right-lane exit.

Advance Public Outreach – In addition to the targeted outreach to directly impacted property owners, pedestrians and bicyclist groups as identified above, our Team will undertake a thorough public outreach program with motorists and key project stakeholders who may be impacted by construction. As has been the case on virtually every recent project, input has been received from interested citizens, motorists, and residents as to the roadway changes proposed as part of the Project. From these recent projects, which included very contentious issues and some disgruntled property owners, we recognize that the best approach is to be open and honest, even if the response the citizens hear is not the desired outcome. In the end, this approach has led to calming of concerns and open support for the Project as construction has progressed. Consistent with this approach, the public outreach our Team will use on this Project will include coordinating with VDOT to put current and updated information on the Project website, and holding regular citizen information meetings and “Pardon Our Dust” meetings in advance of every major activity, including before construction and before every major traffic switch. As previously noted, both design and construction staff will be present at every one of these meetings to explain the engineering reason behind the required improvements as well as the construction details as to how the improvements will be phased and opened to traffic. As has been the case on our past design-build projects, this honest communication with concerned citizens will lead to smooth transition from the existing roadway configurations to the proposed configurations, and avoidance of delays or “elevated” issues which go beyond the Project Team and directly involved VDOT staff.

Flexibility for Future Expansion – One of the most critical travel movements at the I-66/Route 15 Interchange is the westbound to southbound turning movement. Prior to construction of the Project improvements, the project to widen I-66 to the east will complete a temporary improvement to provide dual left turns for this traffic movement. The importance of this westbound to southbound movement is so critical that the I-66 Widening project is required to complete the dual left turn lane improvements before any other construction activities on I-66 can be initiated. Further, the traffic data provided with

the RFQ Information Package indicates that the westbound to southbound turning movement is expected to be 1,450 vehicles in the 2036 afternoon peak hour. This volume represents the single highest turning volume of any peak hour for the entire interchange, including the fly-over movement from southbound Route 15 to eastbound I-66. As part of our conceptual and final design efforts for this Project, our Team will work with VDOT to identify enhancements to the interchange which will allow for future improvements to be incorporated as easily and cost-effectively as possible. The RFP interchange concept depicts a triple left movement for the westbound to southbound turning volumes. Our Team will investigate ways to incorporate enhancements in the interchange layout which would allow for future, additional expansion of the interchange. Based on our investigation of the RFQ interchange concept, these enhancements could include:

- Adjust the alignment of Route 15, shifting it to the east to utilize the total take properties, allowing for additional room in the northwest quadrant for future interchange expansion or loop ramp construction
- Adjustment in the fly-over alignment to accommodate future expansion in the northwest quadrant
- Adjustment in the alignment of the westbound exit ramp to allow for more left turn storage on the ramp, as well as for future expansion in the northeast quadrant

Each of these enhancements would be coordinated and discussed with VDOT staff, and would be incorporated as deemed appropriate without impacting previously completed environmental studies and traffic analysis. The benefit of these enhancements would ensure that the interchange construction accommodates future, additional expansion without requiring significant temporary traffic operations, costly reconstruction of interchange ramps, reconfiguration of existing intersections and travel lane configurations on Route 15, or in the worst case, preclude them altogether.

VDOT'S ROLE

Throughout the duration of the Project, we anticipate that VDOT will remain involved and attend the coordination meetings with individual property owners as well as the more general citizen information and “pardon our dust” meetings. Changes to design details, such as those described above, will be coordinated with VDOT staff and discussed prior to incorporation in the plans and submission for formal review, comment and ultimate approval. In advance of any discussions with individual property owners, we will look to VDOT to provide information relative to past discussions with those same owners to understand previous commitments and restrictions are honored and adhered to. Following additional discussions with property owners, we expect VDOT will provide input as to what additional modifications can be incorporated into the detailed design of the Project while still meeting all of the project goals and objectives without violating previous agreements with Prince William County and/or Federal Highways.

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00100566DB63
 PROJECT NO.: 0066-076-074

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 05/08/2013
(Date)
2. Cover letter of RFQ Addendum No. 1 05/20/13
(Date)
3. Cover letter of _____
(Date)



 SIGNATURE

7/1/13

 DATE

ATTACHMENT 3.1.2

Project: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	N/A
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	N/A
Letter of Submittal (on Offeror's letterhead)				
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: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	
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
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
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
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	N/A

ATTACHMENT 3.1.2

Project: 0066-076-074

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	5-7
Experience of Offeror's Team				
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
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-15

ATTACHMENT 3.2.6

State Project No. 0066-076-074

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

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. 0066-076-074

Affiliated and Subsidiary Companies of the Offeror

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
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.: 0066-076-074

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.

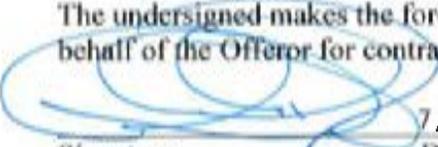
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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


Signature

7/1/13
Date

President/CEO/Manager
Title

Shirley Contracting Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

- 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.

<u>Dave Mahoney</u>	<u>6/13/13</u>	<u>Executive Vice President</u>
Signature	Date	Title
<u>Dewberry Consultants LLC</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

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.



Signature

June 25, 2013

Date

President

Title

GeoConcepts Engineering, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

- 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.

	<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.: 0066-076-074

- 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.

Matt 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.: 0066-076-074

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.

PRaltRush 6-3-13
Signature Date

Settlement Officer
Title

Old 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.: 0066-076-074

- 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.


Signature

Date

President

Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

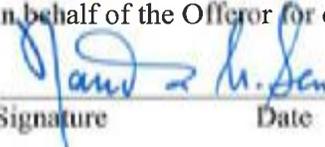
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

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 27, 2013
Signature Date

President
Title

EBA Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

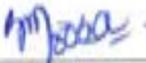
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-074

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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.

	June 27, 2013	Principal Engineer
Signature	Date	Title

Engineering & Materials Technologies, Inc. (E.M. Tech)
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

June 28, 2013

John C. Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00100566DB63 - A Design-Build Project
Interstate 66/Route 15 Interchange Reconstruction From: Approximately 0.5 miles west of Route 15
To: Approximately 0.6 miles east of Route 15
Estimated Contract Value: \$48,400,000

Dear Mr. Daoulas:

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.

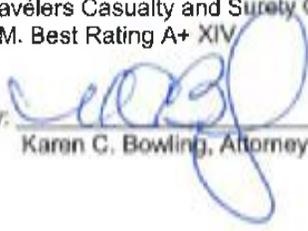
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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. 005454365

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:

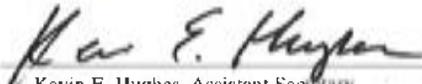
RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to 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 28th day of June, 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.

3.2.10 SCC & DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0066-076-074

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.

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-2	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Business Entity-Class A Contractor	2705071652	October 31, 2014
Dewberry Consultants, LLC	S044733-6	Limited Liability Co.	Active	8410 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2013
GeoConcepts Engineering, Inc.	516767-1	Corporation	Active	19955 Highland Vista Drive Ste. 170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2013
EBA Engineering, Inc.	F123900-5	Corporation	Active	311 N. Madison Road Orange, VA. 22960	Business Entity	0407003487	December 31, 2013
Engineering & Materials Technologies, Inc	0478633-1	Corporation	Active	7857 Coppermine Dr. Manassas, VA. 20109	Business Entity	0407005944	December 31, 2013
Diversified Property Services, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Timonium, Md. 20193	Real Estate Appraiser Business	4008001190	November 30, 2014
Old Dominion Settlements, Inc. (key Title)	0243891	Corporation	Active	n/a			
Aero-Metric, Inc.	F113594-8	Corporation	Active	45180 Business Court Suite 800 Dulles, VA. 23005	Business Entity	0407005489	December 31, 2013
So-Deep, Inc.	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA. 22111	Business Entity	0407002900	December 31, 2013

ATTACHMENT 3.2.10

State Project No. 0066-076-074

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, Va. 20169	Professional Engineer	0402039440	June 30, 2014
EBA Engineering, Inc.	Kenneth Shirley	Orange, Va.	16255 Black Run Road Orange, VA. 22960	Professional Engineer	0402040380	August 31, 2014
Dewberry Consultants LLC	Jim Davidson	Fairfax, Va.	5213 Lighthorne Road Burke, VA. 22015	Professional Engineer	040202665	January 31, 2014

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: 8082038 - 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 Se 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: 8044733 - 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	FEES	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. (UNINCORPORATED 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	FEE	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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Commonwealth of Virginia
State Corporation Commission

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06/25/13

CISM0180

CORPORATE DATA INQUIRY

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 FEES 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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Commonwealth of Virginia
State Corporation Commission

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06/27/13

CISM0180

CORPORATE DATA INQUIRY

14:05:31

CORP ID: F123900 - 5 STATUS: 00 ACTIVE STATUS DATE: 12/03/07
CORP NAME: EBA ENGINEERING, INC.

DATE OF CERTIFICATE: 10/22/1997 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2000.00 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#: 212 53 6976 DATE: 09/26/12 HENRICO COUNTY
CURRENT AR#: 212 53 6976 DATE: 09/26/12 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 1,700.00 1,000,000

(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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CISM0180

CORPORATE DATA INQUIRY

06/27/13

14:07:18

CORP ID: 0478633 - 1 STATUS: 00 ACTIVE STATUS DATE: 01/29/97
 CORP NAME: ENGINEERING & MATERIALS TECHNOLOGIES, INC.

DATE OF CERTIFICATE: 01/29/1997 PERIOD OF DURATION: INDUSTRY CODE: 70
 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: SHAHZAD S MOOSA

STREET: 7857 COPPERMINE DR AR RTN MAIL:

CITY: MANASSAS STATE : VA ZIP: 20109
 R/A STATUS: 2 OFFICER EFF. DATE: 07/20/06 LOC : 176
 ACCEPTED AR#: 213 01 1156 DATE: 11/28/12 PRINCE WILLIAM
 CURRENT AR#: 213 01 1156 DATE: 11/28/12 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Details of license number 2705071652

[print](#)

Name: SHIRLEY CONTRACTING COMPANY LLC
License Number: 2705071652
License Description: Contractor Class A
[Class Definitions](#)
Business Type: LLC
Address: 8435 BACKLICK ROAD
LORTON, VA 22079
Specialties/Classifications: Highway / Heavy (H/H)
[Classification Definitions](#)
[Specialty Definitions](#)
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.

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
0401008756	BEIGHT, JAMES LADEN	Architect License	2013-08-31
0402026519	STONE, DONALD EDWARD JR	Professional Engineer License	2013-09-30
0403001932	ROBINSON, BRYANT L	Land Surveyor License	2015-01-31
0406000847	COUTURE, DENNIS M	Landscape Architect License	2014-03-31

Showing 1 to 4 of 4 entries

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

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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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
0402021276	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	2014-04-30
0402021556	BURKART, PAUL EDWARD	Professional Engineer License	2014-03-31

Showing 1 to 2 of 2 entries

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

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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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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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
0402022310	SKAHN, CARY ALAN	Professional Engineer License	2015-06-30
0403001937	SPENCER, MELVIN E	Land Surveyor License	2015-01-31

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@dpwr.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
0408000008	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	2015-02-28

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.

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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.

Details of license number 0407003487

[print](#)

Name: EBA ENGINEERING INC
 License Number: 0407003487
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 311 N. MADISON RD
 ORANGE, VA 22960
 Initial Certification Date: 1996-02-27
 Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402009391	SEN, NANDA K	Professional Engineer License	2014-12-31

Showing 1 to 1 of 1 entries

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

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.

Details of license number 0407005994

[print](#)

Name: ENGINEERING & MATERIALS TECHNOLOGIES INC
 License Number: 0407005994
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 7857 COPPERMINE DR
 MANASSAS, VA 20109
 Initial Certification Date: 2011-12-08
 Expiration Date: 2013-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402021398	MOOSA, SHAHZAD SULTAN	Professional Engineer License	2014-07-31

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.

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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.

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.

Details of license number 0402040380

[print](#)

Name: SHIRLEY, KENNETH JAMES
 License Number: 0402040380
 License Description: Professional Engineer License
 Address: ORANGE VA, 22960
 Initial Certification Date: 2004-08-23
 Expiration Date: 2014-08-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0411000871	EBA ENGINEERING INC	Business Entity Branch Office Registration	2014-02-28

Showing 1 to 1 of 1 entries

No Open Complaints

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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@dpwr.virginia.gov.

Details of license number 0402020665

[print](#)

Name:	DAVIDSON, JAMES DALE JR
License Number:	0402020665
License Description:	Professional Engineer License
Address:	BURKE VA, 22015
Initial Certification Date:	1990-01-26
Expiration Date:	2014-01-31

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.

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ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Jeffrey Austin, P.E., Vice President
b. Project Assignment:	Design-Build Project Manager
c. Name of Firm with which you are now associated:	Shirley Contracting Company, LLC
d. Years experience: With this Firm 13 Years With Other Firms 8 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.):	Shirley Contracting Company, LLC, Shirley Design-Build, LLC Vice President, July 2011 to Present <ul style="list-style-type: none">• I-64, Exit 91 Interchange Improvements D-B Project, October 2012 to Present, Design-Build Project Manager.• Route 27/244 Interchange Modifications Project, September 2011 to Present, Design-Build Project Manager.• Pacific Boulevard Extension Project, July 2011 to Present, Design-Build Project Manager.• Route 50 Widening Project, March 2011 to Present, Design-Build Project Manager.• University Boulevard PPTA Project, March 2011 to December 2013, Design-Build Project Manager. Contract Manager, September 2004 to July 2011 <ul style="list-style-type: none">• Waxpool Road/Loudoun County Parkway Intersection Improvements, April 2010 to March 2011, Design-Build Project Manager.• Pacific Boulevard Design-Build Project, July 2008 to August 2010, Design-Build Project Manager.• Battlefield Parkway Design-Build Project, July 2007 to November 2009, Design-Build Project Manager.• Route 28 Corridor Improvements Project, September 2004 to Present, Design-Build Project Manager.• Dulles Greenway Capital Improvements Program, March 2005 to December 2007 – Contract Manager responsible for managing the Shirley/Dewberry Team. Senior Project Manager, October 2000 to September 2004 <ul style="list-style-type: none">• Springfield Interchange Phase IV, October 2000 to September 200 –Responsible for managing construction. Alpha Corporation Various Positions, January 1998 to October 2000 <ul style="list-style-type: none">• Prince George's County, MD, January 2000 to October 2000, Senior Engineer.• Route 7/Fairfax County Pkwy Interchange, March 1998 to December 1999, Sr. Inspector & Office Engineer.• Route 58 over Hardy Creek and Route 58 over Cave Fork, January 1998 to March 1998, Design Engineer.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute and State University/Blacksburg, VA/ Bachelor of Science/ 1992/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1999 / PROFESSIONAL ENGINEER / 0402 033555
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	1. University Boulevard PPTA Project, Prince William County, VA Shirley Design/Build, LLC, Design-Build Project Manager, March 2011 – December 2013 Mr. Austin is responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$29 million design-build PPTA project for Prince William County. The Project elements include construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as a six-lane divided urban roadway including two bridges. Mr. Austin is also overseeing the upgrading of 7,000 L.F. of Hornbaker Road to a four-lane divided roadway. As the main point of contact for the Shirley/Dewberry Team, Mr. Austin is responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners,

and other stakeholders on the project. He developed the CPM schedule and continues to monitor progress on the project.

2. Pacific Boulevard Design-Build Project, Loudoun County, VA

Shirley Design/Build, LLC, Design-Build Project Manager, July 2008 – August 2010

Mr. Austin was responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$19 million design-build project which extends from Auto World Drive to Severn Way in Loudoun County, Virginia. As the main point of contact for the Shirley/Dewberry Team, Mr. Austin was responsible for communication and coordination with VDOT, NVRPA, permitting agencies, impacted property owners, and other stakeholders on the Project. He developed the CPM schedule and monitored progress of the project which was completed on schedule in August 2010. In cooperation with VDOT, Mr. Austin coordinated with the Eugenia Investments, the primary property owner impacted by the Project, and the Design Team to prepare exhibits and cost estimates to ultimately revise the Project's design to incorporate improved entrance features for the property. As a result of this partnering effort, Eugenia Investments agreed to dedicate the right-of-way at no cost, saving VDOT over \$3 million and facilitating the early start of construction activities. **Owner Contact:** VDOT, Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Christiana Briganti-Dunn, PE, (703) 259-2960.

3. Battlefield Parkway Design-Build Project, Leesburg, VA

Shirley Design/Build, LLC, Design-Build Project Manager, July 2007 – November 2009

As the Design-Build Project Manager for the Shirley/Dewberry Team, Mr. Austin was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for the \$26.5 million design-build project to extend Battlefield Parkway from Kinkaid Boulevard to Route 7 in Leesburg, Virginia. He was also the point of contact for communication and coordination with VDOT, the Town of Leesburg, NVRPA, permitting agencies, impacted property owners, and local communities on the project. Mr. Austin developed the CPM schedule for the project. The project was completed on schedule in November 2009.

4. Dulles Greenway Capital Improvements Program, Loudoun County, VA

Shirley Contracting Company, LLC, Contract Manager, March 2005 – December 2007

Mr. Austin was responsible for the overall contract administration for this \$71 million design-build project which included widening the mainline roadway from four to six lanes, expansion of the mainline toll plaza, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Route 654. He managed and integrated the individual design-build disciplines of the Shirley/Dewberry Team including design, permitting, utility relocations, and construction to ensure constructability and eliminate conflicts. Mr. Austin was the main point of contact for the communication and coordination with the Owner, VDOT, the Town of Leesburg, MWAA, permitting agencies, and other stakeholders on the Project. He developed the CPM schedule and monitored project controls for the duration of the contract to ensure on-time project completion. As a result of the D-B Team's excellent performance through the first eighteen months of the project, he was able to negotiate the addition of the Greenway/Route 772 Interchange to the Project. With Mr. Austin's leadership, the D-B Team was able to complete the design, permitting, utility relocations, and construction of this added project in just 16 months and to complete the entire project by the original completion date of December 2007. In recognition of the success of this project, Mr. Austin was part of the design-build team that received the Design-Build Institute of America 2008 *Regional Design-Build Excellence Award*.

5. Centreville Road Widening Design-Build Project, Centreville, VA

Shirley Contracting Company, LLC, Design-Build Manager, June 2005 – September 2008

As Design-Build Manager, Mr. Austin was responsible for leading the Shirley/Dewberry Team through all phases of the Design-Build process including design, permitting, ROW acquisition, utility relocations and construction. He was the primary point of contact for our team coordinating the design and construction with VDOT, local land owners, developers, the Fairfax County Department of Transportation and Board of Supervisors for the Centreville Road Widening Project. Shirley Contracting was awarded a \$26 million change order to design and construct the Centreville Road Widening Project as part of the Route 28 Corridor Improvements Project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Kenneth J. Shirley, PE, CCM, Virginia Operations Manager
b.	Project Assignment: Quality Assurance Manager
c.	Name of Firm with which you are now associated: EBA Engineering, Inc.
d.	Years experience: With this Firm 1 Years With Other Firms 19 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.): <ul style="list-style-type: none">• EBA Engineering, Inc, Operations Manager supervising construction engineering and inspection contracts and providing construction engineering/management QA/QC services as needed, October 2011-present.• VDOT, Culpeper District Construction Engineer (DCE) managing the district materials laboratory and road and bridge contract administration program directly overseeing QA/QC efforts of materials, inspection and project documentation, February 2006- October 2011.• VDOT, Fredericksburg DCE managing the road and bridge contract administration program directly overseeing QA/QC efforts of materials, inspection and project documentation, August 2005-February 2006.• VDOT, Fredericksburg Residency Administrator managing the land use, maintenance and construction program for three counties, August 2004 – August 2005.• Carter & Burgess, Inc., Consultant Resident Engineer for Arkansas Highway and Transportation Department providing direct construction engineering and inspection management of three contracts totaling \$37M interpreting contract specifications, resolving disputes and notice of intents, reviewing CPM schedules and adhering to QA/QC protocol, May 2002 – August 2004.• Texas Department of Transportation (TxDOT), Southwest Dallas County Assistant Area Engineer managing the design, construction and maintenance programs for \$250M in contracts and 9th largest maintenance section in the State, July 2001 to May 2002.• TxDOT, Project Engineer/Manager providing direct construction engineering and inspection management services to ensure QA/QC compliance on projects ranging from \$700k to \$95 million. August 1995 – July 2001.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Texas at Arlington, Arlington, TX/BS/1992 Civil Engineering University of Texas at Dallas, Richardson, TX/MS/1999/Management and Administrative Sciences
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2004/Civil Engineering/VA 040380, 2011/Civil Engineering/DC 906475, 2011/Certified Construction Manager/CMAA A2102
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>1. Route 631 Meadow Creek Parkway - Albemarle County, VA VDOT, District Construction Engineer, (2009-2011) As the VDOT District Construction Engineer, Mr. Shirley provided the QAM responsibilities for the most complicated project under his oversight to date in Virginia. His direct personal involvement and design experience led to a re-sequencing of the maintenance of traffic and sequence of construction to expedite project delivery and overcome three months of delays by utility and railroad conflicts (having developed the advertised sequence of construction). He resolved all notice of intents and disputes; initiated, negotiated prices and approved necessary work orders; coordinated stakeholder public information of this high-profile, new location parkway with context sensitive roadway elements, sanitary sewer construction, advanced stormwater detention measures, vehicular and pedestrian structures, multi-use path and extensive landscaping. Additionally, Mr. Shirley provided expert witness testimony against a potential injunction to cease project activities during the clearing, grubbing and mass excavation/embankment phase of the project. As with past practices and success, he implemented advanced QA reviews of the project to ensure project contract compliance which resulted in a Construction Quality Improvement Program (CQIP) audit of 91.0%. The project was delivered early and under budget with 100% Environmentally Compliant Reports, despite the project starting with a three month utility/railroad delay.</p> <p>2. Route 229 Widening - Culpeper County, VA</p>

VDOT, District Construction Engineer, (2009-2010)

Mr. Shirley was the VDOT District Construction Engineer where he performed the duties of the Quality Assurance Manager (QAM). Of particular note, he proactively worked to identify issues associated with school related traffic entering and exiting the project during the reconstruction of their side street. He resolved unanticipated roadway and drainage related elements to facilitate an improved ultimate design for the school traffic. His implementation of advanced QA reviews of the project to ensure project contract compliance resulted in a Construction Quality Improvement Program (CQIP) audit of 94.5%. The project was delivered early and under budget.

3. Route 7015 Widening - Culpeper County, VA

VDOT, District Construction Engineer, (2008-2009)

As the VDOT District Construction Engineer he performed the duties of QAM when resolving issues pertaining to access, worked to identify and provide alternatives to re-sequence construction and maintenance of traffic to expedite project delivery and overcome delays by utility owners, resolved notice of intents and disputes for a high-profile widening of a primary highway in the retail district of the Town of Culpeper with stormwater detention measures, pedestrian facilities and scheduled re-opening prior to holiday shopping season. He led preparatory inspection meetings, ensured inspection and materials testing was performed in accordance with established QA and QC schedules, ensured lab testing was performed by AASHTO accredited laboratories, monitored and reviewed project records for accuracy and timeliness, oversaw the resolution of test result discrepancies, monitored adherence to nonconformance recovery plans, rejected unacceptable materials, ensured inspection staff performed hold and witness point inspections and materials testing, and oversaw plant manufactured materials acceptance processes. He oversaw inspector documentation reviews to ensure progress payments to the Contractor were verifiable and accurate. He participated in punch list inspections and ensured final inspection was completed. Mr. Shirley implemented advanced QA peer reviews of the project to ensure project contract compliance which resulted in a Construction Quality Improvement Program (CQIP) audit of 93.6%. The project was delivered 13 days early, under budget and 100% environmentally compliant.

4. Route 3 Widening - Culpeper, VA

VDOT, District Construction Engineer, (2006-2007)

As the VDOT District Construction Engineer, Mr. Shirley resolved issues pertaining to: access, reviewed the maintenance of traffic, assisted with construction re-sequencing to expedite project delivery. He assisted in identifying issues and alternatives to avoid delays. He resolved notice of intents and disputes of a major rural and divided highway widening. Executing the responsibilities of a QAM, he led preparatory inspection meetings, ensured inspection and materials testing was performed in accordance with established QA and QC schedules, ensured lab testing was performed by AASHTO accredited laboratories, monitored and reviewed project records for accuracy and timeliness, oversaw the resolution of test result discrepancies, monitored adherence to nonconformance recovery plans, rejected unacceptable materials, ensured inspection staff performed hold and witness point inspections and materials testing, and oversaw plant manufactured materials acceptance processes. Mr. Shirley oversaw inspector documentation reviews to ensure progress payments to the Contractor were verifiable and accurate. Mr. Shirley personally participated in punch list inspections of the project and ensured final inspection was completed in a timely manner. To facilitate the project goals, Mr. Shirley implemented weekly, onsite mini-QA reviews of the project to ensure project contract compliance which resulted in a Construction Quality Improvement Program (CQIP) audit of 94.1%.

5. IH35E/SH190T Interchange - Dallas County, TX

TXDOT, Assistant Area Engineer (1998-2001)

As the Construction Project Engineer/Manager providing onsite engineering services to ensure construction in accordance with the contract, plans, and specifications of \$95M four-level interchange of six-lane interstate with two lane frontage roads intersecting with equivalent toll way, including interstate widening and reconstruction, complex maintenance of traffic and railroad re-alignment/reconstruction, Mr. Shirley ensured compliance with erosion and sediment control measures, reviewed QA and QC inspection and testing of materials by inspection and contractor staff, and reviewed traffic control setups for safe work zones. He initiated, negotiated and prepared work orders and design changes to keep contract on-time and under budget. He reviewed and accepted contractor submitted schedules, approved monthly payments and final material on hand submittals after reviewing contractor, inspector and record keeper documentation for supporting justification, and reviewed and approved shop drawings with specialty items submitted to District Sections for further review. He led weekly progress and utility meetings, monthly partnering meetings, inspection preparation meetings and ad hoc issue resolution meetings associated with witness and hold point inspections, requiring nonconformance recovery plans. He led the public information campaign that led to zero vehicular incidents over a six-mile traffic switch. He implemented a record keeping protocol to expedite final acceptance of project records that normally took six weeks resulting in a two-week final records submission, with over 440 pay items to be finalized. Mr. Shirley's onsite responsibilities were effectively that of a QAM, Construction Manager and Project Engineer.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Michael A. Trabucco PE, Project Manager
b. Project Assignment:	Construction Manager
c. Name of Firm with which you are now associated:	Shirley Contracting Company, LLC
d. Years experience: With this Firm 8 Years With Other Firms 0 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.): Shirley Contracting Company, LLC July 2000 to Present	<ul style="list-style-type: none">• Rollins Ford Road Phase IV Project- August 2012-Present, Project Manager/Construction Manager responsible for construction of this \$16 million Prince William County project. Gainesville, Virginia• I-66/Route 29/Linton Hall Interchange Project- June 2011-Present, Project Manager/Construction Manager responsible for construction of this \$75 million VDOT project. Gainesville, Virginia• Main Post Infrastructure – Phase II - June 2010 to November 2012, Project Manager responsible for construction of these two projects total value of \$35 million for USACE. Fort Belvoir, Virginia• Route 28 Corridor Improvements Project - 2005 to Present, Project Engineer/Assistant Project Manager/Project Manager for construction of various components of the project including the following: Route 28/Frying Pan Road Interchange, Route 28/Willard Road Interchange, Centerville Road, Route 28/McLearen Road Interchange, and Route 28/Westfields Boulevard.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Pennsylvania State University, University Park, PA /BS / 2005 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	2010/Professional Engineer/0402 047952, DCR Responsible Land Disturber (RLD) certification (39969 – Expires 6/25/2016) and VDOT Erosion and Sediment Control Contractor Certification (ESCCC – 3208C Expires 10/28/16)
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<p>1. I-66/Route 29/Linton Hall Interchange Project, Prince William County, VA Shirley Contracting Company, LLC, Project Manager/Construction Manager, (June 2011 – Present) Mr. Trabucco as the Project Manager/Construction Manager is responsible for management of all construction operations for the \$75 Million project in Gainesville to widen Route 29 to six lanes from I-66 to Virginia Oaks Drive, create a grade-separated interchange for Route 29/Linton Hall Road, eliminate two at-grade Norfolk Southern Railroad crossings, and the realignment/reconstruction of three ramps on I-66. His duties include developing and updating the Cost and Resource Loaded CPM schedule, conducting regular jobsite safety meetings, public notifications/awareness and ensuring compliance with the contract documents, specifications and standards. Coordination and scheduling of the work with his project team including material deliveries, rental equipment, trucks, Shirley’s crews, subcontractors and lane closures. Communication with VDOT and consultant inspectors for scheduling the work and Quality Control and Quality Assurance inspections, submission of shop drawings, RFI’s, ROA’s, RCA’s, Traffic Control Plans, Structural Steel Erection Plans, materials documentation, EEO documentation and pay requests. The phased Construction includes construction and removal of several traffic detours; earthwork operations with approximately 105,000 cy of excavation and 947,000 cy of embankment; storm and water utility installation/relocation; signal installation/modifications; roadway lighting, TMS and signage; 10 MSE retaining walls, and 4 new bridges.</p> <p>2. Main Post Phase Infrastructure - Phase II Project, Fort Belvoir, VA Shirley Contracting Company, LLC, Project Manager, (June 2010 to November 2012) Mr. Trabucco as the Project Manager was responsible for management of all construction operations for the \$35 Million project in Fort Belvoir to widen Gunston Road to 4-lanes from 12th Street to John J. Kingman Road, replace an existing</p>



3-span steel bridge crossing over Route 1 with a new wider and longer bridge, upgrade and install new storm water management systems, and upgrade existing watermain infrastructure extending the system throughout the work corridor. His duties included developing and updating the Cost and Resource Loaded CPM schedule, conducting regular jobsite safety meetings, public notifications/awareness and ensuring compliance with the contract documents, specifications and standards. Coordination and scheduling of the work with his project team including material deliveries, rental equipment, trucks, Shirley's crews, subcontractors and lane closures. Communication with VDOT and consultant inspectors for scheduling the work and Quality Control and Quality Assurance inspections, submission of shop drawings, RFI's, ROA's, RCA's, Traffic Control Plans, Structural Steel Erection Plans, materials documentation, EEO documentation and pay requests. The phased construction included; earthwork operations; storm and water utility installation/extension; 3 new traffic signal installations/ 4 signal modifications; decorative bridge lighting, signage; cast in place architectural concrete retaining walls; 2 MSE retaining walls; a new bridge over Route 1; and traffic control.

3. Centreville Road Widening Project, Centreville, VA

Shirley Contracting Company, LLC, Assistant Project Manager, (April 2006 to September 2008)

Mr. Trabucco was the Assistant Project Manager responsible for management of all construction for the Design/Build project to widen/reconstruct existing Centreville Road to 4-lanes from Metrotech Drive to McLearn Road approximately 2 miles. He was responsible for constructability reviews during the design process, developing and updating the CPM schedule and coordinating utility design and relocations that included water main, Dominion Virginia Power, Verizon, fiber optics and other utilities. He also provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements ensuring compliance, conducting regular jobsite safety meetings, public notifications/awareness and preparation/obtaining and reviewing required material documentation, daily communication with the Quality Control Staff from Dewberry for scheduling the work and Quality Control and Quality Assurance inspections. His duties also included daily coordination and scheduling of the work, material deliveries, rental equipment, trucks, Shirley's crews, subcontractors and lane closures for the phased construction of the project that consisted of earthwork, signals, storm drainage, retaining walls, and SWMP basins.

4. Route 28/Frying Pan Road Interchange Project, Loudoun County, VA

Shirley Contracting Company, LLC, Project Manager, (March 2008 to March 2010)

As part of the Route 28 Corridor Improvements Project, The Shirley/Dewberry Team was awarded a change order to design and construct the Route 28/ Frying Pan Road Interchange Project. Mr. Trabucco was the Project Manager of Construction responsible for constructability reviews during the design process, coordination of utility designs and relocation work consisting of Fairfax County Department of Public Works and Environmental Services 30" Sanitary relocation, Protection Slab for DCWASA, Dominion Virginia Power, Verizon, Quest Government Services and Columbia Gas. He provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He developed and updated the CPM schedule, coordinated subcontractor safe start meetings, notified police & fire and rescue of traffic switches, conducted regular progress and jobsite safety meetings, and prepared/obtained and reviewed required materials documentation. Additionally, he was responsible for daily coordination between Quality Control Staff from Dewberry and Shirley's crews and subcontractors. He ensured compliance with focused QC oversight of erosion and sediment control measures, traffic safety functions and other typical work disciplines throughout the course of the project. He also coordinated and scheduled all of Shirley's crews, subcontractors, material deliveries, trucks and rental equipment for the work that includes widening/tying into Route 28, detours of traffic, signal modifications & removal, roadway lighting, 3 bridges, a box culvert, MSE retaining wall construction, utility relocations, storm water management basins & drainage.

5. Route 28/Willard Road Interchange Project, Centreville, VA

Shirley Contracting Company, LLC, Project Manager, (July 2007 to December 2009)

As part of the Route 28 Corridor Improvements Project, the Shirley/Dewberry Team was awarded a change order to design and construct the Route 28/ Willard Road Interchange Project. Mr. Trabucco was the Project Manager responsible for constructability reviews during the design process, coordination of utility design and relocation work including Water and Sanitary relocations, Dominion Virginia Power, Quest Government Services, Abovenet and MCI. He provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He developed and updated the CPM schedule, coordinated subcontractor safe start meetings, notified police & fire and rescue of traffic switches, conducted regular progress and jobsite safety meetings, and prepared/obtained and reviewed required materials documentation. Additionally, he was responsible for daily coordination between Quality Control Staff from Dewberry and Shirley's crews and subcontractors. He ensured compliance with focused QC oversight of erosion and sediment control measures, traffic safety functions and other typical work disciplines throughout the course of the project. He also coordinated and scheduled all of Shirley's crews, subcontractors, material deliveries, trucks and rental equipment for the work to construct the single point urban diamond interchange, detours of traffic, signals, roadway lighting, bridge with MSE retaining wall, concrete retaining walls, utility relocations, storm water management basins & drainage.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	James D. Davidson, PE, DBIA, Director of Structural Engineering
b. Project Assignment:	Lead Structural Engineer
c. Name of Firm with which you are now associated:	Dewberry Consultants LLC
d. Years experience: With this Firm 26 Years With Other Firms 6 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.): Dewberry & Davis, LLC Director of Structural Engineering, February 1997-Present	<ul style="list-style-type: none">• Route 27\244 Interchange Modifications, September 2011 to Present, Structural Design Manager for the Shirley led D/B Team• Route 50 Widening Design-Build Project, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team• University Boulevard Design-Build Project, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team.• Airport Connector Road Design-Build Project, October 2008 to January 2011, Design Manager• Pacific Boulevard Design-Build Project, July 2008 to October 2010, Structural Design Manager for the Shirley D/B Team.• InterCounty Connector (ICC) Contract C Design-Build Project, February 2008 to Present, Bridge Manager for the Shirley led design-build team.• Battlefield Parkway Design-Build Project, July 2007 to September 2009, Structural Design Manager for the Shirley D/B Team.• Route 28 Corridor Improvements Design-Build Project, October 2002 to Present, Bridge Design Manager for the Shirley led design-build team.• Dulles Greenway Capitol Improvements Program, March 2005 to December 2007, Bridge Design Manager for the Shirley led design-build team.• I-66 Widening Project from Route 234 to Route 29/Gainesville Road, October 2000 to November 2006, Bridge Design Manager.• Route 460 Bypass Bridges, September 1997 to March 2001, Assistant Project Manager.• I-95\Telegraph Road Interchange Project, March 1998 to Present, Senior Structural Engineer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Virginia, Charlottesville, VA /Bachelor of Science/ 1981/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer/ VA-1990(#0402020665)/MD-1990/DE-2004/DC-2004/PA-2009/WVA-2009/NC-2010/SC-2011/NJ-2011
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. I-66 Mainline Widening, Northern Virginia, VA Bridge Design Manager, Dewberry & Davis, LLC, (October 2000-November 2006) Mr. Davidson was responsible for all bridge and structural design of the \$350M project for the widening of seven miles of I-66 from Route 234 to Route 29, from four to eight lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and grade separation over the Norfolk/Southern Railroad line. This project was eventually split into four contract packages for advertisement. The project included 10 new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. These 10 bridges include the widening of five bridges, the complete replacement of one bridge and four new bridges. The widenings also consisted of complete superstructure replacements for four of the bridges. The bridges consist of steel plate girder, rolled beam and prestressed concrete girder bridges with continuous and/or simple spans. The most challenging part of this project was maintaining traffic on this extremely busy	

highway during construction. The bridge construction was closely coordinated with the roadway construction in order to maintain a minimum of two lanes of traffic in each direction at all times. Mr. Davidson was also responsible for the coordination and review of shop drawings, answering contractor RFI's during construction, and Bridge Load Ratings.

2. Route 28 Corridor Improvements Design-Build Project, Fairfax, VA

Lead Structural Engineer, Dewberry & Davis, LLC, (October 2002 – Present)

Mr. Davidson was the Structural Design Manager for this \$350M project which included roadway widening, 10 new interchanges, the widening of Centreville Road and Loudoun County Parkway, and various secondary roadways. He was responsible for the design of 16 bridges, consisting of steel and concrete girder bridges ranging in length from 70 feet to over 1,000 feet in length, and several thousand feet of retaining walls. The bridges were both straight and curved, and one of the bridges required the design of three integral steel pier caps due to limited space available for conventional piers. Additionally, he coordinated with NVRPA and DHR for the design of architectural and aesthetic treatments to the bridge over the W&OD Trail. Mr. Davidson was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection, answering contractor RFI's during construction, and Bridge Load Ratings.

3. Dulles Greenway Capital Improvements Program, Loudoun County, VA

Lead Structural Engineer, Dewberry & Davis, LLC, (March 2005- December 2007)

As Bridge Design Manager, Mr. Davidson was responsible for all bridge and structural design aspects of this \$71M design-build project, where Shirley was the Lead Contractor. The capitol improvements program included expansion of the mainline plaza to 18 lanes, widening of the mainline roadway from four lanes to six lanes, two new interchanges, upgrades to two additional interchanges, and new ramp access to Dulles Airport. Mr. Davidson was responsible for the design of the widening of 13 bridges (which included partial demolition of the existing bridges to facilitate the widening) and one new bridge. The bridges consisted of steel plate girder bridges, both straight and curved, ranging in length from approximately 150 feet to over 600 feet in length. Mr. Davidson was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection and answering contractor RFI's during construction. Mr. Davidson and the Dewberry design team received the *2004 Award of Excellence* from the Design-Build Institute of America (DBIA) for their work on this Project.

4. Battlefield Parkway Design-Build Project, Leesburg, VA

Lead Structural Engineer, Dewberry & Davis, LLC, (July 2007 – September 2009)

Mr. Davidson was responsible for all bridge and structural design for this project, consisting of 3,500 linear feet of a four lane urban arterial roadway including dual 1,250 foot long bridges over the W&OD Trail and Tuscarora Creek (being constructed by Shirley Contracting Company, LLC). Mr. Davidson was responsible for the design of the twin 1,250 foot long bridges. Bridges consist of continuous straight and curved steel plate girders and are eight spans with span lengths varying from 125 feet to 195 feet. Due to the length of the bridges, lightweight concrete was used for the bridge deck, which resulted in significant cost savings on the structural steel. The piers are tall cast-in-place concrete, multi-column bents supported on spread footings, one abutment is cast-in-place concrete supported on spread footings, the other is a cast-in-place concrete pile cap behind Mechanically Stabilized (MSE) walls. Mr. Davidson was also responsible for the coordination and review of shop drawings, answering contractor RFI's during construction, and Bridge Load Ratings.

5. Pacific Boulevard, Loudoun County, VA

Structural Design Manager, Dewberry & Davis, LLC, (July 2007-October 2010)

As Structural Design Manager for the design-build Team, Mr. Davidson was responsible for supervising the design, ensuring that all project requirements were met, assigning personnel and sealing the plans of three bridges for this project, which included 3,100 linear feet of a four lane urban arterial, twin bridges over the W&OD Trail and a bridge over Cabin Branch. Design elements included, surveys, geotechnical investigations and recommendations, roadway design, bridge and retaining wall design, stormwater management, floodplain analysis, scour design, utility relocation design, landscaping design, and signing and marking design. The bridges consist of prestressed concrete bulb-t girders supported on cast-in-place concrete abutments and piers. The pair of bridges is over the W&OD trail incorporates architectural and aesthetic features to maintain the historic presence of the W&OD Trail. The bridge over Cabin Branch required hydrologic and hydraulic analysis and scour design. Mr. Davidson was also responsible for supervising the coordination and review of shop drawings, answering contractor RFI's during construction, and Bridge Load Ratings.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 28 Corridor Improvements Project Location: Fairfax & Loudoun Counties, VA	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Susan Shaw Phone: 703-259-1995 Fax: 703-815-3129 Email: Susan.Shaw@vdot.virginia.gov	May 2007	August 2013* *Difference Due to Owner added scope	\$168,965	\$356,153* *Difference Due to Owner added scope	\$356,153

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 Interstate 66/Route 15 Interchange Reconstruction Project are the same Key Managers that have worked so closely together for the past ten (10) years on Route 28. 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 Interstate 66/Route 15 Interchange Reconstruction Project which will impact over 20 individual properties including 6 total take acquisitions. 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.

We are constantly looking for ways to reduce or eliminate property impacts. This keeps project costs down and helps the project schedule. This worked particularly well on the Route 28/Westfields Interchange where all of the right-of-way anticipated for the interchange was acquired in the late-1980's by VDOT. However, by the time design was undertaken in 2003, changes in design standards and overall capacity requirements created the need for additional land. This would have negatively impacted both the budget and schedule. In partnership with the entire Team, Shirley worked with each landowner, the overall design, and the utility companies and was ultimately successful in obtaining all of the rights-of-way necessary **at no additional cost to VDOT.**

Another instance where our Team worked through significant right-of-way issues was on the Route 28/McLearen Road Interchange. Early in the design process for this interchange, Metropolitan Washington Airports Authority (MWAA) advised that they had planned development that was in conflict with the proposed interchange. Our Team redesigned the interchange to relocate the loop ramps 250 feet to the south, thus avoiding MWAA's planned development. This design modification required MWAA to change their Airport Layout Plan (ALP) - a process that the Shirley Team supported and that took over a year for MWAA to complete. Even with this long delay, Shirley was able to re-sequence the construction schedule by prioritizing the work on the East side of Route 28 first, including the east abutment and pier of the bridge. After the revised ALP was approved, we then completed the bridge and the work on MWAA property and were still able to complete the project before its original completion date **with no increased cost to VDOT.**

Through the Route 28 project we have developed close relationships with over 25 public and private utilities that will benefit the Interstate 66/Route 15 Interchange Reconstruction Project. 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. 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 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. 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. This same level of effort was required on the Sterling Blvd, Waxpool Road, McLearen Road, and Old Ox Road Interchanges. Each of these complex openings was completed with minimal impacts to traffic. The Interstate 66/Route 15 Interchange Reconstruction Project will require very similar emphasis of maintenance of traffic and the interface of the new work with the existing roadways.

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: Dulles Greenway Capital Improvement Program Location: Loudoun County, VA	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client./ Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Tom Sines/CEO Phone: 703-707-9096 Fax: 703-707-8876 Email: tsines@dullesgreenway.com	December 2007	December 2007	\$64,994	\$71,084* *Difference Due to Owner added scope	\$71,084

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



The 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, enhancements 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 Consultants, LLC - (formally 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 6.2 miles of mainline widening from 4 to 6 lanes completed by our Team on the Greenway project is similar to the scope of work required for the Interstate 66/Route 15 Interchange Reconstruction Project.

Impacts to traffic on this limited access roadway were not only a project safety concern and an inconvenience to the traveling public, but also directly affected the Owner's profitability, which made this Project unique. In addition to enhanced safety features and increased capacity in final design, our Team developed detailed traffic management plans that focused on maintaining lane widths and travel speeds, and reduced the impact to traffic during interim construction phases. Shirley and Dewberry are committed to bringing this experience to the Interstate 66/Route 15 Interchange Reconstruction Project in order to develop Traffic Management Plans (TMP) that minimize the impact to the traveling public during construction. Where possible our TMP will also include enhancements to address existing traffic concerns.

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.

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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: I-66 Widening Improvements Location: Prince William County, VA	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Helen L. Cuervo Phone: 703-259-2345 Email: Helen.Cuervo@vdot.virginia.gov	August 2010	August 2010	\$75,838	\$81,430* *Difference Due to Owner added scope	\$81,430

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 December 2006, Shirley Contracting Company, LLC (Lead Contractor) was awarded the I-66 Widening Improvements project to extend the HOV lanes and add additional through lanes on Interstate 66 from the Route 234 bypass to approximately 1 mile beyond the I-66 and Route 29 interchange in Gainesville, Virginia. With a construction cost of approximately \$81 million, the project consisted of **widening over two miles of divided multi-lane interstate from four lanes to eight lanes, realignment of eight ramps and primary highway in a heavily congested area.** The project utilized a phased construction approach and received an award from the State for the Ride-Ability and Asphalt Pavement surface. Designed by Dewberry, the project consisted of the following major components of construction: approximately 369,000 cubic meters of earthwork including rock; maintaining heavy interstate traffic volumes with minimal impacts; construction and removal of many detours; storm, water and sanitary utility installation/relocation; over 514,000 metric tons of sub-base stone and asphalt concrete; four SWMP; Seven Jack and Bore Pipe runs including three 2100mm diameter approximately 8.5 meters deep; two box culverts; signal installation/modifications; roadway lighting and signage; two concrete retaining walls (one adjacent to the Norfolk Southern Railroad); five new bridges, demolition and reconstruction of 3 bridge superstructures, and one complete bridge demolition and reconstruction of the superstructure and substructure.

All construction activities were performed while maintaining and managing traffic volumes of approximately 144,000 vehicles per day passing through the project work zone along the I-66 Corridor and the I-66/Route 29 interchange. The lane restrictions were coordinated with VDOT Smart Traffic Center to allow for public notifications and potential upcoming impacts, which provided advance warning to the traveling public. In addition to the communication with Smart Traffic, Shirley and the VDOT team utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote primary awareness of upcoming construction impacts and clearly define vehicular paths/routes, which helped improve traffic flow and avoid delays. Substantial coordination and planning went into creating many detours and lane shifts for Route 29 Northbound and Southbound traffic and the Interchange Ramps to maintain free flowing traffic movements during critical components of work such as the steel girder erection on all five bridges and the bride demolition. Not only did these detours allow for improved traffic flows, but it also provided for a safer work zone for both the traveling public and Shirley's construction team. Shirley is committed to using our experiences and creative construction approach to create the safest and most efficient work zones on the Interstate 66/Route 15 Interchange Reconstruction Project.

The project had three interim milestones, the **first milestone was completed over five months ahead of schedule** and the other two milestones were completed on or ahead of schedule, despite significant change orders for added scope. In recognizing the importance of the first milestone, associated with opening Ramp C to alleviate congestion and improve the traffic flows from Route 29 Northbound to Route 66 Eastbound, Shirley partnered with VDOT to focus our efforts on this area and accelerate achievement of this milestone. This successfully allowed for a significant reduction in traffic delays and congestion for the public early in the project. Also, during construction VDOT issued change directives to Shirley to perform additional services and increased scope, which included additional bridge demolition and substructure reconstruction on three existing bridges that were to originally remain. On those three existing bridges (2 from I-66 Eastbound and 1 from I-66 Westbound), 6 piers were completely demolished from cap down to below grade footings and reconstructed without delaying the project schedule. Shirley also had to replace the complete superstructure of Bridge B627 (I-66 Eastbound), which included the complete removal and fabrication of new structural steel without adding any additional time to the project schedule.

The I-66 Widening Project was successfully constructed in a congested area with phased construction, similar to the conditions we anticipate on the Interstate 66/Route 15 Interchange Reconstruction Project. We **developed Traffic Management Plans to minimize delays and impacts to the public during peak traffic rush hours**; resolved issues quickly and efficiently, while emphasizing safety on the Project for all parties including the traveling public; and communicated project details to promote public awareness and involvement to all parties directly and/or indirectly associated with the project. Shirley and VDOT partnered successfully throughout the duration of the project and we are committed to bringing our experience from the I-66 Widening project to the Interstate 66/Route 15 Interchange Reconstruction Project. We are fully aware of the traffic flows and volumes that will be encountered during the construction of the Interstate 66/Route 15 Interchange Reconstruction Project and understand what will be necessary to maintain a safe and effective work zone. Shirley, VDOT and Dewberry are experienced working together as a result of our relationship on this and other projects and these relationships and our construction experience will allow us to successfully construct the Interstate 66/Route 15 Interchange Reconstruction Project.

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: Interstate 66 Improvements Location: Prince William County, VA	Name: Shirley Contracting Company LLC	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Helen L. Cuervo Phone: 703-259-2345 Email: Helen.Cuervo@vdot.virginia.gov	2004	Phase I – 2004 Phase II – 2006 Phase III – Aug. 2010 Phase IV – Oct. 2011 Phase V – June 2015 (estimated)	\$ 3,609 (design contract value)	\$ 10,007 (design contract value) * Difference due to Owner added scope	\$ 8,098

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.

In 1997, Dewberry entered into contract with the Virginia Department of Transportation to design the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville, VA (Exit 43, Route 29). The project included widening of the existing four-lane section to an eight-lane section, ramp modifications to the Route 234 Business Interchange, ramp modifications to the Route 234 Bypass Interchange, and a complete reconstruction of the Route 29 Interchange in Gainesville. As part of the original contract, preliminary engineering and traffic studies were completed to identify improvements to Route 29 that would also improve the flow of traffic along I-66. Based on the traffic counts, projections and analysis, Dewberry and VDOT recognized the need for a new interchange at the existing intersection of Route 29 and Linton Hall Road, as well as grade separations of two at-grade railroad crossings along Route 29 and Gallagher Road. Additionally, to help the flow of traffic in the area, a new overpass of I-66 and Norfolk Southern Railroad was identified as a needed roadway network improvement. Dewberry completed an interchange justification report (IJR) for the new I-66/Route 29/Linton Hall Interchange, and final engineering services for both the University Boulevard and I-66/Route 29/Linton Hall Interchange were added to the contract. Dewberry served as the engineer of record for each of the roadway improvement projects. Services provided by Dewberry from their Fairfax, Virginia office included:



- Completion of field surveys including aerial mapping, right-of-way and property boundary surveys, existing drainage surveys, utility designations and test pits, and project control
- Traffic management system (TMS) design
- Lighting and electrical design
- Signing and pavement marking design
- Traffic signal design
- Transportation Management Plan (TMP) design
- Public meeting/hearing preparation and attendance
- Roadway design, including horizontal geometry and vertical geometry
- Environmental permit drawings
- Drainage design, including major hydraulic and hydrologic (H&HA) analysis
- Structural design, including nine new bridges, a bridge widening, and several retaining walls

Due to funding constraints, the design contract was separated into five construction contracts: **Phase I** – I-66 Widening from Exit 47 (Route 234 Business) to Exit 44 (Route 234 Bypass), **Phase II** – University Boulevard over I-66; **Phase III** – I-66 Widening from Exit 44 (Route 234 Bypass) to Exit 43 (Route 29) and complete reconstruction of the I-66/Route 29 Interchange, **Phase IV** – Advance Detour and Access Road Construction for the I-66/Route 29/Linton Hall Interchange and Railroad Grade Separation and **Phase V** – I-66/Route 29/Linton Hall Interchange and Railroad Grade Separation. The total overall construction contract value for these five projects is approximately \$215M. The design of each of the five phases is complete, and more than \$140 million of the construction activities are complete, with only Phase V (being performed by Shirley Contracting Company, LLC as the lead contractor) construction still ongoing.

Dewberry's design contract included design of multiple complex elements. Similar to the proposed I-66/Route 15 Interchange Reconstruction improvements which will include complete reconstruction of the Route 15 bridge over I-66, the Phase III improvements included complete reconstruction of the I-66 bridges over Route 29 and the adjacent interchange ramp. Dewberry developed phased maintenance of traffic plans to maintain two thru lanes in each direction on I-66 while completely reconstructing and widening each of the four (4) bridges to accommodate four lanes of traffic in each direction. Additionally, the existing semi-directional ramp from westbound I-66 to southbound Route 29 was completely reconstructed and vertically adjusted to accommodate the widening of I-66 and the reconfigured interchange ramp geometry. The Phase III improvements also included adjustments to limited access line locations and modifications to property access along Route 29 and coordination with Norfolk Southern Railroad due to the construction of a large retaining wall and realignment of an interchange ramp immediately adjacent to the railroad property line.

The Phase V improvements also included complex roadway and structural design elements, including two new bridge structures over Norfolk Southern Railroad and a tight single point urban interchange including a braided ramp system. Both railroad bridges were designed to accommodate future expansion of the railroad from one track to four tracks. One of the most significant coordination efforts required for Phase V was the development of phased right-of-way acquisition plans to accommodate total acquisition of fifteen parcels and relocation of all of the impacted businesses. Additionally, partial take acquisitions were separated into two phases so that acquisition from the remaining 56 properties could be sequenced to allow for accelerated utility relocations and advertisement of the Phase IV Advance Detour contract.

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: Dulles Greenway Capital Improvement Program Location: Loudoun County, VA	Name: Shirley Contracting Company, LLC	Name of Client./ Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Tom Sines/CEO Phone: 703-707-9096 Fax: 703-707-8876 tsines@dullesgreenway.com	Dec. 2007	Dec. 2007	\$ 64,994	\$71,084 * * Difference due to Owner added scope	\$ 8,653

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 to add the ultimate ramp network and complete the cross-road widening. Following the start of construction, the Owner decided to add the design and construction of the ultimate improvements to the Route 772 Interchange to the contract, which was completed within the original contract timeline. Dewberry provided 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, from their Fairfax, Virginia office. In addition to design and permitting, Dewberry also contracted separately with TRIP II to provide all QA and QC Testing and Inspection Services for the project.

While the layout for each improvement was anticipated in the 1980's and 1990's as part of the original project layouts, several improvements were modified based on adjacent development and to work with ongoing site plans, as well as the need to avoid all right-of-way acquisition. This design process required close coordination with VDOT, Loudoun County, the Town of Leesburg, MWAA, the US Army Corps of Engineers, the Department of Environmental Quality, as well as other permitting agencies.

The reconstruction and widening of the Route 653, Battlefield Parkway, Route 606, and Route 772 interchanges with the Dulles Greenway contained many of the elements which are expected for the I-66/Route 15 Interchange Reconstruction project. Dewberry developed the maintenance of construction plans which maintained all travel lanes on each of the crossing roads and on the Dulles Greenway travel lanes below each of the bridges. Bridge widening was coordinated with the roadway widening and reconstruction plans, and temporary traffic control plans, staged signing and marking plans, and temporary drainage designs were all completed to account for the interim traffic switches required to complete the improvements. Improvements at the Route 772 Interchange, which was located immediately adjacent to a commercial development which was under construction, were adjusted to reflect the updated site design improvements including expanded parking lot and landscaping improvements. Architectural treatment was added to the retaining wall along Route 772 to match the architectural treatment of other features included on the private developers site plan.

A unique element of the Greenway improvements was that all work was completed within existing right-of-way, and all temporary and permanent easements were negotiated with the individual property owners at no cost to TRIP II or the design-build Team. Coordination between the property owners, TRIP II, and our Team was initiated at the outset of the project so that minor adjustments, if requested, could be incorporated without impacting the duration of the project or construction of the improvements. This close coordination is what allowed the improvements to the Route 772 Interchange to be added to the contract without needing to extend the duration of construction at all.

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).

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 28 Corridor Improvements Project Location: Fairfax and Loudoun Counties, VA	Name: Shirley Contracting Company LLC	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Susan Shaw Phone: 703-259-1995 Fax: 703-815-3129 Email: Susan.Shaw@vdot.virginia.gov	May 2007	Aug. 2013 * * Difference due to Owner added scope	\$ 168,965	\$ 356,153 * * Difference due to Owner added scope	\$ 31,400

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. This design-build project included design and construction of ten grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. 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 original six interchanges were completed and opened to traffic on schedule before May 2007. The success and timely completion of the first six interchanges was a key element in the decision by the Tax District landowners, Loudoun County, Fairfax County and VDOT to extend the contract by issuing a change order for the remaining four (4) interchanges, which were completed and opened to traffic by November 2009.

In addition to the ten interchanges being constructed, the Team was also responsible for design and construction of numerous secondary road improvements including the widening of Centreville Road from two-lanes to four-lanes, a new four-lane section of Loudoun County Parkway from Smith Switch Road (now Gloucester Parkway) to Route 7, a new four-lane section of Atlantic Boulevard (including a new bridge over the W&OD Trail), and two additional sections of Pacific Boulevard, from Sterling Boulevard to Cedar Green Road and Severn Way to Nokes Boulevard.

The Design-Build Team worked diligently to accelerate portions of the interchange and roadway which could be constructed without the need for utility relocations or right-of-way acquisitions. Constant communication between construction and design staff, facilitated by weekly meetings, helped to identify critical packages which needed to be finished early. In several cases, this resulted in advance steel packages for bridges, advance detour and MOT packages, or stand alone utility packages.

The lessons learned from the construction of the various interchanges and secondary road improvements on the Route 28 project will be utilized to assure expedited delivery of the I-66/Route 15 Interchange Reconstruction project. The knowledge of how to assess the critical path and prioritize items such as environmental permitting; utility easements, utility relocations, and avoidance of utility impacts; right-of-way issues; phased design development that coincides with construction activities; and proper construction execution and delivery are all processes that our Team has worked through in coordination with VDOT. With ten interchanges and five secondary road projects, the Route 28 Corridor Improvements Project is essentially equivalent to completing fifteen projects simultaneously for VDOT in the expedited design-build delivery mode. Our proven work processes and coordination not only with our Team, but with VDOT and all appropriate stakeholders will be utilized to make the Interstate 66/Route 15 Interchange Reconstruction Project.

One example of a relevant experience from the Route 28 project is the phasing of construction at the Route 625 Interchange. Construction of this interchange and the significant improvements on Church Road and Waxpool Road required phasing of construction which allowed for long-lead right-of-way acquisitions and property owner relocations to occur simultaneously with construction. Roadway and bridge plans were developed to allow for total take acquisitions to be advanced as early in the process as possible, and sequence of construction plans were developed in recognition that some properties would be accessible sooner than other areas of the project.

Another enhancement our Team used on Route 28 and will look to incorporate on the I-66/Route 15 Interchange Reconstruction project is the ability to implement interim improvements during construction. For example, at the Route 28/Willard Road interchange, we developed a separate detour plan set which incorporated dual left turns from northbound Route 28 to westbound Willard Road, a significant improvement from the single left turn lane which existed prior to construction and routinely caused delays in the left lane of northbound Route 28 and queued vehicles on the left shoulder. This interim improvement led to reduced delays during construction and in advance of the permanent interchange improvements being constructed.

The phasing of construction and interim improvements our Team utilized on Route 28 are partially what led to the success of the project. Interim improvements were noticed not only by project staff, but also motorists who publicly commented that traffic flow was improved during construction and before the interchanges and bridges were opened to traffic. The knowledge gained by our Team on the Route 28 project will help us to identify ways to make interim improvements to the I-66/Route 15 Interchange which will lead to improved operations during construction, before the final improvements are complete and open to traffic.