

RESPONSE TO REQUEST FOR QUALIFICATIONS

Walney Road Bridge Replacement and Road Widening

A DESIGN-BUILD PROJECT

FROM: WESTFIELD BOULEVARD (ROUTE 6755) - TO: WILLARD ROAD (ROUTE 6215) AND

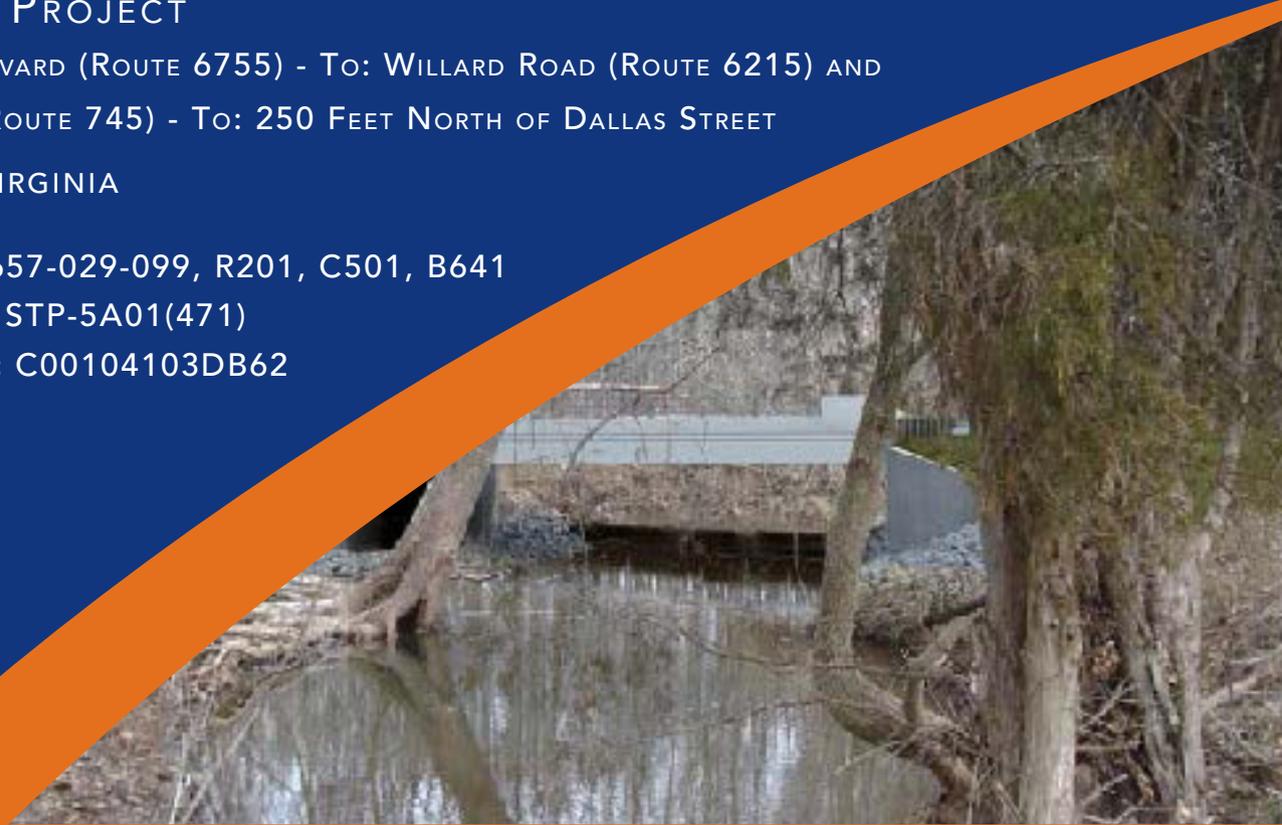
FROM: DALLAS STREET (ROUTE 745) - TO: 250 FEET NORTH OF DALLAS STREET

FAIRFAX COUNTY, VIRGINIA

State Project No.: 0657-029-099, R201, C501, B641

Federal Project No.: STP-5A01(471)

Contract ID Number: C00104103DB62



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:





June 20, 2013

Mr. Kevin Reichert, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

**RE: Walney Road Bridge Replacement and Road Widening
Fairfax County, Virginia
Contract ID Number: C00104103DB62
3.2 Letter of Submittal**

Dear Mr. Reichert:

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 Walney Road Bridge Replacement and Road Widening 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 The Principal Officer is:

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

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

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

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

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

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

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

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

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

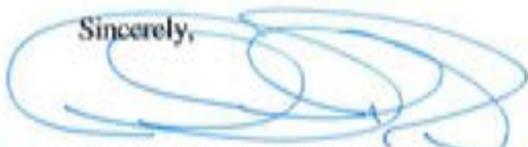
I personally commit to VDOT that Shirley will achieve a DBE participation goal of 14% for the entire value of the contract:



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 Walney Road Bridge Replacement and Road Widening Project (the Project). Shirley is committing Team Members and Key Personnel to the Project that have been responsible for managing more than \$500 million of design-build roadway and bridge projects in Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Fort Lee Roundabout, Battlefield Parkway Design-Build, Route 50 Widening Design-Build, and Pacific Boulevard 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 have been, or will be, completed on or 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 over 11 years now, 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 reduces 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, P.E.	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM):</i>	John Vicinski, P.E.	Quinn Consulting Services, Inc.
<i>Design Manager:</i>	Steve Kuntz, P.E.	Dewberry Consultants LLC
<i>Construction Manager:</i>	Tom O'Brien	Shirley Contracting Company, LLC
<i>Lead Utility Coordination Manager</i>	Todd Kief	Shirley Contracting Company, LLC

As the resumes indicate, each of the individuals we have selected for the Key Personnel roles have 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 exceeding the SOQ requirements by committing one additional key manager to the Project who will each play a significant

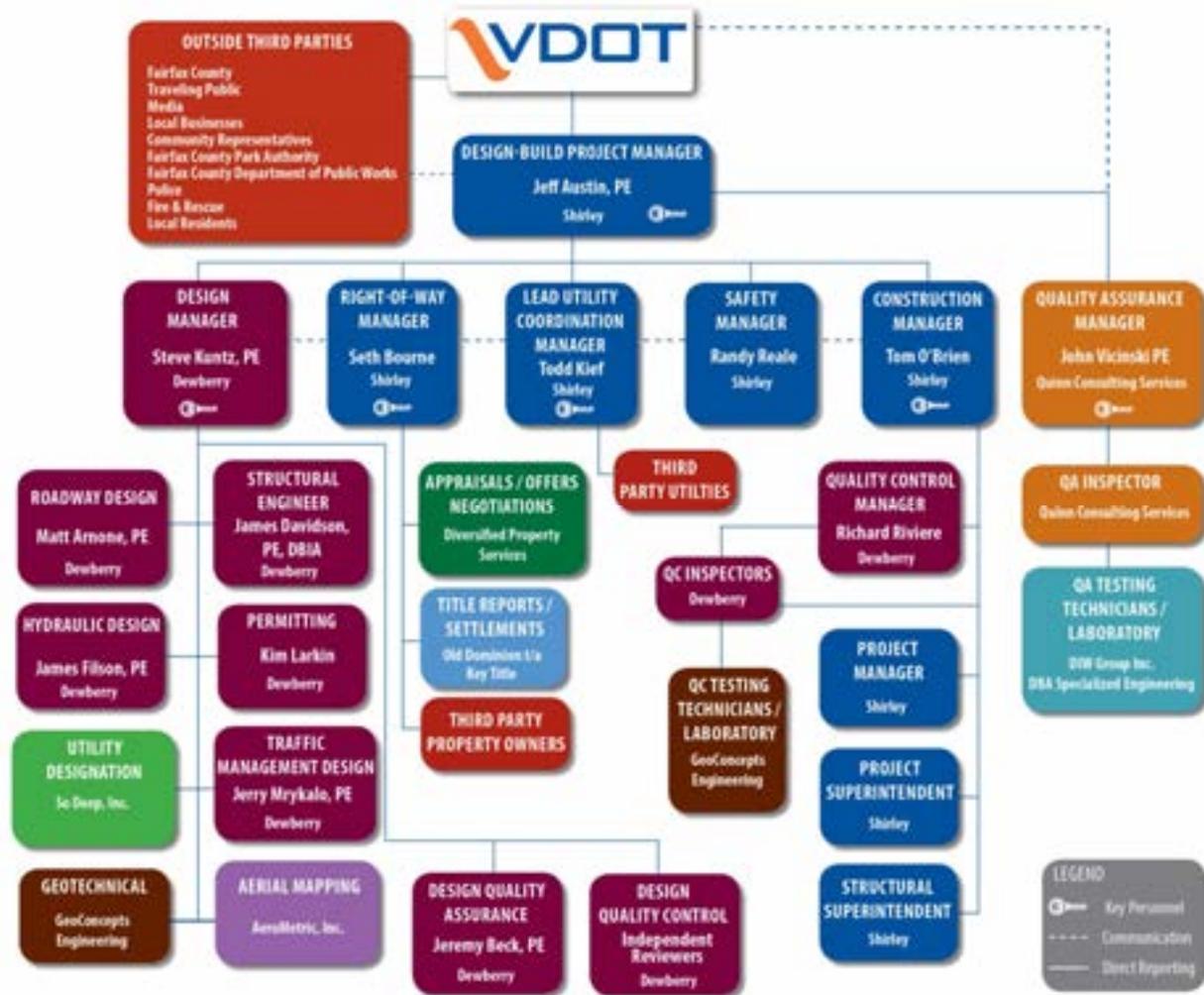
role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT. The additional key manager will be:

Right-of-Way Manager - (Seth Bourne): 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 priority 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, keeping landowners informed, maintaining the ROW budget, and critical to this Project, coordinating with the Fairfax County Park Authority. As the Project progresses through the acquisition phase, Seth will manage our VDOT prequalified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

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

3.3.2 ORGANIZATIONAL CHART

The Shirley Team's Organizational Chart for the Project is described narratively and graphically on the following page. 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.



The following narrative describes the functional relationships and communication among the participants throughout the project:

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, P.E.):** 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. Mr. Austin, as the Design-Build Project Manager, has managed a significant number of Shirley Contracting Company's most challenging design-build projects. He brings

over 20 years of experience to the Design-Build Project Manager role and has delivered each of his design-build projects either ahead of or on schedule and on budget.

***Design Manager (Steve Kuntz, P.E.):** Reporting to the D-B PM, this Key Personnel position has overall responsibility for management of all aspects of the design process, including roadway, structural, hydraulic analysis, permitting, traffic analysis, and geotechnical investigations and recommend actions. In addition, the Design Manager will establish and oversee the Design QA/QC program. 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.

***Construction Manager (Tom O'Brien):** Reporting to the D-B PM, this Key Personnel position has the responsibility to manage all aspects of project construction, safety, 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 Lead Utility Coordination Manager to plan for necessary relocations, and coordinate with the Right-of-Way Manager to prioritize and schedule the acquisition process if required for the project. 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. Finally, the Construction Manager is responsible for ensuring that all work is performed in a safe manner.

***Quality Assurance Manager (John Vicinski, PE):** In this Key Personnel role, the Quality Assurance Manager (QAM) reports directly to the D-B PM and is completely independent from the construction operations and the QC process. Mr. Vicinski has worked as QAM on multiple VDOT D-B projects with the Shirley/Dewberry Team. 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 DIW Group Inc., DBA Specialized Engineering. This position is unique in that the QAM has the autonomy to report findings directly to VDOT in addition to the D-B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

***Lead Utility Coordination Manager (Todd Kief):** The Lead Utility Coordination 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 Lead Utility Coordination 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.

Mr. Kief brings extensive experience to the utility discipline having managed the utility relocations associated with design-build projects valued at over \$500 million for the Shirley team in Virginia. Todd's relationships with numerous utility companies in the area are one of the major reasons Shirley is able to ensure utility relocations are properly managed and integrated with all of the project elements.

***Right-of-Way Manager (Seth Bourne):** Reporting to the D-B PM, the Right-of-Way (ROW) Manager is a Shirley Key Personnel and 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.

Design QA (Jeremy Beck, PE): This position 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, this individual 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.

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, the traveling public and local residents and businesses. 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. Mr. Reale's extensive safety training and experience will be utilized to ensure the Shirley team will deliver a safe project for everyone involved and affected by it.

***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

The proposed Walney Road Bridge Replacement and Road Widening Project present many unique challenges within a very limited project footprint. From environmental constraints associated with acquisition of Fairfax County Park Authority property to potentially significant traffic detours for the expedited completion of construction, the Project will require the complete dedication and focus of a design-build Team that has a long-standing relationship working together, working with VDOT, and with each of the project stakeholders. The Shirley-Dewberry Team provides VDOT with an unmatched level of experience in these areas. Our Team and key staff have more than 11 years working together to complete design-build projects successfully for VDOT, and we have relationships with each of the key stakeholders who will be involved on this Project. From designing and constructing a new access road for the Fairfax County Park Authority on the Sully Historic Site to relocating several miles of sewer for Fairfax County Department of Public Works, our Team has the experience to manage all aspects of the work. Additionally, our Team is very familiar with the project area, having completed the Route 28 Interchange improvements at Westfields Boulevard and Willard Road immediately west of the project location. This experience in the immediate area and with each of the project stakeholders will ensure success and minimize risk for VDOT. Our unequalled understanding of the design-build process and the potential project risks has led us to identify the following three (3) critical project risks. The identification of these risks at the outset of the Project will ensure that they are properly managed, mitigated, or avoided through development of plans and completion of construction.

CRITICAL RISK #1 – SAFETY AND MAINTENANCE OF TRAFFIC

As with any significant roadway widening or construction project, maintenance of traffic during construction is a critical component. Not only does it require close coordination with each design discipline to ensure that roadway, drainage, structural, environmental, and right-of-way is closely coordinated, it also requires early and constant coordination and communication with the travelling public who will be impacted by the project. This coordination will be extremely important for the successful completion of this Project since the proposed improvements may require closure of the existing roadway for a portion of construction. As noted in the environmental documents, closure of the road will have the potential to impact fire and rescue staff and Fairfax County Public School bus routes, both of which will require close coordination during design, implementation, and operation of the detour routes. In addition to these critical public services, numerous office buildings and retail businesses will be impacted by the closure of the roadway. The proper early identification of these challenges and risks to the project is critical to ensuring they are properly addressed during design and construction. As previously noted, our Team's extensive experience in the immediate project area and our understanding of the traffic patterns on Walney Road and the surrounding roadway network will ensure temporary traffic control and any necessary detours will be safely implemented while also maximizing traveler mobility. In order to reduce the potential construction impacts to the public and project stakeholders, we

have identified the following components which will be incorporated into our project plans and construction approach:

Improve on the Preliminary Plans – As shown in the RFQ plans, which we recognize are preliminary and not finalized, temporary detour routes have been shown which allow for the closure of Walney Road in order to construct the Flatlick Branch bridge replacement. The plans note that “resident, business, and emergency access” is to be maintained during construction for properties north of Flatlick Branch (such as a public storage facility and a realtor’s office). Through investigation of the plans, it appears that minor design adjustments will allow the northern portion of the existing road, from Willard Road to Mariah Court, to be constructed in stages while safe separation between the traveling public accessing the affected properties and construction activities can be provided. Additionally, the alignment of the proposed roadway and location of the new bridge appear to accommodate phased construction such that complete closure of the road is not required for completion of the project. During the design phase of the project, in close coordination with VDOT staff, we will investigate ways to improve upon the profile of the road such that the full closure of the road can be avoided. This will eliminate concerns from the public with respect to emergency response times, altered bus routes, and impacts to travel times, and ultimately serve to continue and further improve public support for the project.

Development of a Detailed TTC and TMP Plan – Our Team has extensive relevant experience in developing detailed Transportation Management Plan (TMP) and Temporary Traffic Control (TTC) plans in accordance with VDOT IIM-LD-241.5, as well as the analysis and implementation of temporary detour routes. All of our engineers involved in TMP and TTC design 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 , Work Area Protection Manual requirements, and traffic analysis software such as Synchro and QuickZone. 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. Detour and advance signing 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.

Consistent with the coordination our Team is undertaking on the Route 50 Widening D/B Project, we will look for ways to improve access for the public during construction. On Route 50, the Shirley Team modified the plans and coordinated with VDOT to maintain 3-lanes of traffic at the east end of the project as opposed to 2-lanes as was originally planned in the RFP. Should a temporary full closure be required on the Walney Project, we will extensively coordinate those plan details with all stakeholders. As an example, on the Sycolin Road D/B Project in Leesburg, the Project requires closure of a major intersection for the Project duration. As part of our efforts to establish several detours around this closure, the Team has worked closely with VDOT and the Town of Leesburg to

adjust and monitor signal timings during detour operation. Similarly, the closure of Walney Road will likely require signal timing adjustments at intersections along Willard Road, Westfields Boulevard, and potentially to other signals along the approach roadway network. In order to properly identify these needs, our Team will complete updated turning movement counts at critical intersections to ensure up-to-date and accurate traffic volume information is used in detour design. Each potential detour route will be fully analyzed for traffic impacts to both existing traffic and detoured traffic, and all necessary signal timing adjustments will be implemented. Any required signal timing adjustments will be coordinated with VDOT so they can be implemented as the closure is implemented, and then monitored to ensure further timing adjustments are not required as traffic patterns “balance out” following the implementation of the closure.

Comprehensive Public Outreach – Our Team will undertake a thorough public outreach program with sensitive and critical property owners and stakeholders near the project site. As identified previously, maintaining full access to all adjacent businesses while also providing clear signing for the public to communicate that Walney Road is open to traffic to these business locations will be critical to maintaining support for the project. During design, coordination meetings with the public and interested stakeholders will be set-up to provide updates on the status of design and anticipated timelines for project construction and any changes in public access. Throughout construction, lines of communication will remain open through direct contact with adjacent property owners and businesses, as well as through formal “pardon our dust” meetings which will give the opportunity to brief the general public on project status and upcoming major milestones.

VDOT’s ROLE

Consistent with normal processes for VDOT managed projects, we expect VDOT’s role to be associated with review and approval of the TTC and TMP plans. At the outset of the project we will establish open lines of communication with key VDOT staff who were involved in the public outreach and coordination efforts during development of the RFP plans to ensure that all past commitments are honored and maintained during development of final design plans and through construction. As the owner, we expect VDOT will remain involved in the public outreach process to assist with notification and communication with the public, and we anticipate that required public notices will be disseminated through VDOT’s public information staff and website. During construction, we anticipate that VDOT will remain active on site, be closely involved in the coordination of detours, and will alert our Team to any issues that may arise with respect to maintaining a safe work site for motorists, construction, or inspection staff.

CRITICAL RISK #2 – BRIDGE HYDRAULICS AND ENVIRONMENTAL MITIGATION

As noted in the scoping report for this project, the main purpose of the project is to replace the existing bridge over Flatlick Branch. Although the bridge was constructed in 1980, it is already in very poor condition. In order to provide a new bridge crossing of Flatlick Branch it is important to establish and model the hydraulic elements that will provide a safe bridge crossing for the design storm of 25 years and avoid impacts to the established FEMA floodplain. In reviewing the FEMA updated Flood

Insurance Rate Map number 51059C0115E dated September 17, 2010, which supersedes the March 5, 1980 FEMA utilized in the Preliminary Hydrology and Hydraulic Analysis (H&HA) provided in the RFQ. This updated FIRM shows the Flatlick Branch Floodplain as a Zone AE and not a Zone A as noted in the RFQ documents. The existing HEC-RAS model needs to be calibrated to the 2010 FEMA Zone AE water surface elevation (WSE) within the project area. Using a model that was not calibrated to FEMA WSE may result in an incorrectly modeled bridge structure which will not perform as desired potentially resulting in the need for a longer bridge, or adjusted roadway profiles.

Additionally the proposed stormwater management basin is located within this FEMA floodplain and it appears to be located within jurisdictional stream and a forested wetland. Impacts to these areas not only affect the ability to obtain the necessary regulatory permits, wetland and stream impacts can increase project costs though acquisition of the necessary mitigation. This

Design Approach and FEMA Coordination – Our approach will be to address the discrepancy early in the project design process. Our Team will rectify the H&HA to ensure that there is a channel section location at approximately the same location as the two FEMA sections that are located within the study area. The FEMA WSE will be converted from NAVD29 to VDOT’s NAVD88 vertical datum for better comparison with the existing and proposed HEC-RAS modeled WSE. The goal will be to comply with the VDOT “no rise” policy when comparing proposed to FEMA AE WSE. Our hydraulics team will work with our design team to consider the floodplain results and its effects on the preliminary design which notes a new roadway profile which is 5 feet higher than existing roadway. It appears the preliminary design will create additional blockage to the overtopping flows in the existing conditions and cause an increase in the proposed floodplain WSE. When evaluating the proposed bridge length, the intent is to cost effectively lengthen the structure to provide a hydraulic opening (area under the bridge) to offset the blockage caused by the increase in fill from the proposed profile adjustment. Providing more hydraulic opening under the bridge will reduce the increased floodplain elevation created by the increased roadway profile.

Impacts based on increased FEMA Water Surface Elevations – Based on the proposed design, three options are available in relation to an increased water surface elevation (WSE) in a FEMA Zone AE. First, the bridge length could increase to balance out the increased WSE caused by the higher roadway profile. Second, is a design waiver could be processed for the one foot freeboard from the 25 years WSE to the proposed bridge low chord. This could prevent the need to increase the roadway profile and provide a little flexibility to optimize the bridge opening to reduce the increased 100 year WSE. Third, a Conditional Letter of Map Revision (CLOMR) could be processed as long as there are not any impacts to adjacent upstream landowners. It is anticipated that the proposed bridge will increase from the preliminary 65 feet length to over a 100+ feet if the design is expected to achieve a no rise condition which is the standard VDOT requirement. Each of these options will be evaluated in close coordination with VDOT.

As noted previously the stormwater management (SWM) basin in the RFQ plans is currently located in the floodplain on the upstream side of the proposed bridge structure. This condition introduces additional fill material in the existing floodplain which will reduce hydraulic area which could cause an increase to the 100 year WSE. The fill area within the existing floodplain will also need to be incorporated in the proposed HEC-RAS model to determine the proposed 100 year WSE.

Given this project is slated to receive federal funds, the selected option should be reevaluated to determine if changes or updates are needed on the existing FHWA NEPA documents. Our Environmental staff has conducted and assisted VDOT and FHWA with similar reevaluations on such project as Battlefield Parkway and the Fairfax County Parkway and will bring that experience to this project.

Project Cost and Avoidance – The effects described above could have impacts to the cost of the proposed bridge structure due to an increase in hydraulic opening. Additionally the stormwater management basin may need to be shifted north to avoid the existing forested wetlands and reduce impacts to the floodplain, and environmental mitigation requirements. These design constraints need to be carefully evaluated to determine how this projects moves forward. Our Team will work closely with VDOT personnel to evaluate the design issues and establish a plan to identify the best option for the bridge project. On the Route 50 and Battlefield Parkway Design Build projects, our team relocated SWM facilities out of the floodplain to reduce impacts to the 100 year WSE. On a recent Loudoun County project, The Alder School Roadway Widening Project, our team worked closely with VDOT and County personnel and submitted a design waiver for the design freeboard to reduce a 200 ft. bridge structure to a 45 ft. bridge structure due to a proposed profile that was increasing the 100 year WSE which is very similar to this project.

VDOT'S ROLE

Throughout the design and construction process, we will work with VDOT to ensure open communication and coordination to address the design constraints and optimize the bridge hydraulics and improved roadway profile. VDOT's role will be to review the Design Teams hydraulics analysis and proposed bridge structure with the understanding of the design constraints.

CRITICAL RISK #3 – RIGHT-OF-WAY AND UTILITY IMPACTS

As is the case with virtually every design-build project, a critical risk is associated with the acquisition of right-of-way and relocation of utilities. This risk remains true for this Project due to the need to acquire property from a dozen property owners, as well as anticipated relocation of several utilities. These include a sanitary sewer along Flatlick Branch which will be subject to significant additional fills approaching the new bridge. These elements are critical to the Project due to the need to acquire the necessary right-of-way quickly to allow utility relocations and construction to begin. An added challenge on this project is that some of the property required for the Project needs to be obtained from the Fairfax County Park Authority, which introduces an added environmental challenge coupled with existing conservation easements. While impacted conservation easement areas on FCPA property are

proposed for replacement, the replacement area appears to be 0.06 acres less than the impact, and is on existing FCPA property. This could open up additional negotiations with FCPA potentially impacting the project schedule. In order to overcome the right-of-way and utility risks, we have identified the following processes which will ensure the successful and on-time completion of this Project:

Advance Right-of-Way Plan Development – Our Team will develop a separate right-of-way plan set which will allow easement and right-of-way acquisition to begin before final design details are completed. Pertinent features which could affect easement and right-of-way limits will be developed to a level to ensure changes in the right-of-way and easement limits are avoided. Drainage, temporary traffic control, erosion and sediment control, and other critical plan elements will be considered when developing the right-of-way plans. Completion of this advance set will allow appraisals and negotiations to be underway while final design is being completed.

Identification of Critical Properties – The Design-Build Project Manager will be responsible for integrating the design, utility, permitting, right-of-way, and construction disciplines in order to develop an accurate and realistic Project Schedule. As part of this process, properties critical to the Schedule will be identified and prioritized. On this Project, the right-of-way and easements required from the Fairfax County Park Authority properties may be critical not only from a construction sequencing standpoint, but also due to the additional environmental coordination which may be required for transfer of park property to VDOT, and provide sufficient space for the relocation of the utilities within the park boundaries. Minor modifications to the plans, such as architectural treatment to the bridge, may alleviate some of the environmental concerns for the project and allow right-of-way acquisition to progress as quickly as possible.

Early Identification of Existing Utilities – One of the first steps our Team will take is delineate all of the existing utilities within the limits of the project. We will then coordinate our design with this information to determine where test pitting is required. During this process, our Lead Utility Coordination Manager will closely coordinate with each utility owner to verify their facilities and determine conflicts. We will also work with VDOT to determine the limit of the previous studies so moving forward we can assure any impacts to probable utility relocations are within the study area and covered in the existing FHWA document approvals.

Avoidance and/or Minimization of Conflicts - As potential conflicts with the design are identified, the Team will focus on design and construction solutions that avoid, or if not possible, minimize the needed relocations. The Lead Utility Coordination Manager will work closely with the utility owners and our environmental staff to develop cost and schedule effective relocation plans with minimal impacts to the adjacent waters and wetlands which will assist in the overall project permitting, and reduce the costs of environmental mitigation. The Team will immediately ascertain the status of the negotiations with FCPA and determine if additional conservation easement area will be required, as well as identify which utility relocations will potentially impact FCPA property to facilitate negotiations as early in the process as possible.

Limiting Construction Access – Given the close proximity to existing and proposed conservation easements on FCPA property our team will clearly mark the construction limits on all project designs as well as mark them in the field to minimize the potential for encroachments. We have successfully facilitated similar constraints during our numerous bridge construction projects over the W&OD trail, as well as the Sully Access Road.

Advance Utility Relocation Designs – For the Walney Road Project, one of the critical utility adjustments will be the relocation or protection of the existing 24” sanitary sewer which parallels Flatlick Branch on the south side of the stream. Due to the additional fill placed on this facility, we anticipate that protection or relocation will likely be required. Since sanitary sewer facilities can be completed as “in-plan” by our Team, we will accelerate coordination with the Fairfax County Department of Public Works to determine what adjustments are needed to the existing facilities. Plans will be developed based on that early coordination to allow for construction as soon as possible, and will include important permitting items which can affect schedule and cost such as existing wetland limits, and conservation easement encroachments. A possible time-saving measure for the project would be to complete a temporary pump-around for the existing facility so that the new sewer could be installed in the existing easement. Since the existing sewer is offset to the north side of the existing easement, there may be adequate room to install a new sewer line towards the southern limit of the existing easement. This would eliminate the need for additional easement acquisition, and allow the necessary relocation to be completed very early in the overall sequence of the project.

VDOT’S ROLE

Throughout the right-of-way and utility relocation process, we expect VDOT’s involvement will be in the review of the right-of-way plans and approval to allow for property acquisition. VDOT will review all appraisals and offers prior to meeting with the property owners, and will pay for property impact values as identified in the RFQ documents. With respect to utility relocations, VDOT will remain involved to ensure utility crossings and locations are designed in accordance with their manuals and requirements, and that prior-rights are properly identified by the utility owner and design-build Team. Where needed for property acquisition, VDOT’s power of Eminent Domain may also be required where agreement to a property value can’t be reached and condemnation processes need to be initiated.

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

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	2
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: 0657-029-099, R201, C501, B641

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	N/A
SCC Registration	3.2.10	Section 3.2.10.1	no	N/A
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	N/A
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	N/A
DPOR Registration (Non-APELSCIDLA)	3.2.10	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 Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	N/A
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	5-7

ATTACHMENT 3.1.2

Project: 0657-029-099, R201, C501, B641

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	N/A
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-14

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00104103DB62
PROJECT NO.: 0657-029-099, R201, C501, B641

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 04/30/13
(Date)
2. Cover letter of RFQ Addendum No. 1 06/12/13
(Date)
3. Cover letter of _____
(Date)


SIGNATURE

6/20/13
DATE

ATTACHMENT 3.2.6

State Project No. 0657-029-099, R201, C501, B641

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. 0657-029-099, R201, C501, B641

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.: 0657-029-099, R201, C501, B641

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.

 6/20/13

Signature Date Title
President/CEO/Manager

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

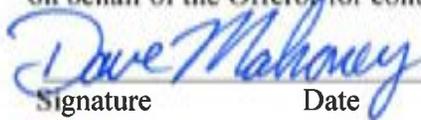
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

May 29, 2013

Executive Vice President

Title

Dewberry Consultants LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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

05/08/13

Date

President

Title

GeoConcepts Engineering, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

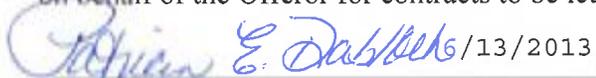
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

	13/2013	President
Signature	Date	Title
<u>Diversified Property Services, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

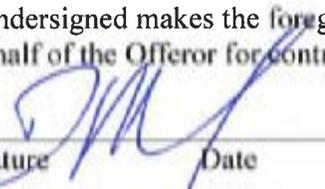
The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

Signature

Date

Title

Name of Firm



President

Specialized Engineering

ATTACHMENT NO. 3.2.7(b)

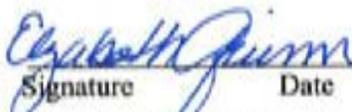
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

	May 20, 2013	President
Signature	Date	Title
Quinn Consulting Services, Inc.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

- 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.

M. Sullivan 5-7-13 DEPT. MGR.
Signature Date Title

So-Deep, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

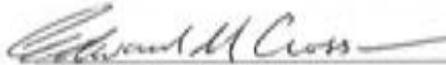
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0657-029-099, R201, C501, B641

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.

 6/13/13
Signature Date

Vice President
Title

AeroMetric, Inc.
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 12, 2013

Kevin Reichert, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00104103D862 - A Design-Build Project
Walney Road Bridge Replacement and Road Widening - From: Westfield Boulevard (Route 6755)
To: Willard Road (Route 6215) and From: Dallas Street (Route 745) To: 250 Feet North of Dallas Street
Estimated Contract Value: \$12,000,000

Dear Mr. Reichert:

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.

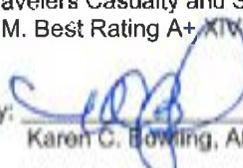
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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. 005454350

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 12th day of June, 2013.

Kevin E. Hughes
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. 0657-029-099, R201, C501, B641

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
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2013
DIW Group Inc	F128190-8	Corporation	Active	4845 International Blvd. #104 Frederick, MD. 21703	Business Entity	0407004748	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			
Accumark Inc.	0440745-8	Corporation	Active	9500 King Air Court Ashland, VA. 23005	Business Entity	0407005172	December 31, 2013
So-Deep, Inc.	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA. 22111	Business Entity	0407002900	December 31, 2013

*Formerly known as Dewberry & Davis, LLC

Please note: The SCC website will be unavailable Saturday, June 15, from 8 a.m. noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

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



06/13/13

LLCM3220

LLC DATA INQUIRY

15:11:42

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)

Please note: The SCC website will be unavailable Saturday, June 15, from 8 a.m. noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

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

St
Cor



06/13/13
15:12:09

LLCM3220 LLC DATA INQUIRY

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)

Please note: The SCC website will be unavailable Saturday, June 15, from 8 a.m. noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

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



St
Cor



CISM0180

CORPORATE DATA INQUIRY

06/13/13

15:14:20

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:
 1995 HIGHLAND VISTA DR #170

CITY: ASHBURN STATE : VA ZIP: 20147

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

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

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

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

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Saturday, June 15, from 8 a.m. noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

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



St
Cor



06/13/13
15:14:45

CISM0180 CORPORATE DATA INQUIRY

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134
R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
ACCEPTED AR#: 212 14 5571 DATE: 09/11/12 ARLINGTON COUNT
CURRENT AR#: 212 14 5571 DATE: 09/11/12 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Saturday, June 15, from 8 a.m. noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

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



CISM0180

CORPORATE DATA INQUIRY

06/13/13

15:15:02

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

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

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, June 20, from 6-10 p.m. for system maintenance. We apologize for the inconvenience and appreciate your patience.

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

[SCC Home](#)
[Contact SCC](#)
[Site Map](#)
[Search](#)



Virginia.gov

CISM0180

CORPORATE DATA INQUIRY

06/20/13

10:12:11

CORP ID: - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
CORP NAME:

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)

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

St
Cor



CISM0180

CORPORATE DATA INQUIRY

06/13/13

15:15:18

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	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	220.00					25,000

(Screen Id:/Corp_Data_Inquiry)

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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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Cor



06/13/13

CISM0180

CORPORATE DATA INQUIRY

15:17:21

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

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

STREET: 21601 AVENS CT AR RTN MAIL:

CITY: ASHBURN STATE : VA ZIP: 20148
 R/A STATUS: 2 OFFICER EFF. DATE: 01/30/97 LOC : 153
 ACCEPTED AR#: 212 54 4988 DATE: 11/26/12 LOUDOUN COUNTY
 CURRENT AR#: 212 54 4988 DATE: 11/26/12 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

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



St
Cor



06/13/13

CISM0180

CORPORATE DATA INQUIRY

15:17:37

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

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

STREET: 8397 EUCLID AVENUE AR RTN MAIL:

CITY: MANASSAS PARK STATE : VA ZIP: 20111
 R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC : 315
 ACCEPTED AR#: 213 51 7036 DATE: 04/08/13 MANASSAS PARK
 CURRENT AR#: 213 51 7036 DATE: 04/08/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Details of license number 2705071652

[print](#)

Name: SHIRLEY CONTRACTING COMPANY LLC
License Number: 2705071652
License Description: Contractor Class A
[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](#)
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[1](#)
[Next](#)
[Last](#)

No Open Complaints

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Details of license number 0407004404

[print](#)

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
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](#)
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No Open Complaints

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

Details of license number 0407003733

[print](#)

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	2013-08-31
0402039004	VYAS, KAUSHIKKUMAR BHUPENDRAPRASAD	Professional Engineer License	2014-06-30

Showing 1 to 2 of 2 entries

No Open Complaints

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

No Closed Complaints

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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 0407004748

[print](#)

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402020050	MITCHELL, CHARLES ROBERT	Professional Engineer License	2013-07-31

Showing 1 to 1 of 1 entries

No Open Complaints

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

No Closed Complaints

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

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

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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 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

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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 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@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.

No Closed Complaints

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Details of license number 0402026380

[print](#)

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0407003733	QUINN CONSULTING SERVICES INC	Business Entity Registration	2013-12-31

Showing 1 to 1 of 1 entries

No Open Complaints

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Jeff 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 12 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, D-B 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. <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> (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. Owner Contact: Prince William County, 5 County Complex Court, Prince William, VA 22192, Khattab O. Shammout,

PE, (703) 792-6826.

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. **Owner Contact:** VDOT, Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Susan Shaw, PE, (703) 259-1995.

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*. **Owner Contact:** Toll Road Investors Partnership L.P., 45305 Catalina Court, Suite 102, Sterling VA 20166, E. Tom Sines (703) 707-9096.

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

Shirley Contracting Company, LLC, Contract Manager, June 2005 – September 2008

As Contract 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. **Owner Contact:** VDOT, Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Susan Shaw, PE, (703) 259-1995.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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

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

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

1. Route 50 Widening Design-Build Project

Quality Assurance Manager (September 2011 – June 2015)

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

2. I-495 HOT Lanes Design-Build Project

Area Quality Control Engineer (November 2008 – April 2009)

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

3. Gilberts Corner Design-Build Project

Area Quality Control Engineer (January 2008 – November 2008)

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

4. Fairfax County Parkway Design-Build Project

Quality Assurance Manager (February 2010 – March 2013)

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

5. Route 27/244 Interchange Design-Build Project

Quality Assurance Manager (March 2012 – August 2015)

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

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, Design QA/QC
c. Name of Firm with which you are now associated: Dewberry Consultants LLC
d. Years experience: With this Firm 13.5 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">• 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> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 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. 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, Assistant Design Manager (September 2002 – December 2012)

Mr. Kuntz helped to oversee 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, Project Manager for Design (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: Thomas O'Brien, Senior Project Superintendent
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 21 Years With Other Firms 15 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 - Senior Project Superintendent, 1996–Present <ul style="list-style-type: none">● Fairfax County Parkway Phase III, 2011 to 2013 – Senior Project Superintendent and Construction Manager for the \$21.9 million project including a six-lane divided roadway, bridge and noise barriers for EFLHD.● National Geospatial Intelligence Agency, North Loop Road, New Campus East-Ft. Belvoir, VA. 2008 to 2011 – Senior Project Superintendent for a \$27.5 million project which included roadway, bridge over Accotink Creek, retaining walls, and utility construction.● Defense CEETA Remote Delivery Facility, 2008 to 2011 – Senior Project Superintendent in charge of \$18 million project to construct a remote delivery facility including roadways, grading, drainage, and utilities.● Route 28 Corridor Improvements, McLearn Road Interchange burg, VA, 2006-2008 – Senior Project Superintendent on this \$18 million design-build project that included a new trumpet style interchange including earthwork, drainage, bridge, roadway, utility construction and maintenance of traffic.● Route 28 Corridor Improvements, Westfields Boulevard Interchange Project, Loudoun County, VA, 2005-2006 – Project Superintendent on one of the individual design-build components of the Route 28 Corridor Improvements Project, this new interchange at the intersection of Route 28 and Westfields Boulevard in Fairfax County consisted of construction of a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting, and signalization.● North-South Service Roads, Washington Dulles Airport – Dulles VA, 2002-2003 – Project Superintendent for a the \$6.4 million project to construct a new access road on airport property including grading paving, drainage, all completed in a secure work area.● Route 28 Corridor Improvements, Barnsfield Road/Air & Space Museum Parkway Interchange – Dulles, VA, 2001-2002 – Project Superintendent for the \$14.5 million partial interchange project. Responsibilities included the management and oversight of all roadway work including grading, paving, signing, lighting, and maintenance of traffic.● Route 28/Route 29 Interchange, Centerville, VA. 2000-2001-Project Superintendent on the new interchange and grade separation project at the intersection of Route 28 and Route 29.● Springfield Interchange Phases II/II, Springfield, VA. 1998-2000-Project Superintendent for the \$90 million Phase II/III Project which included, interstate highway construction, grading, paving, bridges, retaining and sound barrier walls, lighting, and TMS systems.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: A.A.S. Civil Engineering State University of new York, Farmingdale, New York 1977
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain Virginia Department of Conservation and Recreation DCR RLD and Virginia Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.
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> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. Fairfax County Parkway Phase III – Springfield, VA. – Senior Project Manager and Construction Manager (2011 to 2013) Mr. O'Brien was the Senior Project Superintendent and Construction Manager for the \$27.4 million design-build project for EFLHD which completed the final segment of the Fairfax County Parkway from Rolling Road to I-95. The Project included a six-lane divided, limited access highway, improvements to the Franconia Springfield Parkway interchange

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

2. National Geospatial Intelligence Agency, New Campus East – North Loop Road Project, Fort Belvoir, Virginia (2009-2011)

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

3. Defense CEETA Remote Delivery Facility Fort Belvoir, Virginia (2007-2009)

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

4. Route 28 Corridor Improvements, McLearen Road Interchange Fairfax, Virginia (2006-2007)

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

5. Route 28 Corridor Improvements, Westfields Boulevard Interchange, Fairfax, Virginia (2004-2006)

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Todd Kief, Utility Coordinator
b. Project Assignment: Lead Utility Coordination Manager
c. Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d. Years experience: With this Firm 12 Years With Other Firms 16 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 – June 2001 to Present <ul style="list-style-type: none">• July 2011 to Present – Client: VDOT. Utility Relocation Manager for the Pacific Boulevard Extension for the Shirley Design-Build Team.• March 2011 to Present – Client: VDOT. Utility Relocation Manager for the Route 50 Widening for the Shirley Design-Build Team.• February 2011 to Present - Client: Prince William County. Utility Relocation Manager for the University Boulevard and Hornbaker Road Project for the Shirley Design-Build Team.• February 2010 to October 2010 – Client: VDOT. Utility Relocation Manager for the Waxpool Road/Loudoun County Parkway Intersection Improvements for the Shirley Design-Build team.• October 2009 to December 2012 – Client: FHWA. Utility Relocation Manager for the Fairfax County Parkway Phase III Improvements Project for the Shirley Design-Build team.• July 2008 to August 2010 – Client: VDOT. Utility Relocation Engineer for the Pacific Boulevard Design-Build Project, for the Shirley Design-Build team.• February 2008 to November 2011 – Client: MDSA. Utility Relocation Manager for Intercounty Connector (ICC) Contract C for the Shirley Design-Build team.• February 2008 to September 2009 – Client: Kettler, LLC. Utility Relocation Manager for the Route 7/River Creek Parkway Interchange.• July 2007 to September 2009 – Client: VDOT. Utility Relocation Manager for the Battlefield Parkway Design-Build Project as part of the Shirley Design-Build team.• March 2005 to September 2007 – Client: TRIP II. Utility Relocation Manager for the Dulles Greenway Capital Improvements Program for the Shirley Design-Build team.• September 2002 to Present – Client: VDOT. Utility Relocation Manager for the Route 28 Corridor Improvements Project as part of the Shirley Design-Build team• June 2001 to September 2002 - Scheduling and Estimating for various Shirley Projects RF Kline Construction Company – June 2000 to June 2001 <ul style="list-style-type: none">• June 2000 to June 2001 – Client: Fredrick County Water and Sewer Authority. Project Manager for the construction of water and sewer improvements of the Urbana Water and Sewer Project for RF Kline Construction. Marjon Construction Company – January 1998 to June 2000 <ul style="list-style-type: none">• January 1998-June 2000-Client: VDOT. Project Manager for Dulles Toll Road Widening for Marjon Construction.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: West Virginia Institution of Technology, Montgomery, WV / BS / 1984 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: None
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> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. Route 50 Widening - Fairfax & Loudoun Counties, VA - Utility Manager (2011 to Present) <p>Mr. Kief serves as the Project Utility Manager responsible for coordinating with the Shirley/Dewberry Design-Build Team for this \$69 million project. The project includes 3.8 miles of widening from four to six lanes with replacement and widening of two bridges over Cub Run. As Utility Manager, Todd coordinated with the public and private utility companies and the Design Team through the design phase to complete constructability reviews and utility conflict analysis. Todd analyzed utility designations and test pits to determine conflicts, developed utility avoidance strategies,</p>

and assisted the planning of utility relocation designs for unavoidable conflicts. For each utility Todd held Utility Field Investigation (UFI) meetings, reviewed and approved utility plans and estimates, completed UT-9s for determination of the prorated share of utility costs, and continues to manage the utility relocation schedule in the field. For the Route 50 Widening Project, Todd is managing the relocation of over 2.5 miles of overhead utilities including Dominion Power, Verizon South, Comcast Communications, and Cox Communications. He is relocating extensive underground communication lines including 2 miles of MCI, 2 miles of Abovenet, 0.5 mile of AT&T Local, 3,500 LF of Verizon of NOVA, 2.5 miles of Verizon South, 2,000 LF of Fiberlight, and 1,000 LF of Level 3 Communications lines. Todd is also responsible for the relocation of water and gas lines on the project including 6,000 LF of 30" Loudoun Water waterline, 980 LF of 30" Fairfax Water waterline, and over 2,500 LF of 12" and 6" Washington Gas lines.

2. Intercounty Connector Contract C - Montgomery County, MD - Utility Manager (2008 to 2011)

Mr. Kief served as the Project Utility Manager responsible for coordinating with the design-build team on this \$514 million design-build project. Mr. Kief worked with the roadway design engineers and all major utilities impacted by the project to develop a plan to mitigate the utility relocations. Mr. Kief oversaw the design and construction of utilities owned by Baltimore Gas & Electric (BG&E), PEPCO, Verizon, AT&T Long Distance, WSSC Water and Sewer, Fiberlight, MCI (Verizon Business) and Comcast.

3. Route 28 Corridor Improvements Project - Loudoun & Fairfax Counties, VA - Utility Manager (2002 to Present)

Utility Manager responsible for working with the design-build team and all the utility companies (public and private) for the coordination of the relocation of their facilities in conflict with construction of this \$342 million project for ten (10) new interchanges and various secondary roadways. Whenever possible, design solutions have been developed to mitigate the impacts to the existing utilities. Several solutions on this project have saved millions of dollars in relocation costs and many months of schedule impact. Mr. Kief was responsible for coordinating over \$20 million of utility relocations by over 20 different utility owners. Mr. Kief's responsibilities include holding Utility Field Investigation (UFI) Meetings, researching utility easements, preparing UT-9s and determining prorated cost share, coordinating utility relocation designs with PPTA plans, preparing utility easement instruments, approving utility estimates, managing the utility relocation construction in the field, and coordinating with roadway and bridge construction managers to ensure that the utility relocation schedule is integrated with other field operations.

4. Pacific Boulevard Design-Build Project, Loudoun County, VA - Utility Relocation Manager (2008 - 2010)

Mr. Kief as Utility Relocation Manager was responsible for coordinating with the Northern Virginia Regional Park Authority and Dominion Power to relocate the utilities along the W&OD Trail within an easement on NVRPA property. Mr. Kief also worked with the adjacent property owners to coordinate the location of utilities necessary for future development. Mr. Kief performed constructability reviews of the construction plans during the design phase to identify potential utility conflicts and to coordinate the design-build construction documents with the utility owners relocation plans. Mr. Kief managed the construction of the utility relocations and collected field data for utility as-built drawings.

5. Battlefield Parkway Design-Build Project, Loudoun County, VA - Utility Relocation Manager (2007- 2009)

As the Utility Relocation Manager, Mr. Kief was responsible for coordinating with the Northern Virginia Regional Park Authority, Dominion Power, and Verizon to relocate the utilities along the W&OD Trail within an easement on NVRPA property. Mr. Kief also managed the relocation of aerial utilities along Route 7 and Town of Leesburg water and sewer lines. In addition he performed the constructability reviews of the construction plans during the design phase to identify potential utility conflicts and coordinate the design-build construction documents with the utility owners relocation plans. He managed the construction process and the collection of data for the as-built construction drawings.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Seth. C Bourne, Project Manager
b. Project Assignment:	Right-of-Way Manager
c. Name of Firm with which you are now associated:	Shirley Contracting Company, LLC
d. Years experience: With this Firm 3 Years With Other Firms 7 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years.	<p>Shirley Contracting Company, LLC</p> <p>Design Build Project Manager (December 2012 - Present)</p> <ul style="list-style-type: none">• Route 29 Bridge over Little Rocky Run, June 2013 to October 2015 – Responsible for the total oversight of the Shirley/Dewberry Team , the QA/QC Process, the Right of Way Acquisition Process, Utility Relocation, communication and coordination with VDOT and the Town of Leesburg, and the transition from the design and plan approval stage into full construction for the \$11.4 million design-build project.• Sycolin Road Overpass of the Route 7/15 Bypass, December 2012 to October 2014 – Responsible for the total oversight of the Shirley/Dewberry Team , the QA/QC Process, the Right of Way Acquisition Process, Utility Relocation, communication and coordination with VDOT and the Town of Leesburg, and the transition from the design and plan approval stage into full construction for the \$12.2 million design-build project. <p>Right of Way Manager (September 2012 - Present)</p> <ul style="list-style-type: none">• I-64 Exit 91 Interchange Improvements, September 2012 to August 2015 – Responsible for the total oversight of the Shirley/Dewberry Team for the complete Right of Way Acquisition Process. Communicates and coordinates with VDOT, various Utilities, the Design Team, Augusta County, and the various property owners during the appraisal, negotiation, acceptance and/or COT, settlement, and close out to overcome all issues, questions, and concerns to expedite the acquisition of land rights in order to maintain the project schedule and owner/public relations and perception on the \$12.07 million design-build project. <p>Assistant Project Manager (November 2009 - Present)</p> <ul style="list-style-type: none">• Route 27 and 244 Interchange, July 2011 to August 2015 – Responsible for assisting in the management of the Shirley/Dewberry Team and the management of the acquisition of Right of Way for the \$31.5 million design-build project• Pacific Boulevard Extension, June 2011 to August 2013 – Responsible for assisting in the management of the Shirley/Dewberry Team and the management of the acquisition of Right of Way for the \$5 million design-build project.• Route 50 Widening (Poland Road to Lee Road), March 2011 to May 2015 – Responsible for assisting in the management of the Shirley/Dewberry Team and the management of the acquisition of Right of Way for the \$68 million design-build project.• Prince William County PPTA (University Boulevard and Hornbaker Road), February 2011 to December 2013 - Responsible for assisting in the management of the design and management of the acquisition of Right of Way for the \$28 million PPTA project.• Spotsylvania County PPTA (7 Intersections), November 2009 to December 2014 – Design Build Project Manager/Right of Way Manager responsible for managing the Shirley/Dewberry/Diversified Property Services Team for the \$18 million County project.• I-95 4th Lane Widening, November 2009 to July 2010 – Assistant Project Manager responsible for assisting in the management of the Shirley Construction Team for the \$92 million VDOT Mega Project. <p>Rappahannock Construction Company, Inc.</p> <p>Senior Project Manager (January 2005 - November 2009)</p> <ul style="list-style-type: none">• Walmart Supercenter, September 2008 to November 2009, Senior Project/Field Operations Manager responsible for construction of the \$5.79 million site work and Route 17 roadway improvements for the new Walmart in Stafford County.• East Rockingham High School & Riverbend Elementary School, February 2008 to November 2009, Senior Project/Field Operations Manager responsible for construction of the \$9 million site work and roadway improvements for the High School/Elementary School Campus in Rockingham County, including improvements to existing Rockingham Pike and Route 33.• Rocky Run Gravity Sewer, October 2008 to August 2009, Senior Project/Field Operations Manager responsible for construction of the \$3 million, 10,000 linear foot sanitary sewer trunk system including six stream crossings.• Hospital Road (City of Petersburg Transportation), September 2007 to July 2008, Senior Project/Field Operations

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

<p>Manager responsible for the \$8.8 million construction of an 8,300 linear foot four lane road on a new alignment including signals, sanitary sewer and water mains.</p> <ul style="list-style-type: none">• Rockingham Memorial Hospital Utilities, May 2007 to February 2008, Senior Project/Field Operations Manager responsible for construction of \$3.1 million in utility improvements including sanitary sewer, water main, and storm sewer to serve the new 300 Bed Hospital in Rockingham County.• Spotsylvania County Fleet Maintenance Facility, May 2007 to February 2008, Senior Project/Field Operations Manager responsible for \$3.3 million construction of the new 25 Acre Fleet Management Facility for Spotsylvania County.• Potomac Landing Section III, February 2007 to September 2007, Senior Project/Field Operations Manager responsible for the \$1.2 million construction of a new ditch section subdivision in King George County including installation of deep utilities.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Randolph Macon College, Ashland, VA - BA, 2002 Business and Economics
f. Active Registration: Year First Registered/ Discipline/VA Registration #: None
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. Sycolin Road Overpass of the Route 7-15 Bypass Design-Build Project Design-Build Project Manager & Right-of-Way Manager (June 2011 – August 2013) Mr. Bourne is responsible for the management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, and construction for this \$12.2 million design-build project which extends from Gateway Drive to Hope Parkway in Loudoun County, Virginia. Mr. Bourne was also responsible for the management and administration of the acquisition of all Right of Way for four parcels impacted by this project. Mr. Bourne is the main points of contact for the Shirley/Dewberry Team and is responsible for communication and coordination with the 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. In cooperation with VDOT, Mr. Bourne held multiple public information meetings to notify the public, schools, emergency services, etc of the impending closure of Sycolin Road, to make for a smooth conflict-free work-shift when the closure was performed.</p> <p>2. I-64, Exit 91 Interchange Improvements Project Right of Way Manager (September 2012 –August 2015) Mr. Bourne was the assistant project manager responsible for portions of leadership for the Shirley/Dewberry Team through all phases of the design-build process including design, permitting, ROW acquisition, utility relocations and construction. Mr. Bourne coordinates with stakeholders including VDOT, local land owners, developers, and Augusta County. Mr. Bourne is responsible for the management and administration of the acquisition of Right of Way from the 24 impacted properties in Augusta County. Mr. Bourne works directly with VDOT Special Projects Leader, VDOT Central Office, Diversified Property Services, the respective property owners, and the local zoning and planning offices to expeditiously acquire the necessary land rights. Mr. Bourne coordinates with all parties to address property owner concerns and minimize property impacts. Mr. Bourne, along with along with Mr. Todd Kief as Utility Coordinator and Mr. Ryan Tibbs as Construction Manager, worked together to schedule and prioritize the acquisition of the right of way in order expedite the relocation of utilities and minimize the impact of right-of-way and utility relocations on the construction schedule.</p> <p>3. Route 50 Widening Project Assistant Project Manager (March 2011 – May 2015) Mr. Bourne was the assistant project manager responsible for portions of leadership for the Shirley/Dewberry Team through all phases of the design-build process including design, permitting, ROW acquisition, utility relocations and construction. Mr. Bourne continues to coordinate with stakeholders including VDOT, local land owners, developers, and Fairfax and Loudoun Counties. Mr. Bourne is responsible for the management and administration of the acquisition of Right of Way from the 64 impacted properties in both Fairfax and Loudoun Counties. Mr. Bourne works directly with VDOT Special Projects Leader, VDOT Central Office, Diversified Property Services, the respective property owners, and the local zoning and planning offices to expeditiously acquire the necessary land rights. He coordinates with all parties to address property owner concerns and minimize property impacts. Mr. Bourne, along with along with Mr. Kief as Utility Coordinator and Mr. Meyer as Construction Manager, worked together to schedule and prioritize the acquisition of the ROW in order expedite the relocation of utilities and minimize the impact of ROW and utility relocations on the construction schedule.</p>

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: Battlefield Parkway Design-Build Location: Leesburg, Virginia	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client: VDOT 4975 Alliance Drive, Fairfax, VA 22030 Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: susan.shaw@VDOT.Virginia.gov	November 2009	November 2009	\$ 24,527	\$ 25,670* * Difference due to Owner added scope	\$ 25,670

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



Shirley Design/Build, LLC, was selected by VDOT in May 2007 using VDOT's design-build procurement process to design and construct 0.7 miles of 4-lane roadway including dual 1,250 ft. bridges spanning the W&OD trail and the Tuscarora Creek floodplain. The Design-Build Team's responsibilities included all design and engineering, permitting, right-of-way acquisition, utility relocations, construction, and quality assurance and quality control. The project required close coordination with the Northern Virginia Regional Park Authority (NVRPA) to reduce the impacts to the W&OD Trail. The Project was completed on schedule in the Fall of 2009. The Shirley Team, including Shirley Contracting Company, LLC as the Lead Contractor, and Dewberry Consultants, (formally Dewberry & Davis) as the Lead Designer, continued their long standing successful partnership performing design-build projects together.

On the Battlefield Parkway Project, public involvement and coordination with local businesses, residents and the traveling public was always essential to provide a high level of customer service to the affected community. One end of Battlefield Parkway is located within a sensitive residential community and park, the middle spans the heavily used W&OD Trail park, and the other end ties into a high volume primary roadway. Our Team attended several local HOA meetings and provided other correspondence and notices, including creating and maintaining a project website to ensure that the community and traveling public was kept abreast of the project schedule and changing project conditions.

One of the major hurdles to getting started with construction on any design-build project is the acquisition of right-of-way. On the Battlefield Parkway Project, 80% of the new roadway was located on six parcels owned by four different property owners. Understanding that we had proposed an aggressive schedule for the Project, early acquisition of this right-of-way was critical to meeting our project goals. Immediately after the Date of Commencement we began discussions with each of the affected property owners. Within five months we were able to execute Right-of-Entry agreements with all four property owners allowing Shirley to start construction three months ahead of schedule. We have learned the importance of early communication and coordination with affected property owners, a lesson that we will bring to the Walney Road Bridge Replacement and Widening Project.

The Battlefield Parkway Project required close coordination with the Town of Leesburg and adjacent property owners during the design phase to minimize future costs for completing future road improvements proposed within the project limits. At no cost to VDOT, our Team prepared exhibits of the future Route 7 and Battlefield Parkway interchange for review by the Town of Leesburg and VDOT and set the profile elevation on our project at an agreed upon elevation to reduce rework during future interchange construction. We also coordinated with VDOT and the Town to include a "T" intersection and stub-out to the future alignment of Russell Branch Parkway, providing exhibits and cost estimates for the additional turn lanes and pavement area. We delayed construction in this area until funding for these improvements could be approved through the Town of Leesburg and the scope added to our contract. We then resequenced the schedule so these additional improvements could be completed without delay to the original completion date.

The Battlefield Parkway Project included many elements that are similar to the Walney Road Bridge Replacement and Widening Project including, roadway construction, signals, utility relocations, right-of-way acquisition, environmental permitting, and a new bridge structure. The Battlefield Parkway Project enabled our Team to gain significant experience in coordinating and obtaining Environmental Permits through VDOT's Interagency Coordination Meeting (IACM) process. On Battlefield our Team completed wetland surveys and stream assessments and obtained the Jurisdictional Determination from the Corp of Engineers prior to the Date of Commencement. Immediately after the Date of Commencement we worked with VDOT's Project Manager and the NOVA District Environmental Section to secure the necessary mitigation and submit the Joint Permit Application (JPA). Finally, after presenting the project to the permitting agencies at the IACM meeting we obtained the Environmental Permit within only four months from the start of the project. Working jointly with VDOT through the IACM process we were able to obtain the Environmental Permit for the Battlefield Parkway Design-Build Project months ahead of the planned construction start date ensuring that there would be no construction delays due to Environmental Permitting.

For the Walney Road Bridge Replacement and Widening Project we are proposing to use many of the key team members that have worked successfully on the Battlefield Parkway Project including, Shirley Contracting, Dewberry, Diversified Property Services, and Key Title and can therefore offer an experienced design-build team that is in place and can begin immediately.

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: Fairfax County Parkway Phase III Location: Fairfax County, Virginia	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client.: Eastern Federal Lands Highway Division Phone: 703-404-6302 Project Manager: Mr. Robert Morris Phone: 703-404-6302 Email: Robert.morris@dot.gov	July 2012	July 2013 * Due to Owner added scope and time	\$21,419	\$27,441 *(due to Owner added scope)	\$27,441

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 October 2009, Shirley Design/Build, LLC was awarded the Fairfax County Parkway Phase III Project which completed the final segment of the Fairfax County Parkway Project. The Shirley DB Team was comprised of Shirley Contracting Company, LLC as the Lead Contractor and Dewberry Consultants, LLC (formally Dewberry & Davis) as the lead Designer. The Project consisted of construction of 1.4 miles of a six-lane divided, limited access highway within the existing right-of-way, improvements to the Franconia Springfield Parkway Interchange including a relocation of Hooes Road, Widening of Ramp D to two lanes, construction of a new bridge carrying Rolling Road over the Fairfax County Parkway, construction of 3 noise barrier walls, waterline relocation, relocation of 3-phase overhead power lines, and relocation of cable and telecommunications services.

The key features of this \$21 million contract consisted of the construction of a 6-lane divided, limited access highway within the existing right-of-way, improvements to the Franconia Springfield Parkway Interchange including a relocation of Hooes Road, widening of Ramp D to 2-lanes, and construction of 3 separate Noise Barrier Walls. Additionally, the Project included a new bridge to carry "local" Rolling Road over the Parkway which will connect multiple residential communities, bridge superstructure median reconstruction, as well as signing including 8 new cantilevered sign structures, lighting, landscaping, and stormwater management improvements.

The Project also included an updated NEPA Re-evaluation to address design changes due to changes in design standards and Maintenance of Traffic (MOT) operational improvements. The Design-Build Team provided permitting services, including completion of a NEPA re-evaluation document which was approved by Fairfax County, the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA). This project utilized stimulus (ARRA) funding and was administered by FHWA Eastern Federal Lands Highway Division on behalf of VDOT. It also involved coordination with Fairfax County, the U.S. Department of the Army, and several permitting agencies including the Department of Environmental Quality and U.S. Army Corps of Engineers. All interim project milestones were met and the overall Project was completed on schedule and on budget.

Shirley and EFLHD partnered successfully throughout the duration of the project. Coordinating with the Virginia Mega Projects office, our team developed Traffic Maintenance Plans to minimize delays and impacts to the public during peak traffic rush hours; resolved issues quickly and efficiently, 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. The Project Team held public meetings with impacted stakeholders, hosted a project website, and posted public notifications for lane closures. Shirley and Dewberry are extremely experienced and knowledgeable with the immediate vicinity of the Fairfax County Parkway having recently completed other project's on the parkway. We have developed relationships with the surrounding communities and stakeholders, are fully aware of the traffic flows and volumes for what will be necessary to maintain a safe and effective work zone and have firsthand experience and knowledge of all of the roadway components necessary to successfully construct the Walney Road Bridge Replacement and Widening project.

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: Pacific Boulevard Location: Loudoun County, Virginia	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client: VDOT 4975 Alliance Drive Fairfax, VA 22030 Project Manager: Christiana Briganti-Dunn, PE Phone: 703-259-2960 Christiana.briganti@VDOT.Virginia.gov	August 2010	August 2010	\$18,977	\$19,294 * Difference due to Owner added scope	\$19,294

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



Shirley Contracting Company, LLC as the Lead Contractor, was selected by VDOT in May 2008 to design and construct 0.64 miles of 4-lane roadway to complete a critical segment of the Route 28 parallel road network along the west side of Route 28 between Auto World Circle and Severn Way. The Shirley Team was responsible for all aspects of the design-build process including design, permitting, right-of-way acquisition, utility relocations, public relations, construction, safety, and quality assurance and quality control. The project included dual 129' long single span bridges over the W&OD trail and a two span 239' long bridge over Cabin Branch. Other project features include a five foot wide sidewalk along the east side of the roadway, a 10 foot wide trail along the west side of the roadway along with connections to the W&OD Trail. The project required close coordination with the Northern Virginia Regional Park Authority (NVRPA) to gain approval of the design concept, aesthetics and to minimize impacts to the regional park and W&OD Trail users. During design our Team coordinated with NVRPA on design details including the minimum open area of the structure and the light well between bridges to maintain the NVRPA's desirable open feel of the park. We also included an ashlar stone finish to all of the vertical faces of the MSE walls at both abutments of the trail to achieve the NVRPA's desirable aesthetic appeal.

As planned, the project was segmented into three areas, the area south of the W&OD Trail, the area north of Cabin Branch and the area between the two bridge crossings. The only available access to the area between the two bridges within right-of-way was by crossing the W&OD Trail or installing a extensive temporary stream crossing of the environmentally sensitive Cabin Branch. In order to minimize environmental impacts at Cabin Branch and the avoid crossing the W&OD Trail, a crossing that was precluded by the project's environmental document, Shirley coordinated with an adjacent property owner to obtain a right-of-entry agreement that allowed for construction of a 1300 LF temporary access road from Route 28. Although this access Road was expensive to construct and maintain it allowed the project to comply with environmental commitments at the W&OD Trail, minimize anticipated environmental impacts at Cabin Branch and enabled the construction Team to advance the construction of the center section of the Project ahead of schedule.

During the right-of-way acquisition phase of the project, our Team worked closely with VDOT and Loudoun County to call in available proffered right-of-way and negotiate with property owners to minimize project costs. The majority of the right of way was required from a single property owner who owned all of the proposed right-of-way along 75% of the Project's length. Although some of this right-of-way was proffered the additional non-proffered right-of-way was appraised at over \$3 million dollars. The Shirley/Dewberry Team and VDOT coordinated with the property owner to modify the design to accommodate the property owner's future site plan needs. These plan changes and accommodations for the property owner facilitated the dedication of all proffered and non-proffered right-of-way from the property owner at no cost to VDOT, resulting in a project savings of over \$3 million dollars. Additionally, the Shirley Team with Diversified Property Services performing the right-of-way scope were able to obtain negotiated settlement with all of the other property owners on the project further minimizing VDOT right-of-way administration costs that would have been required to settle certificates.

The Shirley Team also coordinated the relocation of all utilities on the project. This included strategic planning and cooperation from Dominion Virginia Power to maintain minimum clearance for Pacific Boulevard under the high voltage power transmission lines while also developing bridge construction and erection plans to maintain a safe working distance from these lines during bridge construction and setting beams. Our Utility Coordinator, Todd Kief, also negotiated an arrangement with Dominion Power that allowed Shirley to construct the manholes and duct bank for the undergrounding of Dominion Power's distribution lines under the W&OD Trail Bridges. Under this arrangement Dominion Power provided the materials and Shirley constructed the system allowing our team to minimize the cost and schedule risks associated with this work and ensured that the relocation was completed and overhead distribution lines removed in time to avoid delays to erection of the bulb-T beams at the W&OD Trail Bridges. The project was also coordinated with other ongoing VDOT projects in the area, to enable concurrent construction of critical infrastructure without delay to the project. These other improvements included a 24" waterline betterment from Loudoun Water that ran the length of the project. Our team incorporated this water line betterment construction into our sequence of construction allowing its construction after our cuts and fills were completed and prior to proceeding with the roadway and trail construction. We also modified the design of the MSE walls for the W&OD Trail Bridge to accommodate the design and construction of a new W&OD Trail parking Lot and Access Road within the project limits. Other improvements included a 30" waterline for Loudoun Water, construction of sanitary sewer manholes and pipe for a future sanitary sewer line and empty conduits for future utilities and signals requested by adjacent property owners. All of this work was accommodated in cooperation with VDOT, Loudoun Water, and Property Owners without delay to the project schedule. Allowing the utility betterments to occur during the project will also minimize the need to open cut the new roadway for future utility construction reducing future maintenance costs.

The Team that we are proposing for the Walney Road Bridge Replacement and Road Widening Project including Shirley as the Design-Builder, Dewberry as the Lead Designer, Diversified for right-of-way acquisition, GeoConcepts for geotechnical investigations and QC, and many of the key personnel are that same team members that successfully completed the Pacific Boulevard Project. Our Team has proven experience working together, as a team, in the fast paced design-build environment as is ready to provide this same level of service to the Walney 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 the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Battlefield Parkway Design-Build Location: Leesburg, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: VDOT 4975 Alliance Drive Fairfax, VA 22030 Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: susan.shaw@VDOT.Virginia.gov	November 2009	November 2009	\$ 24,527	\$ 25,670* * Difference due to Owner added scope	\$ 2,542

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.



Dewberry Consultants, LLC, serving as the Lead Designer and Shirley Contracting Company, LLC as the Lead Contractor, were selected by VDOT to design and construct 0.7 miles of Battlefield Parkway, a four-lane divided roadway, including dual 1,250 foot long bridges spanning the W&OD Trail and the Tuscarora Creek and associated floodplain. Dewberry provided all roadway design, bridge and structural design, geotechnical investigations and recommendations, stormwater management design, floodplain studies and scour analysis, environmental investigations and permitting, maintenance-of-traffic design, utility relocation design, and landscaping and lighting design. This project required coordination with the Northern Virginia Regional Park Authority (NVRPA) and DHR to reduce impacts and provide mitigation related to this new bridge over the W&OD Trail. Coordination was also required with VDOT and the Town of Leesburg during the design process since the Town was ultimately responsible for maintenance of the roadway following construction and acceptance of the project.

The most significant element of this project was the design and construction of the eight-span, 1,250' long twin bridges carrying Battlefield Parkway over the W&OD Trail, Tuscarora Creek, and the associated floodplain. Design of the bridge incorporated scour analysis recommendations for each of the pier units, and architectural treatment was provided on the abutment and pier unit located closest to the W&OD Trail based on coordination with NVRPA staff. Unique stormwater management designs were included to reduce the footprint of the project, locating a small sediment basin below the bridge within the limits of the floodplain which reduced impacts to private property and allowed for easy maintenance access. Additional stormwater management needs were addressed through street-sweeping procedures which were agreed to by the Town of Leesburg and allowed for the avoidance of constructing additional large stormwater management facilities. Street-sweeping was feasible since the Town already owned and operated the street-sweeping equipment, and planned on sweeping the roadway on a regular basis, consistent with the environmental approval conditions. Temporary stream crossings and a stream

diversion were designed to maintain flows in the Tuscarora Creek and adjacent smaller tributaries while construction of a large box culvert was completed as well as to allow construction equipment to cross the Creek for construction of the bridge piers and substructure elements. Pier locations were designed to economize the structural design and avoid a rise in the floodplain elevation.

Through coordination with VDOT, the Town of Leesburg and adjacent landowners, the Shirley/Dewberry Team also successfully added ultimate intersection improvements at Russell Branch Parkway to the project. This addition will result in the Town not needing to reconstruct the roadway when Russell Branch is extended. Based on this early and constant coordination, a better overall product was delivered to the Department, adjacent landowners and the traveling public.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Fairfax County Parkway Phase III Location: Fairfax County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client.: Eastern Federal Lands Highway Division Phone: 703-404-6302 Project Manager: Mr. Robert Morris Phone: 703-404-6302 Email: Robert.morris@dot.gov	July 2012	July 2013 (due to Owner added scope and time)	\$21,419	\$27,441 (due to Owner added scope)	\$1,968

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 Shirley Design-Build Team comprised of Shirley Contracting Company, LLC as the Lead Contractor and Dewberry Consultants LLC as the Lead Designer was selected by the Federal Highway Administration-Eastern Federal Lands for the Fairfax County Parkway Phase III Design-Build Project. This portion of the Parkway, identified as "Phase III", is located between the Franconia-Springfield Parkway Interchange and the Barta Road Interchange, and provides the final 0.7 mile segment to complete the Parkway between Route 7 and I-95.

As part of the original \$21 million design-build portion of the contract, Dewberry provided comprehensive roadway and bridge design, permitting and construction inspection services for the final segment of the Fairfax County Parkway. Key elements of the project included complete pavement removal and reconstruction of existing Rolling Road under traffic and widening the road to the ultimate 6-lane Parkway section, construction of new interchange ramps and a modified interchange configuration at the Franconia-Springfield Interchange, a new bridge to carry "local" Rolling Road over the Parkway, connecting multiple residential communities adjacent to the Parkway, as well as signing, lighting, landscaping, noise barrier analysis and design, and stormwater management improvements. As an added element to the project, Dewberry also completed the design of the Saratoga Park and Ride lot within the Barta Road Interchange. This additional element, which increased the total contract value to \$27 million, included design of roadway improvements, signing, pavement marking, parking lot lighting, and landscaping elements.

One of the unique elements of the project was introduced by our Team during pursuit of the project. The original design of the Phase III improvements included realignment of the Parkway, requiring acquisition of additional right-of-way from the Army's property and significant clearing of forested area behind a residential community. Public outcry over the proposed clearing and alignment of the relocated Rolling Road alignment was significant during public outreach meetings prior to procurement of the design-build contract. Recognizing these concerns, our Team developed an alternative roadway alignment which eliminated the clearing and revised the alignment of Rolling Road to reduce steep vertical grades and complex intersection configurations. As part of this revised concept, Dewberry led the effort to revise the NEPA document and receive approval from Federal Highways within the original contract timeline and without additional costs to EFLHD or VDOT. Public reaction to the revised concept was very favorable, as more than 5 acres of clearing was eliminated, noise barriers were shifted further from private properties and single family homes, landscaping and earth berms were added to the project, and access to properties to the east of the Parkway was significantly improved.

This project required a significant public outreach effort, both as part of the NEPA re-evaluation process for the revised roadway configuration, but also throughout construction as portions of existing roadways were closed to traffic to allow for complete removal and replacement of portions of Rolling Road. Construction phasing was completed in a manner that new roadway connections were completed and opened to traffic to ensure full access to all residential properties and developments was maintained during closure of Rolling Road. Coordination meetings were held with the public prior to every major traffic pattern change, as well as at normal intervals to provide construction progress updates.

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

a. Project Name & Location	b. Name of the prime/general contractor responsible for the overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Pacific Boulevard Location: Loudoun County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: VDOT 4975 Alliance Drive Fairfax, VA 22030 Project Manager: Christiana Briganti-Dunn, PE Phone: 703-259-2960 Christiana.briganti@VDOT.Virginia.gov	August 2010	August 2010	\$ 18,977	\$19,294* * Difference due to Owner added scope	\$1,493

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.



Dewberry Consultants, LLC, in the role of Lead Designer as part of the **Design-Build Team led by Shirley Contracting Company LLC**, completed the design for the extension of Pacific Boulevard from Auto World Circle to Severn Way, a distance of approximately 0.6 miles. Improvements included construction of a four-lane divided roadway and twin single-span bridges over the Washington & Old Dominion (W&OD) Trail and property and a two-span structure over Cabin Branch. As the Lead Designer, Dewberry was responsible for all field surveys, wetland delineations, environmental permit applications, roadway design, structural design, drainage and stormwater management design, signing and pavement marking plans, utility relocation plans, and temporary traffic control plans. Roadway improvements incorporated pedestrian and bicycle accommodations along the roadway with connections provided to the W&OD Trail.

An important component of the project was the close coordination which was required between the design-build Team, VDOT and the property owner who was most impacted by construction of the roadway through the middle of the property. Based on close coordination with the property owner, additional entrances and turn lane improvements were added to the project as requested by the property owner. This additional construction work, as negotiated with the property owner and VDOT, allowed for all right-of-way required from the property to be dedicated by the owner. This represented a significant savings to the project and VDOT, and ensured that future development along the roadway could be constructed and accommodated without future reconstruction of the road and additional impacts to the travelling public.

A significant design component of the project was the design of the two-span bridge which carries Pacific Boulevard over Cabin Branch. Based on the location of the stream, a large sanitary sewer which paralleled the stream, and the grading adjacent to the stream, the bridge substructure elements were located such that in-stream excavation for the southern bridge abutment was required. During design, analysis was completed to design a temporary stream crossing to accommodate construction traffic and placement of cranes to lift the concrete bridge girders while not impacting conveyance of the design flow in Cabin Branch. Sanitary sewer adjustments were designed to so that the sanitary sewer would not be in conflict with the bridge pier and footing, and grading adjacent to the additional sewer manholes was analyzed to ensure it did not impact the flows in Cabin Branch. Scour analysis was completed for the bridge abutments and pier to ensure foundation designs were appropriate for the design flows and the bridge opening size and orientation. Drainage improvements, including two (2) stormwater management basins, were incorporated just outside of the floodplain limits and adjacent to the bridge in an effort to maintain adequate outfalls while not introducing a rise to the 100-year floodplain elevations.