

RESPONSE TO REQUEST FOR QUALIFICATIONS

# Gloucester Parkway Extension

A DESIGN-BUILD PROJECT

FROM: LOUDOUN COUNTY PARKWAY

TO: PACIFIC BOULEVARD

LOUDOUN COUNTY, VIRGINIA

**State Project No.:** 2150-053-052, **UPC No.:**104418

**Contract ID Number:** C00104418DB68



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:







June 27, 2013

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

**RE: Gloucester Parkway Extension**  
**From: Loudoun County Parkway To: Pacific Boulevard**  
**Contract ID Number: C00104418DB68**  
**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 Gloucester Parkway Extension 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 6% 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 Gloucester Parkway Extension 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 Northern Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Battlefield Parkway, Route 50, Pacific Boulevard, Fairfax County Parkway - Phase III, and Waxpool Road/Loudoun County Parkway Intersection Improvement Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry Consultants, LLC (formerly Dewberry & Davis, LLC) was the Lead Designer. Further, each of these design-build projects has been or will be completed, ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for over 11 years, we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduce project risk.

### 3.3.1 KEY PERSONNEL

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

<b><i>Design-Build Project Manager:</i></b>	Jeffrey Austin, P.E.	Shirley Contracting Company, LLC
<b><i>Quality Assurance Manager (QAM):</i></b>	Kaushik Vyas, P.E.	Quinn Consulting Services, Inc.
<b><i>Design Manager:</i></b>	Steve Kuntz P.E., DBIA	Dewberry Consultants LLC
<b><i>Construction Manager:</i></b>	Burt Shaffer	Shirley Contracting Company, LLC
<b><i>Lead Structural Engineer</i></b>	James Davidson, P.E., DBIA	Dewberry Consultants LLC

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

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

***Right-of-Way Manager*** - A critical service that our Team brings to the Project and VDOT is our in-house capability of managing the acquisition of the right-of-way and easements needed to clear the project for

construction. While most other firms must bring in an outside consultant for right-of-way acquisition management, Shirley can provide this service and expertise in-house, eliminating any inefficiency regarding the right-of-way needs of the Project. If the needs of the Project dictate changing the order of acquisitions, having this function in-house allows us to react quickly and maintain the goals and schedule for the Project. It also provides a much greater level of coordination between the design, utility, permitting, and construction disciplines. Our Right-of-Way Manager, Seth Bourne will be involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching proffers, and keeping landowners informed. As the Project progresses through the acquisition phase, Seth will manage our VDOT prequalified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

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

***Utility Manager*** - A design-build project as important as the Gloucester Parkway Extension Project cannot be successful without effectively managing the utility impacts associated with the Project. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Our Utility Manager, Todd Kief has managed the utility relocations for nearly \$500 million in design-build construction in Virginia over the last 11 years through his work on the Route 28 Corridor Improvements, Dulles Greenway Capital Improvements, Battlefield Parkway, Route 50, Pacific Boulevard, and Fairfax County Parkway - Phase III Design-Build Projects. More importantly, his relationship with the individual utility owners will be a significant benefit to the Project. Todd's experience on these design-build projects has enabled him to cultivate close relationships with the representatives of over 25 public and private utilities, including the known utilities located in the vicinity of the Gloucester Parkway Extension Project.

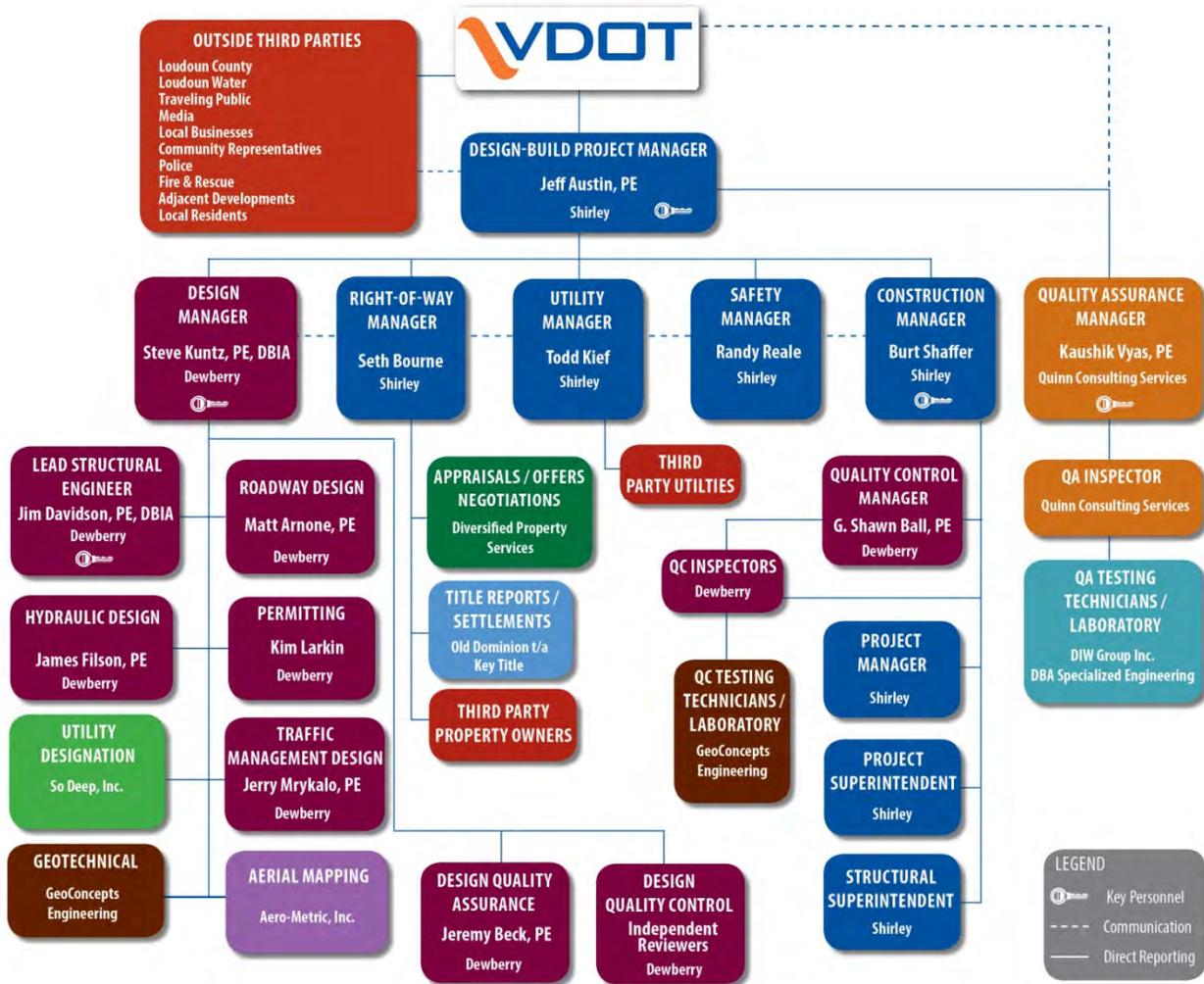
Todd will be tasked with overseeing all aspects of the utility coordination process on the Project. This process starts with accurately identifying the existing utilities impacted and making contact with each utility owner. Our first priority is to review these utilities with the Design and Construction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

The keys to a successful utility relocation management on the Gloucester Parkway Extension Project will be to have a Team that has performed this function on time and on budget on previous design-build

projects and to have a Team in place that has established positive relationships with the utility companies. The Shirley Team exceeds both of these criteria.

### 3.3.2 ORGANIZATIONAL CHART

The Shirley Team’s Organizational Chart for the Project is described narratively and graphically below:



The “chain of command” is depicted on the chart by solid lines, which represent the primary reporting relationships, and by dashed lines, which represent communication relationships, between the major project disciplines and participants.

Major Project Disciplines include:

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

**\*Design-Build Project Manager (Jeffrey Austin, PE):** This Key Personnel position on our Team is tasked with full and complete authority over all aspects of the Shirley Team’s responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, the Design-Build Project Manager

(D-B PM) has ultimate responsibility for Contract management and to coordinate and integrate the various project disciplines successfully, including design, construction, quality control, right-of-way, utilities, and safety. The D-B PM will also serve as the primary support to VDOT's efforts to communicate with certain third-party stakeholders, and at VDOT's discretion, can take the lead effort in communicating and coordinating with these third parties.

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

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

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

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

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

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

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

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

**Safety Manager (Randy Reale):** Reporting to the D-B PM, the Safety Manager will review the plans and all field activities to provide a safe environment for VDOT, the construction workers, and the traveling public. The Safety Manager will train and inform those engaged on the Project of specific safety hazards and will enforce all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan. Working closely with the Construction Manager, the Safety Manager will monitor the field activities and crews and has full and complete authority to halt or suspend any activity not in compliance with the applicable safety standards.

**\*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

Over the last eleven years, major progress towards completion of the road network in and around Route 28 in Loudoun County has been made that has provided tremendous improvements to both traffic operations and connectivity in the region. The Shirley/Dewberry Team is proud to have partnered with VDOT, the Route 28 Tax District and Loudoun County to play a key role in successfully achieving these goals. However, as traffic volumes have continued to grow, the significance of multiple east/west connections between the Route 28 corridor, Ashburn, and points west, cannot be over-emphasized. These increasing volumes have highlighted a glaring missing link - Gloucester Parkway between Route 28 and Loudoun County Parkway. When completed, this Project will provide measureable congestion relief as well as increasing the safety of the traveling public. This missing link has been recognized as a critically needed improvement by Loudoun County, VDOT, adjacent communities and development, and our Team for several years. Since 2006, our Team has been directly involved with landowners and Loudoun County to identify ways to accelerate completion of this segment of roadway. As our Route 28 Project Work History form highlights, the Shirley Team is the only Team with specific experience on each of the roadways which will be connected by this Project. With funding now identified, our Team is excited to bring our extensive experience with the roadway network in this area of Loudoun County to expeditiously design and construct the Gloucester Parkway Extension Project.

With our experience in the area comes the realization that there are significant challenges that must be addressed by the design/builder in order for the Project to be delivered successfully. Recognition of these challenges early in the Project's development will maximize the opportunities to create solutions for them and minimize the overall risk. The three most critical of these risks are described below.

### CRITICAL RISK #1 – OWNER COORDINATION AND RIGHT-OF-WAY ACQUISITION

Piece by piece, as development has occurred in recent years, the right-of-way needed to construct Gloucester Parkway has been dedicated and/or reserved by the adjacent landowners based on an assumed alignment for the future roadway. These previous dedications and the portion of Gloucester Parkway constructed west of Loudoun County Parkway were also completed in a manner which best suited the individual development or to avoid impacts to adjacent properties and based on existing property line locations. With these constraints, it is not surprising that the areas of dedication and existing portions of Gloucester Parkway do not completely align as needed to design and construct the Project. In addition, current design criteria and differences between County and VDOT criteria will require additional right-of-way beyond that which was previously dedicated. The discrepancy between previous dedications and completed segments of Gloucester Parkway from the anticipated alignment for the Project raises the following concerns and risks:

**Beaumeade Investors Property** – The previously constructed segment of Gloucester Parkway west of Loudoun County Parkway does not align with the centerline of dedication which is coincident with the shared property line between the Washington Redskins and Loudoun Water properties to the east of Loudoun County Parkway. If Gloucester Parkway was extended across Loudoun County Parkway using the existing centerline, the resulting construction would be outside of the dedicated area and could impact the indoor practice facility on Redskins property. This offset creates a risk to the Project in both schedule and cost as development is complete or already planned on each property adjacent to the Loudoun County Parkway intersection. To properly construct this proposed intersection and avoid impacts to the existing indoor Redskins practice facility, Gloucester Parkway west of Loudoun County Parkway will need to be realigned and reconstructed to the north of its existing location on the

Beaumeade Investors property. This shift in alignment will require acquisition of additional right-of-way and easements, potential relocation of several utilities, and could impact the buildable area of the vacant property immediately north of Gloucester Parkway.

**Washington Redskins Property** – As part of the practice facility improvements completed on the Redskins property, a 60’ wide area adjacent to the northern property line was dedicated for future construction of Gloucester Parkway. For consistency with the existing section of Gloucester Parkway west of Loudoun County Parkway and Nokes Boulevard east of Pacific Boulevard, we anticipate that a sidewalk facility will be required on the south side of Gloucester Parkway. Based on the ultimate 6-lane typical section for Gloucester Parkway, combined with the sidewalk and dual left turn lanes in the median anticipated at both the Pacific Boulevard and Loudoun County Parkway intersections, a minimum of 64’ of right-of-way will be required from the centerline of Gloucester Parkway in order to contain all of the improvements within right-of-way. In addition, temporary and permanent easements will be necessary beyond the right-of-way for construction of slopes and drainage improvements, possibly including stormwater management basins. These additional areas could impact existing landscaping improvements and easements, existing utilities, and “side yard” buffers adjacent to the indoor practice facility. Further, we understand that the Redskins have a desire to maintain trees and screening between Gloucester Parkway and the outdoor practice facilities on their property. The acquisition of additional right-of-way and easements, and the clearing required to construct the road improvements, will need to be addressed as part of the Project.

**Loudoun Water Property** – Similar to the Redskins property, Loudoun Water dedicated 60’ of right-of-way on their property for future construction of Gloucester Parkway. While this area is adequate for construction of a majority of the anticipated roadway elements, it does not fully encompass the right turn lane which will be required at the westbound approach to Loudoun County Parkway or the anticipated shared-use path improvements which would provide consistency with the portions of Nokes Boulevard and Pacific Boulevard already constructed. In order to fully encompass these improvements, a right-of-way width on the Loudoun Water property will need to range from 76’ to 88’ as measured from the centerline of the roadway. The main concern with this additional right-of-way width is the potential for impacts to the existing stormwater management facility on Loudoun Water property adjacent to the Gloucester Parkway corridor, as well as the potential for impacts to existing utilities and utility easements which parallel the southern property line of the Loudoun Water site.

These concerns could cause cost and schedule hurdles during acquisition of the needed right-of-way and easements from each of the three identified properties. From our Team's experience in the corridor and relationships with each of these property owners, we have developed the following possible solutions to reduce and/or eliminate these risks:

***Efforts to minimize the reconstruction of Gloucester west of Loudoun County Parkway*** - Minimizing reconstruction of Gloucester Parkway west of Loudoun County Parkway will not only reduce right-of-way acquisition needs from the Beaumeade Investors Property, but will also reduce impacts to temporary traffic impacts to the travelling public and help to reduce utility impacts which will be discussed in more detail as part of our Critical Risk #2 below. In order to minimize the reconstruction of Gloucester Parkway, we will first complete design level surveys and title research to identify the exact locations of the existing roadway and limits of dedicated right-of-way. Upon completion of these surveys, we will develop concepts which balance the reconstruction of Gloucester west of Loudoun County Parkway with the areas of additional right-of-way acquisition needed on the east side of Loudoun County Parkway. The centerline location of Gloucester Parkway east of Loudoun County Parkway will be transitioned slightly to reduce the amount of shift needed to the existing roadway west

of Loudoun County Parkway. The transition on the east side of the intersection will be developed such that pavement and outside curb and gutter improvements are maintained within the dedicated right-of-way on the Redskins property, and additional area needed for construction and maintenance can be covered through acquisition of easements as discussed further below. By developing a roadway centerline which introduces a shift on the east side of Loudoun County Parkway, we will be able to reduce the reconstruction of Gloucester Parkway as much as possible, resulting in construction cost savings to the project as well as savings in utility relocation costs and right-of-way acquisition costs.

***Use of Permanent Easements in-lieu of Right-of-Way*** – Consistent with several design-build projects our Team has completed for VDOT, we recognize there is an ability to use perpetual public street easements instead of acquisition of “fee simple” right-of-way for areas of sidewalk and shared-use path improvements. In doing so on this project, the proposed right-of-way line will be located such that it is consistent with the previously dedicated right-of-way line or just beyond the proposed outside curb and gutter. The placement of proposed right-of-way in this manner is expected to eliminate the need for additional right-of-way acquisition on the Redskins property and significantly reduce the additional right-of-way needed from the Loudoun Water property. The remaining area required for construction and maintenance of the shared use path and sidewalk facilities will be placed in a perpetual public street easement. This same concept was used successfully by our Team on several of the Route 28 interchanges as well as on the Route 50 Design-Build Project in an effort to reduce right-of-way acquisition costs, damages, and a complete acquisition and relocation of a business. Further, this modification will eliminate floor area ratio (FAR) concerns for future private development adjacent to the roadway which would have been introduced through acquisition of additional right-of-way, but will still allow for construction and maintenance of all of the required roadway and public improvement elements. Locating the proposed right-of-way just behind the proposed outside curb and gutter will also be more consistent with the right-of-way location typically dedicated as part of County Construction Plan and Profile (CPAP) improvements, which was the basis for the original dedication of 120’ of right-of-way for Gloucester Parkway.

***Provisions for Privacy Screening*** – On the Redskins property, our Team recognizes the sensitive nature of a professional sports team’s practice facilities. Past discussions with Redskins staff have identified their concerns with construction of a major road in close proximity to their outdoor practice fields, and the desire to maintain screening between the roadway and practice fields. The need to screen views from the public to the practice facilities not only helps to keep fans and on-lookers from adversely impacting practices, but it also reduces concerns associated with other team’s scouts watching practice in order to gain an advantage during games. In addition to the Redskins' concerns, the proximity from the practice fields to Gloucester Parkway could result in travel delays associated with slow-moving vehicles and large volumes of pedestrians and fans trying to get a quick glimpse of Redskin players and team operations. To address these issues, our Team will investigate provisions for landscaping and privacy fencing improvements on the south side of the roadway to provide a screen between the practice facility and Gloucester Parkway.

***Combination of Stormwater Management Facilities*** – The existing stormwater management facility on Loudoun Water’s property immediately north of the proposed Gloucester Parkway alignment may provide an opportunity to combine treatment facilities in an effort to reduce right-of-way and easement impacts. During design, our Team will coordinate with Loudoun Water, VDOT and Loudoun County to determine if a joint pond could be utilized in this area. Improvements to the existing pond needed to bring it to current standards would be incorporated into the plans, and maintenance agreements – if

necessary – between Loudoun Water, Loudoun County, and VDOT, would be developed to ensure the long-term operation and inspection of the facility.

**Phased Construction** – The acquisition of right-of-way and easements on any design-build project is typically on the critical path for construction. Fortunately, the acquisition of right-of-way and easements on the NA Dulles property east of Broad Run is expected to be simplified based on their requirement to dedicate all necessary easements and right-of-way for the Project. This allows the Team to schedule the work on this property in the initial phases, with time provided for work in later phases to occur on the Redskins and Loudoun Water properties should the acquisition of these take longer. Our Team will coordinate closely with Beaumeade, Redskins, and Loudoun Water at the outset of the project to identify ways to make right-of-way and easement acquisitions proceed as quickly and smoothly as possible.

#### **VDOT'S ROLE**

As with any design-build project, VDOT's role in owner coordination and right-of-way acquisition will be to review and approve the right-of-way plans, appraisals, and if necessary, certificates of take. However, as the design/Builder, our Team will take the lead role in coordinating with Loudoun County to "call in" the proffered right-of-way. VDOT will be invited to each coordination meeting with the County and impacted property owners, and will provide input on whether improvements or changes requested by individual landowners can be incorporated by the design-build team.

#### **CRITICAL RISK #2 – UTILITY IMPACTS AND COORDINATION**

The extensive experience our Team has gained from the design/build completion of Loudoun County Parkway, Pacific Boulevard, and the Route 28/Nokes Boulevard Interchange provides us with first-hand knowledge of both existing and planned utilities which could be impacted by the proposed Gloucester Parkway Extension Project. The risk to the Project is that, as these utility conflicts are identified during design, the resolution of any conflicts could affect both the cost and schedule for completion. The area of greatest concern is at the intersection of Gloucester Parkway and Loudoun County Parkway, where the realignment of the existing section of Gloucester Parkway has the potential to impact numerous utilities. These existing utilities include:

- Underground power facilities
- Underground fiber optic facilities and a major communication vault
- Gas facilities
- Water distribution facility

In addition to these utilities at the Loudoun County Parkway intersection, there are three critical utility facilities located near the intersection with Pacific Boulevard which must be accounted for during design of the proposed bridge over Broad Run. These facilities are:

- Existing 54" sanitary sewer owned and maintained by the DCWASA
- Proposed large diameter sewer facility from Loudoun Water's treatment plant
- Proposed large diameter reclaimed water facility from Loudoun Water's treatment plant

At the intersection with Loudoun County Parkway, impacts to the existing utilities may be unavoidable as the ability to adjust the profile may be limited. However, we are confident that costly relocations can be minimized through advance coordination with the utility owners during preliminary development of the roadway alignment. At the outset of design, our Team will quickly designate existing utilities and complete the existing easement and title research to identify locations and limits of easements and property lines. Using this information, an optimal alignment for Gloucester Parkway will be identified which avoids or reduces conflicts with the existing utilities as much as possible, while also minimizing

the need for acquisition of additional easements and right-of-way as previously discussed in Critical Risk #1. During development of the preliminary alignment, we will complete test pits on the existing utilities to determine if protection or encasement of the facilities can be incorporated in an effort to avoid relocation of the utilities. Minor grading adjustments and/or modifications to the alignment of the sidewalk and shared-use path facilities may also avoid impacts to utilities.

At the eastern end of the Project, preliminary coordination has already been completed by our Team with respect to the existing and planned sewer and reclaimed water facilities located just west of the Pacific Boulevard intersection. This coordination, along with our Team's previous floodplain modeling and hydrologic studies completed as part of the Nokes Boulevard Interchange improvements, has led us to anticipate bridging over each of the existing and proposed utilities. On the adjacent section of Pacific Boulevard north of Nokes Boulevard, our Team successfully coordinated with DCWASA and designed a concrete protection slab to span over the existing 54" sanitary sewer in lieu of relocating it. While this was an economical solution for the Pacific Project, this option is not feasible for Gloucester Parkway since a large bridge opening is required above the sanitary sewer in order to adequately convey the design flows of Broad Run without introducing a rise in the 100-year floodplain elevation. Based on our previous coordination with the utility owners in this area, bridge piers will be located so that impacts to the existing and proposed utilities will be avoided, and maintenance and inspection of the existing facilities will not be impacted.

Consistent with our Team's approach on all of our design-build projects, design will be progressed rapidly in areas where utility relocations are anticipated. On this Project, we will quickly advance the design at the Loudoun County Parkway intersection so that utility easement needs can be identified and acquired to allow for utility relocations. Sequencing of construction will be developed so that necessary utility relocations at the intersection are not on the critical path, and realignment of the portion of Gloucester Parkway west of Loudoun County Parkway can be completed at the end of the Project, following construction of the bridge over Broad Run and roadway improvements to the east of Loudoun County Parkway.

#### **VDOT'S ROLE**

VDOT's role with respect to the utility relocations on this project will be associated with approval of the proposed utility relocation plans and estimates, approval of utility agreements, and assistance in coordination with the utility owners to ensure they are following the requirements of the VDOT Utility Manual. During the design phase, VDOT will be involved in the UFI meeting process, will review utility agreements prepared by the Design/Builder and will review the utility relocation documents, including UT-9's, prior rights, plans & estimates, proposed utility easement locations and right-of-way plans. These reviews will occur after they are reviewed and recommended for approval by the Design-Builder and before utility relocation construction can commence. The primary purpose of VDOT's review will be to maintain transparency in the process and ensure Owner acceptance of the location of utilities within VDOT right-of-way and easements.

#### **CRITICAL RISK #3 – FLOODPLAIN AND HYDRAULIC ANALYSIS**

Perhaps the most significant design element of this project is the proposed bridge over Broad Run and the associated floodplain. The location of Gloucester Parkway places it at one of the widest areas of the existing floodplain, and in an area where previous projects have already restricted and reduced the limits of the original floodplain. Specifically, the extension of Nokes Boulevard west of Route 28 required the roadway to extend approximately 500' into the original floodplain boundary. At the end of this extension, Pacific Boulevard was required to connect to Nokes Boulevard, requiring significant grading and filling of the floodplain to complete the intersection of the two roadways. The existing sections of

Pacific Boulevard to the north and south of Nokes Boulevard were also constructed within the existing floodplain limits, and introduced a reduction to the existing floodplain area. The hydraulic and hydrologic analysis (H&HA) completed by our Team as part of the Route 28/Nokes Boulevard Interchange and Pacific Boulevard improvements accounted for this reduction in floodplain area and proved that the impacts did not introduce a rise in the water surface elevations, as required by VDOT. Additionally, as part of this H&HA analysis, we included preliminary information for the future extension of Gloucester Parkway to ensure that the future profile provided adequate structure depth above the floodplain when the Gloucester Parkway extension was designed and constructed. All of this experience in the area gives our Team the best qualifications for this Project and leads us to recognize that proper analysis of the proposed bridge crossing is a critical element of the project.

The past preliminary analysis of the Broad Run floodplain by our Team at this location indicates that a bridge opening of approximately 1,600', or approximately 40% of the total project length, will be required to convey the flow of Broad Run without introducing a rise in the 100-year floodplain. Proper modeling of the floodplain and coordination during construction will be required to ensure that risks associated with a crossing of this size are identified and mitigated as early as possible during the project process. Provided below is a discussion of how our Team will manage the risk associated with design and construction of a bridge this large in and over a floodplain:

***Existing Condition Surveys*** – As noted above, impacts to the existing floodplain have already occurred from the construction of Nokes Boulevard and Pacific Boulevard. This previous construction, which impacted the existing floodplain limits, is not reflected in current FEMA floodplain models or maps since VDOT processes do not require completion of a conditional letter of map revision (CLOMR) or letter of map revision (LOMR). At the outset of design, updated surveys will be completed, including cross sections of the existing floodplain and channel, to ensure proper “existing” conditions are identified. This updated existing condition will then be utilized in development of the proposed conditions to ensure no adverse impacts or increases in floodplain limits and elevations are introduced as part of the project. This will ensure that off-site floodplain easements are not required, and eliminate concerns from adjacent property owners that their properties will be indirectly impacted through construction of the proposed bridge and roadway.

***Accurate Modeling of the Ultimate Condition*** – While construction at this time will only provide for a 4-lane roadway section, the analysis of the proposed bridge crossing and roadway embankment will be based on the ultimate, 6-lane section. This will ensure that modeling of the full pier impacts will be accounted for and will not require re-analysis in the future when the median widening to 6-lanes is completed. One of the structural challenges for this project will be the design of the bridge to account for the median left turn lanes approaching Pacific Boulevard in the eastbound direction while not precluding the future widening in the median for the ultimate 6-lane section. To account for this, additional deck area may be required so that beam placement does not include tapers for the interim turn lane condition which would preclude the future widening. By analyzing the full width pier placement in the hydraulic analysis, our Team will ensure that not only is the ultimate 6-lane section accounted for, but also that all “temporary” median deck area, and the required pier supports, are accounted for in the interim 4-lane roadway configuration.

***Coordination of Environmental Impacts and Grading*** – Based on discussions with the NA Dulles property owner, we understand that all impacts to jurisdictional streams and wetlands on the NA Dulles property have been obtained as part of their site development. While this is a benefit to the Project from a cost standpoint, it also adds an element of coordination with the permit agencies. Our Team’s preliminary analysis of the bridge opening indicates grading may be required in the floodplain to

increase storage immediately south of Gloucester Parkway. This grading in the floodplain will need to be coordinated at the outset to ensure previous environmental permit commitments are adhered to. We will work with the NA Dulles property owner to understand the commitments of their environmental permit, and determine if additional permits are required for any grading which may be required for construction of the bridge and placement of the proposed roadway embankment. During construction, grading that is required to offset bridge impacts to the floodplain will be closely coordinated between design, construction, and inspection staff. Updated surveys will be obtained once grading is completed to ensure that the required elevations and storage areas are provided, consistent with the approved H&HA document.

***Pier Placement and Utility Coordination*** – As noted above, several existing and proposed utilities will pass below the proposed Gloucester Parkway bridge over Broad Run. During design of the bridge, we will coordinate with the utility companies to ensure piers are located at adequate offsets from the existing and planned utilities to allow for future maintenance, inspection, and if needed removal and replacement, without impacting the proposed bridge piers and/or foundations. Once the pier locations are finalized, the hydraulic modeling will be developed with those pier locations and alignments in mind. Due to the alignments of some of the utilities, it may be necessary to skew the bridge pier as compared to the flow of Broad Run, introducing a larger impact to the floodplain than if the pier was located in-line with the flow of Broad Run. Proper and constant coordination between the Utility Manager, structural engineers, and hydraulic engineers, will ensure the modeling is completed properly at the outset, avoiding re-work or concerns when the final model is submitted for approval and formal documentation.

***Reductions in the Number and Footprint of Bridge Piers*** – Based on the length of the bridge, multiple pier groups will be required, each of which will be located within the existing floodplain. Placing piers in the floodplain has the potential to introduce a rise in water surface elevations, but can also introduce scour concerns as water rises during major events to encompass the entire floodplain area. We understand that VDOT is considering the possibility of using concrete girders, and while concrete girders may be more economical than steel girders, they significantly limit the maximum span length which can be constructed and will also introduce challenges associated with straight concrete girders on what is anticipated to be a curved roadway alignment. Based on the severe skew of the existing and planned utilities at the east end of the Project, reduced span lengths to allow for the use of concrete girders would require the piers on the eastbound and westbound bridges to be offset from one another or skewed to follow the alignments of the utilities and associated easements. This offset or skew would significantly increase the “footprint” of the piers, resulting in more ineffective floodplain area, increased scour concerns, and potentially greater increases in the water surface elevation. To avoid the need for offset or skewed pier groups and to maximize span lengths and reduce the number of piers in the floodplain, we anticipate using steel girders which will allow us to increase span lengths to almost 180’ without significantly increasing the structure depth or raising the profile of the roadway. The reduced number of piers will not only reduce construction costs, but will allow for an improved hydraulic opening of the bridge and reduce concerns associated with scour at each of the pier locations.

***Coordination with Loudoun County*** – Based on past discussions with Loudoun County, they recognize that County standards and requirements would allow for construction of a smaller bridge opening through acquisition of additional off-site easements to account for the rise in the floodplain elevations. Our Team previously investigated the possibility of reducing the bridge length but quickly realized that, due to the wide and flat existing floodplain, offsite easements would need to be acquired from properties as far away as Waxpool Road. Since the acquisition of off-site easements for floodplain impacts does

not meet the VDOT “no-rise” criteria, and since the acquisition of off-site easements has the potential to slow down the right-of-way acquisition process, we do not feel the reduction of the bridge opening is a feasible alternative. During design of the bridge and development of the H&HA, we will coordinate with Loudoun County to ensure they are aware of the proposed design and modeling. All H&HA information will be submitted to Loudoun County as a courtesy. Since floodplain limits will not be impacted as a result of this project, there will not be a need to develop a CLOMR or LOMR or for submission of documentation to FEMA.

#### **VDOT’S ROLE**

Throughout design, VDOT’s role with respect to the hydraulic analysis will be for review of the H&H analysis, documentation, and supporting calculations. Formal submission of the H&HA will be made at appropriate milestone submissions following internal QA and QC reviews. Comments received from VDOT will be incorporated as necessary to finalize design of the bridge and roadway improvements and in order to obtain approval of the H&HA and project plans. We will also look to VDOT to aid in coordination with Loudoun County since Gloucester Parkway involves crossing of a FEMA floodplain which is administered by the County in accordance with FEMA requirements.





**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

**RFQ NO.** C00104418DB68  
**PROJECT NO.:** 2150-053-052

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

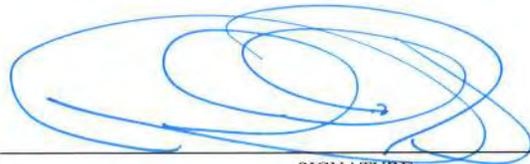
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this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

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

1. Cover letter of RFQ 05/14/13  
(Date)

2. Cover letter of RFQ Addendum No. 1 06/06/13  
(Date)

3. Cover letter of \_\_\_\_\_  
(Date)

  
\_\_\_\_\_  
SIGNATURE

6/27/13  
\_\_\_\_\_  
DATE



**ATTACHMENT 3.1.2**

**Project: 2150-053-052**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	17-19
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	16
<b>Letter of Submittal (on Offeror's letterhead)</b>				
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	1
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	22-30
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	31
Evidence of obtaining bonding	NA	Section 3.2.9	no	2

**ATTACHMENT 3.1.2**

**Project: 2150-053-052**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	2
SCC Registration	3.2.10	Section 3.2.10.1	no	2
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	2
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	2
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	2
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	57-58
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	59-60
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	61-62
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	63-64
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	65-66
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: 2150-053-052**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15- page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4.1	no	67-69
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4.1	no	70-72
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-15



## ATTACHMENT 3.2.6

### State Project No. 2150-053-052, UPC No.: 104418

#### Affiliated and Subsidiary Companies of the Offeror

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

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

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

**ATTACHMENT 3.2.6**

**State Project No. 2150-053-052, UPC No.: 104418**

**Affiliated and Subsidiary Companies of the Offeror**

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



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 2150-053-052

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.

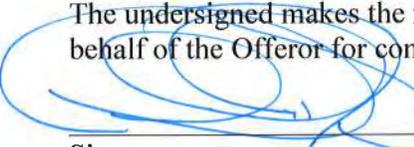
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

 6/27/13 President/CEO/Manager  
\_\_\_\_\_  
Signature Date Title

Shirley Contracting Company, LLC  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

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

**ATTACHMENT NO. 3.2.7(b)**

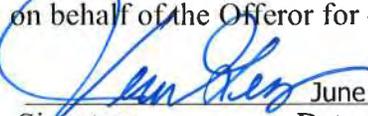
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

 June 25, 2013 \_\_\_\_\_ President \_\_\_\_\_  
Signature Date Title

GeoConcepts Engineering, Inc.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

President

Signature

Date

Title

Diversified Property Services, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

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

AeroMetric, Inc.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

- 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.

Mark J. Sullivan      6/13/13      Dept. Mgr.  
Signature                      Date                      Title

So-Deep, INC.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

RR Runk      6-3-13      Settlement Officer  
Signature                  Date                  Title

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

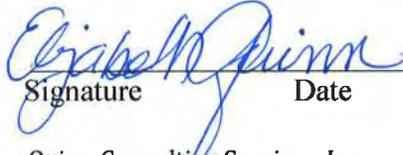
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

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

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

	June 25, 2013	President
Signature	Date	Title
<hr/>		
Quinn Consulting Services, Inc.		
Name of Firm		

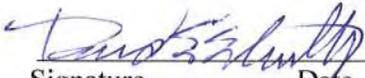
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 2150-053-052

- 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.

      6-25-13      Principal  
Signature                      Date                      Title

DIW Group, Inc. t/a Specialized Engineering  
Name of Firm



=====

S018

SHIRLEY CONTRACTING COMPANY, LLC

PREQ. EXP : 09/30/2013

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

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

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

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

=====

S1305

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

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

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

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

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

=====





One Tower Square  
Hartford, CT 06183

June 21, 2013

Kevin C. 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: C00104418DB68 - A Design-Build Project  
GLOUCESTER PARKWAY EXTENSION  
From: Loudoun County Parkway To: Pacific Boulevard  
Estimated Contract Value: \$38,500,000

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.

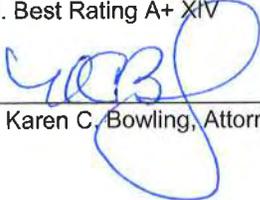
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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. 005454367

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 21st day of June, 2013.

  
Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at [www.travelersbond.com](http://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. 2150-053-052, UPC No.: 104418

#### SCC and DPOR Information

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

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

**ATTACHMENT 3.2.10**

**State Project No. 2150-053-052, UPC No.: 104418**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Dewberry Consultants, LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, Va. 20169	Professional Engineer	0402039440	June 30, 2014
Quinn Consulting Services, Inc.	Kaushik Vyas	Gordonsville. Va.	10170 Spring Drive Gordonsville, VA 22942	Professional Engineer	0402039004	June 30, 2014

**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



Virg

06/25/13

LLCM3220

LLC DATA INQUIRY

10:24:03

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

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

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

RTN MAIL:

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

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			50.00

(Screen Id:/LLC\_Data\_Inquiry)

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

S  
Cor

Commonwealth of Virginia  
**State Corporation Commission**

Virg

06/25/13

LLCM3220

LLC DATA INQUIRY

10:24:29

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

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

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

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

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			

(Screen Id:/LLC\_Data\_Inquiry)

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

St  
Cor



Virg

CISM0180

CORPORATE DATA INQUIRY

06/25/13

09:58:36

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

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

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

CITY: ASHBURN STATE : VA ZIP: 20147

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

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

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

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

(Screen Id:/Corp\_Data\_Inquiry)

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

S  
Cor



Virg

CISM0180

CORPORATE DATA INQUIRY

06/25/13

09:59:05

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

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

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

(Screen Id:/Corp\_Data\_Inquiry)

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

St  
Cor



Virg

CISM0180

CORPORATE DATA INQUIRY

06/25/13

09:59:24

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

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

STREET: 21601 AVENS CT AR RTN MAIL:

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

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

(Screen Id:/Corp\_Data\_Inquiry)

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

S  
Cor

Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/25/13

09:59:47

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

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

(Screen Id:/Corp\_Data\_Inquiry)

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

St  
Cor



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/25/13

10:00:09

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 05/22/97

CORP NAME: OLD DOMINION SETTLEMENTS, INC.

DATE OF CERTIFICATE: 07/08/1983 PERIOD OF DURATION: INDUSTRY CODE: 35

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: RONALD H. LAZARUS

STREET: 7010 LITTLE RIVER TURNPIKE, SUITE 240

AR RTN MAIL:

CITY: ANNANDALE

STATE : VA ZIP: 22003

R/A STATUS: 4 ATTORNEY

EFF. DATE: 09/05/95 LOC : 129

ACCEPTED AR#: 213 08 5532

DATE: 05/16/13

FAIRFAX COUNTY

CURRENT AR#: 213 08 5532

DATE: 05/16/13

STATUS: A

ASSESSMENT INDICATOR: 0

YEAR

FEE

PENALTY

INTEREST

TAXES

BALANCE

TOTAL SHARES

13

220.00

25,000

(Screen Id:/Corp\_Data\_Inquiry)

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

St  
Cor



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

06/25/13

10:00:33

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01

CORP NAME: AERO-METRIC, INC.

DATE OF CERTIFICATE: 02/09/2000 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: WI WISCONSIN STOCK INDICATOR: S STOCK

MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 213 02 6031 DATE: 01/23/13 HENRICO COUNTY

CURRENT AR#: 213 02 6031 DATE: 01/23/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp\_Data\_Inquiry)

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

St  
Cor



Virg

06/25/13

CISM0180

CORPORATE DATA INQUIRY

10:00:49

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

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

STREET: 8397 EUCLID AVENUE AR RTN MAIL:

CITY: MANASSAS PARK STATE : VA ZIP: 20111  
R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC : 315  
ACCEPTED AR#: 213 51 7036 DATE: 04/08/13 MANASSAS PARK  
CURRENT AR#: 213 51 7036 DATE: 04/08/13 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR 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](mailto:publicrecords@dpor.virginia.gov).

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

## Details of license number 0407003966

[print](#)

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

Filter:

### Related Licenses

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

Showing 1 to 4 of 4 entries

### No Open Complaints

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

### No Closed Complaints

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

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

## Details of license number 0407004404

[print](#)

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

Filter:

### Related Licenses

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

Showing 1 to 2 of 2 entries

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

### No Open Complaints

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

### No Closed Complaints

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

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

## Details of license number 0407003733

[print](#)

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

Filter:

### Related Licenses

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

Showing 1 to 2 of 2 entries

### No Open Complaints

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

### No Closed Complaints

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

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

## Details of license number 0407004748

[print](#)

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

Filter:

### Related Licenses

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

Showing 1 to 1 of 1 entries

### No Open Complaints

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

### No Closed Complaints

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

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

## Details of license number 4008001190

[print](#)

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

### No Open Complaints

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

### No Closed Complaints

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

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

## Details of license number 0407002900

[print](#)

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

Filter:

### Related Licenses

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

Showing 1 to 2 of 2 entries

### No Open Complaints

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

### No Closed Complaints

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

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

## Details of license number 0407005489

[print](#)

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

Filter:

### Related Licenses

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

Showing 1 to 1 of 1 entries

### No Open Complaints

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

### No Closed Complaints

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

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

## Details of license number 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

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

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

## Details of license number 0402039004

[print](#)

Name: VYAS, KAUSHIKKUMAR BHUPENDRAPRASAD  
 License Number: 0402039004  
 License Description: Professional Engineer License  
 Address: GORDONSVILLE VA, 22942  
 Initial Certification Date: 2004-06-14  
 Expiration Date: 2014-06-30

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
<a href="#">0407003733</a>	QUINN CONSULTING SERVICES INC	Business Entity Registration	2013-12-31
<a href="#">0411000920</a>	QUINN CONSULTING SERVICES INC	Business Entity Branch Office Registration	2014-02-28

Showing 1 to 2 of 2 entries

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

### No Open Complaints

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

### No Closed Complaints

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

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



**ATTACHMENT 3.3.1**

**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>Jeffrey Austin, P.E., Vice President</b>
b. Project Assignment:	<b>Design-Build Project Manager</b>
c. Name of Firm with which you are now associated:	<b>Shirley Contracting Company, LLC</b>
d. Years experience: With this Firm <b>13</b> Years With Other Firms <b>8</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<b>Shirley Contracting Company, LLC, Shirley Design-Build, LLC</b> Vice President, July 2011 to Present <ul style="list-style-type: none"><li>• <b>I-64, Exit 91 Interchange Improvements D-B Project</b>, October 2012 to Present, Design-Build Project Manager.</li><li>• <b>Route 27/244 Interchange Modifications Project</b>, September 2011 to Present, Design-Build Project Manager.</li><li>• <b>Pacific Boulevard Extension Project</b>, July 2011 to Present, Design-Build Project Manager.</li><li>• <b>Route 50 Widening Project</b>, March 2011 to Present, Design-Build Project Manager.</li><li>• <b>University Boulevard PPTA Project</b>, March 2011 to December 2013, Design-Build Project Manager.</li></ul> Contract Manager, September 2004 to July 2011 <ul style="list-style-type: none"><li>• <b>Waxpool Road/Loudoun County Parkway Intersection Improvements</b>, April 2010 to March 2011, Design-Build Project Manager.</li><li>• <b>Pacific Boulevard Design-Build Project</b>, July 2008 to August 2010, Design-Build Project Manager.</li><li>• <b>Battlefield Parkway Design-Build Project</b>, July 2007 to November 2009, Design-Build Project Manager.</li><li>• <b>Route 28 Corridor Improvements Project</b>, September 2004 to Present, Design-Build Project Manager.</li><li>• <b>Dulles Greenway Capital Improvements Program</b>, March 2005 to December 2007 – Contract Manager responsible for managing the Shirley/Dewberry Team.</li></ul> Senior Project Manager, October 2000 to September 2004 <ul style="list-style-type: none"><li>• <b>Springfield Interchange Phase IV</b>, October 2000 to September 200 –Responsible for managing construction.</li></ul> <b>Alpha Corporation</b> Various Positions, January 1998 to October 2000 <ul style="list-style-type: none"><li>• <b>Prince George’s County, MD</b>, January 2000 to October 2000, Senior Engineer.</li><li>• <b>Route 7/Fairfax County Pkwy Interchange</b>, March 1998 to December 1999, Sr. Inspector &amp; Office Engineer.</li><li>• <b>Route 58 over Hardy Creek and Route 58 over Cave Fork</b>, January 1998 to March 1998, Design Engineer.</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>Virginia Polytechnic Institute and State University/Blacksburg, VA/ Bachelor of Science/ 1992/Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>1999 / PROFESSIONAL ENGINEER / 0402 033555</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b>	<b>1. University Boulevard PPTA Project, Prince William County, VA</b> <b>Shirley Design/Build, LLC, Design-Build Project Manager, March 2011 – December 2013</b> 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, Design-Build Manager, June 2005 – September 2008**

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

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Kaushik Vyas, P.E., Quality Assurance Manager</b>
b. Project Assignment: <b>Quality Assurance Manager</b>
c. Name of Firm with which you are now associated: <b>Quinn Consulting Services, Incorporated</b>
d. Years experience: With this Firm <b>3</b> Years With Other Firms <b>24</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Quinn Consulting Services, Inc.,</b> Quality Assurance Manager, March 2010 to Present <ul style="list-style-type: none"><li>As quality assurance manager, worked exclusively on VDOT design-build projects in lead QA and QC roles.</li></ul> <b>TRC, formally Site-Blauvelt, Transportation Engineer</b> Transportation Engineer, April 2001 to March 2010 <ul style="list-style-type: none"><li>As Transportation Engineer, performed overall Quality Assurance Control, in line with VDOT PPTA Project QA/QC Guidelines.Pacific Boulevard Design-Build Project, July 2008 to August 2010, Design-Build Project Manager.</li></ul> <b>Gujarat Electricity Board</b> Civil Engineer, June 1985 to July 2000 <ul style="list-style-type: none"><li>As Civil Engineer, Worked as a Civil Engineer in Power Plants (Generation Wing), dealt with construction, maintenance of plant and technical matters of Thermal power plant project.</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Gujarat University, Ahmedabad, India / BS / 1983 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer VA 2004 / Civil Engineer / 0402 039004</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li><i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li><i>Note whether experience is with current firm or with other firm.</i></li><li><i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> <b>1. Sycolin Road Overpass Design-Build Project, Loudoun County, VA</b> <b>Quinn Consulting Services, Inc., Quality Assurance Manager, (2013 to Present)</b> The Project is located at the intersection of Sycolin Road with the Route 7-15 Bypass in the Town of Leesburg in Loudoun County, Virginia. This project will improve safety and operations along the Route 7-15 Bypass by building a grade separated bridge for Sycolin Road over the Route 7-15 Bypass and removing the existing signalized intersection. Sycolin Road will be reconstructed as a four-lane undivided overpass with no direct connection to the Route 7 Bypass after the Project is complete. Pedestrian access will be provided on the proposed bridge with a sidewalk on the south side of Sycolin Road and a shared-used path on the north side of Sycolin Road. The shared-use-path will be barrier-separated from the vehicular traffic across the bridge. As the Quality Assurance Manager (QAM), Kaushik is responsible for the Quality Assurance of the roadway, bridge and other physical construction operations, including the QA testing technicians. The QAM has the authority and responsibility to stop any work not being performed in accordance with the Contract requirements or lacking the QA/QC documentation necessary to prove that the work meets the Contract requirements. The QAM will determine and certify to VDOT whether the materials and work comply with the Contract Documents. The QAM will conduct preparatory inspection meetings in accordance with Section 5.3.3 of the VDOT's Minimum QA/QC Requirements Manual prior to the start of any new work. Kaushik is also responsible for overseeing and directing the independent quality assurance testing and inspections, comparing the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual, and certifying that the work is completed in accordance with the Contract Documents.  <b>2. I-495 HOT Lanes Design-Build Project, Fairfax County, VA</b> <b>Quinn Consulting Services, Inc., Resident Area Engineer, March 2010 to February 2013</b> Resident Area Engineer on this nearly 2 billion dollar public-private Capital Beltway Project that includes widening of approximately 14 miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and

interpreting project plans and specifications; participating in weekly progress meetings; working closely with contractors to identify and resolve problems; monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports; ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects; working directly with General Contractor, Engineering and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems.

### **3. Design-Build, Route 15 Widening, Prince William County, Virginia**

#### **TRC (formally Site-Blauvelt), Quality Control Manager, November 2007 to March 2010**

Project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involves Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and public relations in regards to the project.

### **4. Design-Build, Route 895 (PPTA) Project, Richmond, Virginia**

#### **TRC (formally Site-Blauvelt), Quality Control Manager, April 2001 to July 2002**

Project involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork. Responsible for studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings in order to methodically check and inspect the reinforcement of the critical river crossings. Also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data.

### **5. Linton Hall Road Widening, Prince William County, Virginia**

#### **TRC (formally Site-Blauvelt), Quality Assurance Control Manager, November 2007 to November 2010**

Project included bridge over Broad Run Creek and Roadway Widening up to Route 28. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Also worked closely with utility companies during facility relocations and addressed public inquiries as related to the project.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

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

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

## **2. Route 28 Corridor Improvements Project - Fairfax and Loudoun Counties, VA - Dewberry, Design Manager and Assistant Design Manager (September 2002 – July 2014)**

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

## **3. Pacific Boulevard Design-Build Project - Loudoun County, VA - Dewberry, Highway Design Engineer (July 2008 – July 2012)**

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

## **4. Battlefield Parkway Design-Build Project - Loudoun County, VA - Dewberry, Highway Design Engineer (July 2007 - September 2009)**

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

## **5. Route 29/Linton Hall Interchange and Railroad Grade Separation - Prince William County, VA - Dewberry, Design Manager (June 1999 – January 2011, Under Construction until August 2015)**

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Burt Shaffer, Senior Project Superintendent</b>
b.	Project Assignment: <b>Construction Manager</b>
c.	Name of Firm with which you are now associated: <b>Shirley Contracting Company, LLC</b>
d.	Years experience: With this Firm <b>13</b> Years With Other Firms <b>22</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Shirley Contracting Company, LLC - Senior Project Superintendent, 2000–Present</b> <ul style="list-style-type: none"><li>● <b>Pacific Boulevard Design-Build, Sterling, VA, 2011 to 2013</b> – Senior Project Superintendent for the \$5.4 million design/build project to construct a 4-lane median divided roadway for VDOT.</li><li>● <b>Route 28/Innovation Avenue Interchange, Dulles, VA, 2011 to 2012</b> – Senior Project Superintendent for a \$12 million design/build project to construct a new interchange carrying Innovation Drive over Route 28.</li><li>● <b>Atlantic Boulevard Design-Build, Sterling, VA, 2010 to 2011</b> – Senior Project Superintendent for a \$13 million design/build project for VDOT to construct a 4-lane divided road and bridge over the W&amp;OD Trail.</li><li>● <b>Route 7/Loudoun County Parkway Interchange, Ashburn, VA, 2009-2010</b> – Senior Project Superintendent on this \$23 million project for Loudoun County to construct a new single-point diamond grade-separated interchange connecting Loudoun County Parkway with Route 7.</li><li>● <b>Battlefield Parkway Design-Build, Leesburg, VA, 2008-2009</b> – Senior Project Superintendent on this \$26.5 million design/build project for VDOT to construct twin 1,100 foot long bridges over the W&amp;OD Trail and Tuscarora Creek between Route 7 and Kincaid Boulevard.</li><li>● <b>Centreville Road Widening Design-Build, Chantilly, VA, 2006-2007</b> – Senior Project Superintendent for a the \$24.5 million design/build project to widen Centreville Road from a 2-lane to 4-lane divided roadway for approximately 2 miles.</li><li>● <b>Route 28/Waxpool Road Interchange, Sterling, VA, 2004-2005</b> – Project Superintendent for the \$63 million design/build interchange carrying Route 625 over Route 28 including widening of Route 28 and Route 625, a new bridge over Route 28, the W&amp;OD Trail, and Broad Run, and a 900 foot long flyover bridge.</li><li>● <b>Route 28/Air &amp; Space Museum Interchange, Chantilly, VA, 2002-2003</b> - Project Superintendent on the new \$12 interchange at Route 28 to provide access to the Smithsonian's Air &amp; Space Museum.</li><li>● <b>Route 28/Route 29 Interchange, Centreville, VA, 2000-2002</b> - Project Superintendent for the new \$23 million interchange to carry Route 29 over Route 28.</li><li>● <b>Driggs Corporation, Northern VA, 1998-2000</b> - General Superintendent for various projects in Northern Virginia including the Corbalis Water Treatment Plant for FCWA and the AOL Campus Expansion Projects.</li></ul>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>N/A</b>
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Currently holds Virginia Department of Conservation and Recreation DCR RLD (#37016) and will obtain the Virginia Erosion and Sediment Control Contractor Certification prior to the start of construction activities.</b>
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> <b>1. Atlantic Boulevard Extension, Sterling, Virginia (2010-2011)</b> <b>Shirley Contracting Company, LLC, Senior Project Superintendent</b> Senior Project Superintendent for the design/build, grade-separated extension of Atlantic Boulevard over the W&OD Trail as part of the Route 28 Corridor Improvements Project for VDOT. Mr. Shaffer was responsible for management of all construction forces on site including self-perform and subcontracted work. Mr. Shaffer directed Shirley's crews in completing excavation, grading, erosion and sediment controls, maintenance of traffic operations, base stone, and drainage operations. He also had overall responsibility for ensuring that the bridge construction was completed on schedule while maintaining bicyclist and pedestrian safety at all times for the Trail users.

## **2. Route 7/Loudoun County Parkway Interchange, Ashburn, Virginia (2009-2010)**

### **Shirley Contracting Company, LLC, Senior Project Superintendent**

Senior Project Superintendent for the \$23 million single-point diamond style interchange at Route 7 and Loudoun County Parkway. This was the first interchange capital improvements project undertaken by Loudoun County. Mr. Shaffer was responsible for management and oversight of all day-to-day field operations including the complex phasing of construction of the bridge over Route 7. Mr. Shaffer 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.

## **3. Battlefield Parkway Design-Build Project, Leesburg, VA (2008-2009)**

### **Shirley Design/Build, LLC, Senior Project Superintendent**

As the Senior Project Superintendent for Shirley on the design/build project with VDOT, Mr. Shaffer was responsible for all field construction operations and activities including maintaining the safety of bicyclists and pedestrians using the W&OD Trail on a daily basis. Mr. Shaffer also reviewed and maintained the Project schedule, as well as coordinated the self-perform activities including bridge construction, MSE retaining walls, grading, storm and other utilities, aggregates, and maintenance of traffic. He also had overall responsibility for scheduling subcontractors and ensuring that they complied with Shirley's safety program.

## **4. Centreville Road Widening Design-Build Project, Centreville, VA (2006-2007)**

### **Shirley Contracting Company, LLC, Senior Project Superintendent**

As Senior Project Superintendent, Mr. Shaffer was responsible for leading all of the construction activities necessary to widening approximately 2 miles of Centreville Road as part of the Route 28 Corridor Improvements Project. He maintained the Project schedule, coordinated all of the subcontractors, and managed Shirley's self-perform activities including earthwork, storm drainage, water and sanitary relocations, stormwater management, aggregates, and maintenance of traffic. The Project required extensive coordination with local residences and businesses and a complex phasing of the work. Mr. Shaffer also closely coordinated with the Utility Manager to ensure that extensive utility relocations were completed.

## **5. Route 28/ Route 625 Interchange, Sterling, VA (2004-2005)**

### **Shirley Contracting Company, LLC, Project Superintendent**

As part of the Route 28 Corridor Improvements Project, Shirley was responsible for completion of the design and construction of the Route 28/Route 625 (Waxpool/Church Roads) Interchange. Mr. Shaffer was the Project Superintendent responsible for constructing all of the improvements while maintaining high volumes of traffic. Significant structural elements of the work included a new bridge carrying Waxpool/Church Road over Route 28, a flyover bridge over Route 28 and Waxpool Road, widening of the Waxpool Road bridge over Broad Run, and a new bridge over the W&OD Trail. In addition, Shirley completed the widening of Route 28, Waxpool Road, Church Road, and the extension of Davis Drive. Numerous retaining walls were also required, as well as close coordination with utility companies to ensure that relocations were completed on time. Additionally, he provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He maintained the CPM schedule, coordinated subcontractor safe start meetings, conducted regular jobsite safety meetings, notified police & fire and rescue of traffic switches, prepared/obtained and reviewed required material documentation. Additionally, he was responsible for daily coordination and scheduling of work including Shirley's crews and subcontractors, material deliveries, rental equipment, trucks and lane closures, with quality assurance & quality control staff, and directed QC staff activities as needed.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>James D. Davidson, PE, DBIA, Director of Structural Engineering</b>
b. Project Assignment:	<b>Lead Structural Engineer</b>
c. Name of Firm with which you are now associated:	<b>Dewberry Consultants LLC</b>
d. Years experience: With this Firm <b>26</b> Years With Other Firms <b>6</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Dewberry &amp; Davis, LLC</b> Director of Structural Engineering, February 1997-Present	<ul style="list-style-type: none"><li>• <b>Route 27\244 Interchange Modifications</b>, September 2011 to Present, Structural Design Manager for the Shirley led D/B Team</li><li>• <b>Route 50 Widening Design-Build Project</b>, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team</li><li>• <b>University Boulevard Design-Build Project</b>, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team.</li><li>• <b>Airport Connector Road Design-Build Project</b>, October 2008 to January 2011, Design Manager</li><li>• <b>Pacific Boulevard Design-Build Project</b>, July 2008 to October 2010, Structural Design Manager for the Shirley D/B Team.</li><li>• <b>InterCounty Connector (ICC) Contract C Design-Build Project</b>, February 2008 to Present, Bridge Manager for the Shirley led design-build team.</li><li>• <b>Battlefield Parkway Design-Build Project</b>, July 2007 to September 2009, Structural Design Manager for the Shirley D/B Team.</li><li>• <b>Route 28 Corridor Improvements Design-Build Project</b>, October 2002 to Present, Bridge Design Manager for the Shirley led design-build team.</li><li>• <b>Dulles Greenway Capitol Improvements Program</b>, March 2005 to December 2007, Bridge Design Manager for the Shirley led design-build team.</li><li>• <b>I-66 Widening Project from Route 234 to Route 29/Gainesville Road</b>, October 2000 to November 2006, Bridge Design Manager.</li><li>• <b>Route 460 Bypass Bridges</b>, September 1997 to March 2001, Assistant Project Manager.</li><li>• <b>I-95\Telegraph Road Interchange Project</b>, March 1998 to Present, Senior Structural Engineer</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>University of Virginia, Charlottesville, VA /Bachelor of Science/ 1981/Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>Professional Engineer/ VA-1990(#0402020665)/MD-1990/DE-2004/DC-2004/PA-2009/WVA-2009/NC-2010/SC-2011/NJ-2011</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)	<b>1. I-66 Mainline Widening, Northern Virginia, VA</b> <b>Bridge Design Manager, Dewberry &amp; Davis, LLC , October 2000-November 2006</b> Mr. Davidson was responsible for all bridge and structural design of the \$350M project for the widening of seven miles of I-66 from Route 234 to Route 29, from four to eight lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and grade separation over the Norfolk/Southern Railroad line. This project was eventually split into four contract packages for advertisement. The project included 10 new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. These 10 bridges include the widening of five bridges, the complete replacement of one bridge and four new bridges. The widenings also consisted of complete superstructure replacements for four of the bridges. The bridges consist of steel plate girder, rolled beam and prestressed concrete girder bridges with continuous and/or simple spans. The most challenging part of this project was maintaining traffic on this extremely busy

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

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

#### **Lead Structural Engineer, Dewberry & Davis, LLC, October 2002 – Present**

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

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

#### **Lead Structural Engineer, Dewberry & Davis, LLC, March 2005- December 2007**

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

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

#### **Lead Structural Engineer, Dewberry & Davis, LLC, July 2007 – September 2009**

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

### **5. Pacific Boulevard, Loudoun County, VA**

#### **Structural Design Manager, Dewberry & Davis, LLC, July 2007-October 2010**

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



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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: <b>Battlefield Parkway Design-Build</b>  Location: <b>Leesburg, Virginia</b>	Name: <b>Dewberry Consultants LLC (formerly Dewberry &amp; Davis LLC)</b>	Name of Client: <b>VDOT</b> <b>4975 Alliance Drive, Fairfax, VA 22030</b> Project Manager: <b>Susan Shaw, PE</b> Phone: <b>703-259-1995</b> Email: <b>susan.shaw@VDOT.Virginia.gov</b>	<b>November 2009</b>	<b>November 2009</b>	<b>\$ 24,527</b>	<b>\$ 26,915*</b>  * Difference due to Owner added scope	<b>\$ 26,915</b>

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



Shirley Design/Build, LLC, 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 essential to provide a high level of customer service to the affected community. One end of the Battlefield Parkway Project was located within a sensitive residential community and park, the middle spanned the heavily used W&OD Trail park, and the other end tied into a high volume primary roadway. Our Team attended many local HOA meetings and provided other correspondence and notices, including creating and maintaining a project website to ensure that the community and traveling public were 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. On the Battlefield Parkway Project, we learned the importance of early communication and coordination with affected property owners. On the Gloucester Parkway Extension Project, our Team has worked closely with each of the affected property owners on other Projects which will help to facilitate this early communication and coordination and minimize the risk that right-of-way acquisition delays will affect the schedule.

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 Gloucester Parkway Extension Project including, construction of a 4-lane divided roadway on a new alignment, signals, utility relocations ,right-of-way acquisition, environmental permitting, and construction of new parallel bridge structures spanning a wide floodplain. The Battlefield Parkway Project enabled our Team to gain significant experience in coordinating and obtaining Environmental Permits and mitigating environmental impacts during the construction of the parallel bridges through the environmentally sensitive Tuscarora Creek Floodplain. On Battlefield Parkway, 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 acquired the necessary environmental mitigation and submitted the Joint Permit Application (JPA) enabling our Team to obtain the environmental permits for the Project months ahead of the planned construction start date ensuring that there would be no construction delays due to Environmental Permitting. During construction our Team fenced off protected wetland areas, completed permit monitoring, and minimized impact areas through the floodplain and wetland areas. This experience will be valuable on the Gloucester Parkway Extension Project where the floodplain width and bridge lengths are similar to the Battlefield Parkway bridges and will require similar construction means and methods to reduce environmental impacts.

For the Gloucester Parkway Extension Project we are proposing to use many of the key team members and that have worked successfully on the Battlefield Parkway Project including, Shirley Contracting, Dewberry, Diversified Property Services, GeoConcepts Engineering, So-Deep, 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: <b>Pacific Boulevard</b>  Location: <b>Loudoun County, Virginia</b>	Name: <b>Dewberry Consultants LLC (formerly Dewberry &amp; Davis LLC)</b>	Name of Client: <b>VDOT</b> <b>4975 Alliance Drive</b> <b>Fairfax, VA 22030</b> Project Manager: <b>Christiana Briganti-Dunn, PE</b> Phone: <b>703-259-2960</b> <b>Christiana.briganti@VDOT.Virginia.gov</b>	<b>August 2010</b>	<b>August 2010</b>	<b>\$18,977</b>	<b>\$19,294</b>  <b>* Difference due to Owner added scope</b>	<b>\$19,294</b>

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



Shirley 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 and 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. This type of property owner coordination and focus on reducing environmental impacts will also be an important part of the Gloucester Parkway Extension Project.

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 Gloucester Parkway Project will require similar coordination with Loudoun County to call in proffered right-of-way from the N/A Dulles Property and to minimize VDOT's acquisition costs.

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 Gloucester Parkway Extension 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 Gloucester Parkway Extension 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: <b>Route 28 Corridor Improvements Project</b>  Location: <b>Fairfax &amp; Loudoun Counties, VA</b>	Name: <b>Dewberry Consultants LLC (formerly Dewberry &amp; Davis LLC)</b>	Name of Client./ Owner: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Susan Shaw</b> Phone: <b>703-259-1995</b> Fax: <b>703-815-3129</b> Email: <b>Susan.Shaw@vdot.virginia.gov</b>	<b>May 2007</b>	<b>August 2013*</b>  <b>*Difference Due to Owner added scope</b>	<b>\$168,965</b>	<b>\$356,153*</b>  <b>*Difference Due to Owner added scope</b>	<b>\$356,153</b>

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

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

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

Since having acquired more than 200 parcels of right-of-way on Route 28, we have learned how vital the timely completion of the right-of-way acquisition process is to the project schedule and budget. As part of the constructability process we focus our efforts on developing a right-of-way priority list early on, in order to optimize the construction and utility schedule. We also look early at whether there are any total takes or relocations that could affect the schedule, proffers that may be available, and any hazardous, historic, or other environmental issues affecting any property. We have also facilitated the negotiation of settlements whereby the property owner dedicates the necessary right-of-way in exchange for certain improvements being added to the project scope, requiring extensive coordination between the Design/Build Team, VDOT and adjacent property owners. These types of agreements have resulted in savings in the overall project cost while expediting the right-of-way acquisition process. On the Route 28 Project we constructed the segment of Loudoun County Parkway Gloucester Parkway to Route 7, the segments of Pacific Boulevard to the north and south of the intersection with Gloucester Parkway and the Route 28/Nokes Boulevard Interchange including the extension of Nokes Boulevard to its termini at the east end of the Gloucester Parkway Project. As part of these projects we coordinated with and/or acquired right-of-way from each of the property owners impacted by the Gloucester Parkway Extension Project, experience that will be beneficial to minimizing right-of-way risks on the Project.

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

Through the Route 28 project we have developed close relationships with over 25 public and private utilities that will benefit the Gloucester Parkway Extension Project. In constructing the ten interchanges and secondary road improvements we have successfully relocated more than 52,000 feet of overhead and underground power lines, 205,000 feet of communication/fiber optic lines, 11,000 feet of water lines, 6,400 feet of sanitary sewer, and 5,100 feet of gas lines. On the Centreville Road Widening Project, a component of the Route 28 Corridor Improvements Project, we were able to eliminate or reduce many utility relocations by coordinating with the utility companies, raising the roadway profile, and other innovative design changes. Shirley's utility coordination effort contributed to a 35% reduction in the utility relocation costs on the project, **saving VDOT over \$1.9 million** from the Utility Relocation Allowance. The Route 28 Project also enabled our Team to gain relevant experience with the utilities that may be impacted by the Gloucester Parkway Extension Project. The construction of Pacific Boulevard north of the Gloucester Parkway intersection resulted in the need to place fill over the 54" DCWASA Sewer Line that also crosses the Gloucester Parkway Extension Project alignment. As part of the Route 28 project we coordinated with DCWASA to gain approval of the roadway alignment through their easement and designed and constructed a concrete protection slab to protect the sewer line from the additional loading from the additional fill. This experience will be vital to mitigating impacts to this existing large diameter sewer line and gaining early approvals from DCWASA on the Gloucester Parkway Extension Project.

Furthermore, the construction of Loudoun County Parkway, Pacific Boulevard, and Nokes Boulevard as part of the Route 28 Project has provided our Team with first-hand knowledge and experience with the geotechnical conditions and soils around and within the limits of the Gloucester Parkway Extension Project. This direct experience will aid in developing our design and construction means and methods early in the RFP phase of the project anticipating the need for undercuts and rock excavation and helping to reduce project risks for differing site conditions. The Team that we are proposing for the Gloucester Parkway Extension Project includes not only the same organizations but also the same individuals that were key to the success of the Route 28 Project. From Shirley Contracting these include the Design Build Manager, Jeffrey Austin, the utility coordinator, Todd Kief, our right-of-way manager, Seth Bourne, and our Construction Manager, Burt Shafer and many of the project engineers, foremen and superintendents who will manage the 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: <b>Battlefield Parkway Design-Build</b>  Location: <b>Loudoun County, Virginia</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>VDOT</b> <b>4975 Alliance Drive</b> <b>Fairfax, VA 22030</b> Project Manager: <b>Susan Shaw, PE</b> Phone: <b>703-259-1995</b> Email: <a href="mailto:Susan.Shaw@VDOT.Virginia.gov">Susan.Shaw@VDOT.Virginia.gov</a>	<b>November 2009</b>	<b>November 2009</b>	<b>\$ 24,527</b>	<b>\$ 26,915*</b>  * Difference due to Owner added scope	<b>\$ 2,542</b>

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



Dewberry Consultants, LLC, 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's Fairfax, Virginia office was responsible for 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.

Similar to the Gloucester Parkway Extension project, the most significant element of the Battlefield Parkway Design-Build 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 design of the roadway and bridge and hydraulic analysis was all completed to account for a potential future median widening from 4-lanes to 6-lanes. 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. 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. Deck drainage for both bridges was designed in accordance with VDOT criteria, and all water collected from the bridge was conveyed through a closed system supported below the bridge to the stormwater management facility located just beyond the northern end of the bridge. This deck drainage system was coordinated to pass through the bridge abutment and connect to a proposed roadway storm sewer system which outfalled directly in the stormwater management basin. The bridge also incorporated a barrier separated shared use path along the northbound span, pedestrian fencing, roadway lighting foundations, and a noise barrier on the outside edge of the northbound bridge.

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.

The Battlefield Parkway Design/Build Project is a clear demonstration of Dewberry's success in designing a project with identical characteristics as those proposed for the Gloucester Parkway Extension Project. Furthermore, the Dewberry staff who were instrumental to the success of the Battlefield Parkway Project are the same staff proposed for the Gloucester Parkway Extension Project. Our Design Manager, Steve Kuntz was the lead roadway engineer for the Battlefield project and Jim Davidson, Jim Filson, and Kim Larkin are filling their identical roles as Lead Structural Engineer, Hydraulics Engineer, and Environmental Permitting Manager, respectively. Additionally, the design subconsultants that Dewberry will utilize on the Gloucester Parkway Extension Project including GeoConcepts Engineering for geotechnical investigations and construction material testing quality control and So-Deep for utility designations and test pits are also filling the same roles that they performed on the Battlefield Parkway 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: <b>Route 28 Corridor Improvements Project</b>  Location: <b>Fairfax and Loudoun Counties, Virginia</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>VDOT</b> <b>4975 Alliance Drive</b> <b>Fairfax, VA 22030</b> Project Manager: <b>Susan Shaw, PE</b> Phone: <b>703-259-1995</b> <a href="mailto:Susan.Shaw@VDOT.Virginia.gov">Susan.Shaw@VDOT.Virginia.gov</a>	<b>May 2007</b>	<b>August 2013 *</b>  * Difference due to Owner added scope	<b>\$ 168,965</b>	<b>\$356,153 *</b>  * Difference due to Owner added scope	<b>\$31,400</b>

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



Dewberry, in the role of the Lead Designer as part of the Shirley Design-Build Team, was selected by VDOT on the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. This design-build project includes design and construction of ten grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. Dewberry's Fairfax, Virginia office was responsible for all preliminary and final roadway and interchange design, bridge design, stormwater management, mapping, surveys, geotechnical investigations, environmental investigations, permitting, lighting design, utility relocation designs, hydraulic and hydrologic analysis, maintenance-of-traffic design and construction inspections. The original six interchanges were completed and opened to traffic on schedule before May 2007. The success and timely completion of the first six interchanges was a key element in the decision by the Tax District landowners, Loudoun County, Fairfax County and VDOT to extend the contract by issuing a change order for the remaining four (4) interchanges (Willard Road, McLearen Road, Innovation Avenue, and Nokes Boulevard), which were completed and opened to traffic by November 2009.

As part of one of the original six interchange projects, Route 625 (Waxpool Road) was widened to the ultimate 6-lane section from Loudoun County Parkway to Route 28, including complete reconstruction of the eastbound Route 625 bridge over Broad Run. Dewberry's Fairfax, Virginia office was responsible for structural design, roadway design, hydraulic design and hydrologic analysis, surveys, geotechnical investigations, and scour analysis for this proposed bridge over Broad Run. Bridge design and pier geometry was developed to closely match the previously improved westbound span over Broad Run to provide an opening which adequately conveyed the design flows and did not introduce a rise in the 100-year water surface elevation. This crossing of Broad Run is the closest crossing of Broad Run to the south of the Gloucester Parkway crossing.

One of the additional interchanges added to the project scope was the Route 28/Nokes Boulevard Interchange (pictured to the left). This project consisted of design and construction of a partial cloverleaf interchange with collector-distributor (CD) roads on Route 28 and the extension of Nokes Boulevard to the west of Route 28 to provide an intersection with Pacific Boulevard, which was also extended approximately 1,700' from its existing terminus to the north of Severn Way. Due to the proximity of Route 28 to the existing Broad Run floodplain, and the need to provide adequate intersection spacing between the interchange ramps and Pacific Boulevard, Nokes Boulevard extended approximately 500' into the existing floodplain, and the extension of Pacific Boulevard to the south of Nokes essentially "cut-off" a portion of the existing floodplain. To account for this, grading to the south of the intersection on the west side of Pacific Boulevard was identified to replace floodplain storage area, and the H&H analysis was completed to confirm that construction of Nokes Boulevard, Pacific Boulevard to the south, and the future extension of Pacific to the north and Gloucester Parkway to the west would not result in a rise to the 100-year floodplain elevations. Nokes Boulevard was designed to accommodate construction of a future widening from 4-lanes to 6-lanes in the median without additional utility or right-of-way impacts. Pedestrian and bicycle accommodations consisting of a shared use path on the north side of Nokes Boulevard and a sidewalk along the south side were also included in the project. A preliminary profile for the extension of Gloucester Parkway to the west was also developed to ensure future overlay and build-up of the Pacific Boulevard Intersection would not be required when the Gloucester Parkway extension is constructed.

In addition to the ten interchanges being constructed, the Team was also responsible for design and construction of numerous secondary road improvements including the widening of Centreville Road from two-lanes to four-lanes, a new four-lane section of Atlantic Boulevard (including a new bridge over the W&OD Trail), two additional sections of Pacific Boulevard, from Sterling Boulevard to Cedar Green Road and Severn Way to Nokes Boulevard, and the complete reconstruction and widening of Loudoun County Parkway from the Gloucester Parkway Intersection to Russell Branch Parkway. Consistent with the Route 28 Interchange improvements, the Shirley/Dewberry Team was responsible for all design, permitting, right-of-way acquisition (residential and commercial properties), utility relocations, construction, quality assurance and quality control for all of the parallel road improvements completed under the Route 28 contract.

On the Loudoun County Parkway parallel road improvement portion of the project, improvements were designed to provide an interim connection to the existing two-lane segment of Loudoun County Parkway south of Gloucester Parkway while constructing the ultimate 4-lane section. Preliminary plans for Loudoun County Parkway were developed and coordinated prior to our involvement with the final design, so future widening of Loudoun County Parkway from 4- to 6-lanes will be constructed to the outside. As part of final design, all utility easements and relocations including communication, power, and water mains were added to the construction plans and right-of-way acquisition plats. Additionally, hydraulic crossings on Loudoun County Parkway included a single span bridge and Conspan crossing of Russell Branch and Beaverdam Run, including required scour analysis and H&H analysis for both crossings.

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

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

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



Dewberry Consultants, LLC, 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's Fairfax, Virginia office 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 coffer dam to accommodate 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 so that the sanitary sewer would not be in conflict with the bridge pier and footing, and grading adjacent to the additional sewer manholes, which extended above the 100-year water surface elevation per Loudoun Water requirements, 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. These types of environmentally sensitive design solutions will be utilized to minimize the impacts to the Broad Run floodplain and adjacent wetland areas on the Gloucester Parkway Extension Project.