

RESPONSE TO REQUEST FOR QUALIFICATIONS

# Route 3 Widening

A DESIGN-BUILD PROJECT

FROM: 4.1 MILES EAST RTE. 29

TO: 4.0 MILES WEST OF CULPEPER/ORANGE COUNTY LINE

CULPEPER COUNTY, VIRGINIA

**State Project No.:** 0003-023-107, P101, R201, C501

**Federal Project No.:** STP-023-7(024)

**Contract ID Number:** C00014657DB56



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:







January 25, 2013

Mr. Joseph A. Clarke, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Annex Building, 8th Floor  
Richmond, Virginia 23219

**RE: Route 3 Widening**  
**From: 4.1 Miles East Rte 29**  
**To: 4.0 Miles West of Culpeper/Orange County Line**  
**Culpeper County, Virginia**  
**Contract ID Number C00014657DB56**  
**3.2 Letter of Submittal**

Dear Mr. Clarke:

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 Route 3 Widening Design-Build Project (the Project). For this pursuit, we have assembled a Team with unparalleled experience and expertise in the industry to assure VDOT that the Project will exceed all expectations.

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

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

Our Point of Contact for this Project will be:

Mr. Garry A. Palleschi  
Vice President  
Shirley Contracting Company, LLC  
8435 Backlick Road  
Lorton, Virginia 22079  
(P) 703-550-8100 (F) 703-550-7899  
gpalleschi@shirleycontracting.com

The Principal Officer for this Project will be:

Mr. Michael E. Post  
President/CEO  
Shirley Contracting Company, LLC  
8435 Backlick Road  
Lorton, Virginia 22079  
(P) 703-550-8100 (F) 703-550-7899  
mpost@shirleycontracting.com

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.

The Lead Contractor for the Project will be Shirley Contracting Company, LLC and the Lead Designer will be Dewberry Consultants LLC (formerly Dewberry & Davis LLC).

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

Signed Certification Regarding Debarment Forms for Primary and Lower Tiered Covered Transactions are included as an Attachments 3.2.7(a) and 3.2.7(b).

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.

Also 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.

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.

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

*I personally commit to VDOT that the Shirley Team will achieve a DBE participation goal of 20% for the entire value of the contract:*



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

Attachments:

- Affiliated and/or Subsidiary Companies, Attachment 3.2.6
- Certifications Regarding Debarment Attachments 3.2.7(a), and 3.2.7(b)
- Evidence of Prequalification
- Surety Letter
- SCC and DPOR Information Attachment 3.2.10
- SCC and DPOR Licenses and 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 Route 3 Widening Project (the Project). Shirley is committing Team Members and Key Personnel to the Project that have been responsible for managing more than \$500 million of design-build roadway and bridge projects in Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Fort Lee Roundabout, Battlefield Parkway Design-Build, and Pacific Boulevard Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry Consultants LLC (formerly Dewberry & Davis LLC) was the Lead Designer. Further, each of these design-build projects have been completed on or ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for over 10 years now, we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduces project risk.

#### 3.3.1 KEY PERSONNEL

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

<b><i>Design-Build Project Manager:</i></b>	Chuck Smith	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.	Dewberry Consultants LLC
<b><i>Construction Manager:</i></b>	Tony Jefferys	Shirley Contracting Company, LLC
<b><i>Lead Utility Coordination Manager:</i></b>	Todd Kief	Shirley Contracting Company, LLC
<b><i>Right-of-Way Manager:</i></b>	Francis Winterwerp	Diversified Property Consultants, Inc.

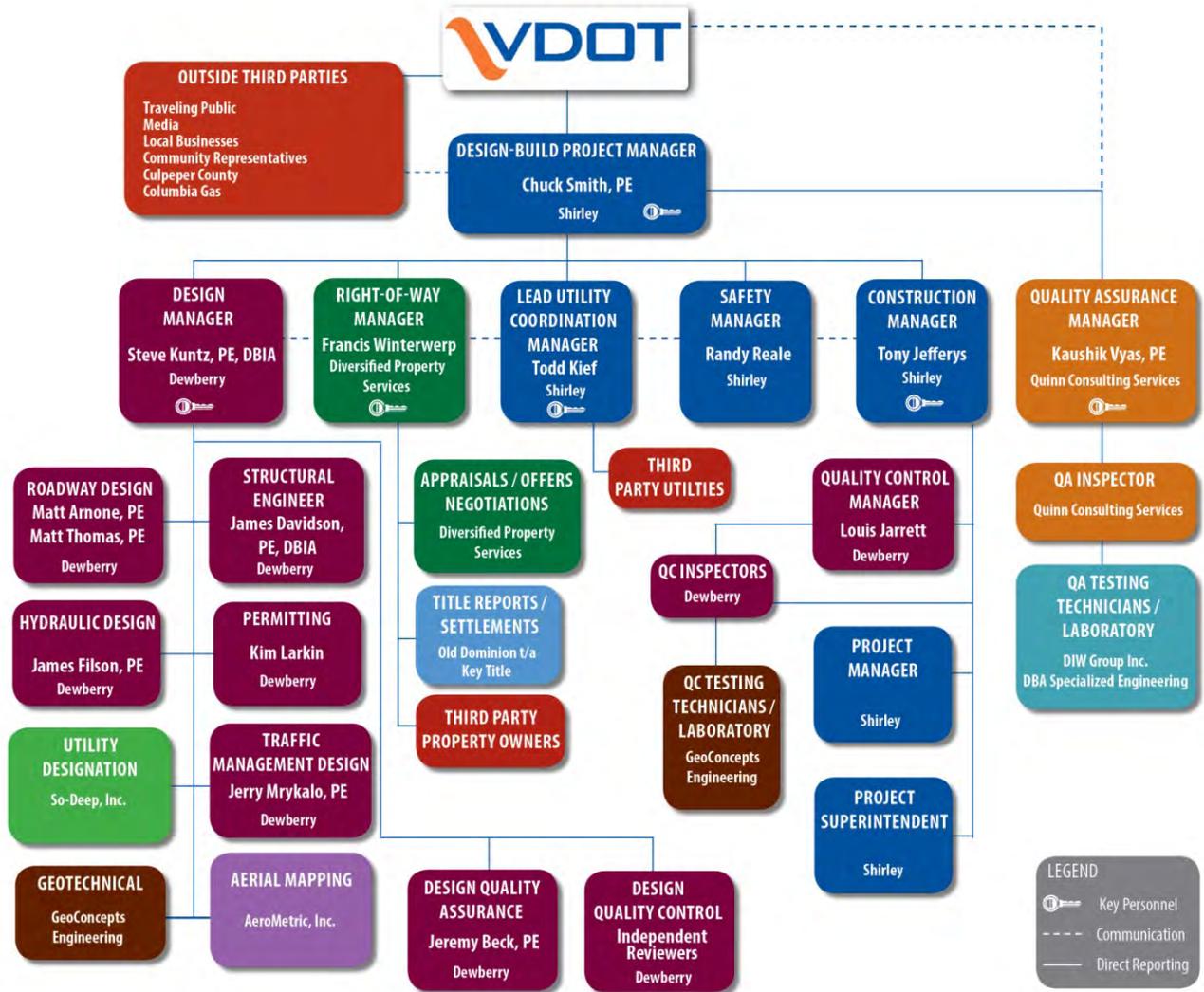
As the resumes indicate, each of the individuals we have selected for the Key Personnel roles have extensive experience in the design, construction, and administration of VDOT design-build projects, as well as significant overall design and construction expertise.

Because design-build projects require a higher level of coordination and integration among the various disciplines, it is crucial that the Key Personnel of the design-build team have an extended history of working together and a clear understanding of how all the project disciplines interact. In addition to the design, construction and quality assurance/quality control aspects of a design-build project, a successful team must also integrate the right-of-way, utility, permitting, safety, third-party coordination, and public relations disciplines into a single, cohesive project.



### 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.



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

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

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

PM) has ultimate responsibility for Contract management and to coordinate and integrate the various project disciplines successfully, including design, construction, quality control, right-of-way, utilities, and safety. The D-B PM will also serve as the primary support to VDOT's efforts to communicate with certain third-party stakeholders, and at VDOT's discretion, can take the lead effort in communicating and coordinating with these third parties. Mr. Smith, as the Design-Build Project Manager, has managed a significant number of Shirley Contracting Company's most challenging design-build projects. He brings over 25 years of experience to the Design-Build Project Manager role and has delivered each of his design-build projects either ahead of or on schedule and on budget.

***\*Design Manager (Steve Kuntz P.E.):*** Reporting to the D-B PM, this Key Personnel position has overall responsibility for management of all aspects of the design process, including roadway, structural, hydraulic, permitting, traffic, and geotechnical. In addition, the Design Manager will establish and oversee the Design QA/QC program. Of vital importance is the Design Manager's role in integrating the various design disciplines with the Construction, Right-of-Way, Utility, and Safety elements. Mr. Kuntz is an experienced Design Manager with over 13 years of experience including several design-build projects where he worked as the Design Manager and Dewberry and Shirley have teamed together.

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

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

***\*Lead Utility Coordination Manager (Todd Kief):*** The Lead Utility Coordination Manager plays a vital role in achieving completion of the Project on time and within budget. Reporting to the D-B PM, the Lead Utility Coordination Manager will actively coordinate existing and proposed utilities with the Design, Permitting, 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. He will review relocation



plans and will verify that they match field conditions, and coordinate adjustments as necessary. Working with the design team, the Lead Utility Coordination Manager's first priority is to avoid relocations. If not possible, the focus will be to minimize these relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule.

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

**\*Right-of-Way Manager (Francis Winterwerp):** 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. The ROW Manager will be responsible for managing staff 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. Diversified Property Consultants, Inc. is a member of VDOT's prequalified right-of-way contracting consultants.

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

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

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

**\*Denotes Key Personnel**





## 3.4 Experience of Offeror's Team

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





## 3.5 Project Risks

### INTRODUCTION

The Shirley Team has extensive experience completing design and construction of projects in all types of roadway conditions, from very heavily traveled, urban areas, to less traveled areas. Regardless of the type of development and impacts surrounding the project site, many of the same issues and concerns must be addressed. Every project requires a focus on safety and mobility during construction, whether maintaining capacity for high traffic volumes or alerting motorists of upcoming conditions in low volume areas where speed reductions may be unexpected. Consideration must be given towards impacts to adjacent properties in an effort to reduce impacts to existing development, or to minimize new impacts to undisturbed, undeveloped areas. The widening of Route 3 certainly falls into the category of an improvement to a very pristine, undeveloped area of the Commonwealth. Here, concerns are less related to impacts to existing buildings and structures as they are to preservation of the rural characteristics surrounding the entirety of the project site.

In preparation of our Team's Statement of Qualifications (SOQ), we have reviewed all of the documents provided with the RFQ package to understand the past commitments made and to recognize the concerns raised by the public during preliminary development of the improvement plans. It is apparent that several design alternatives were considered, and the Final Selected Alternative may not be the alignment preferred by numerous local residents. We are also keenly aware that this corridor passes through an environmentally sensitive area, and that even the reduced impacts associated with the widening still impact a number of historic sites and districts. With these concerns in mind, and based on our experience in dealing with large roadway widening projects that have impacted numerous properties, we have identified three critical risks which our Team will focus on during plan development, final design and construction. Our Team's recognition of these risks will help ensure that impacts to the project are identified early and minimized or avoided to the fullest extent possible. As requested, for each risk we have identified why the risk is critical, the impact it could have on the Project, the strategies our Team will use to minimize or eliminate the risk, and the role we anticipate VDOT having to address these risks.

### CRITICAL RISK #1 – ENVIRONMENTAL IMPACTS AND CONSIDERATIONS

Provided with the RFQ package were a number of supporting documents which help to provide information relative to past commitments and project constraints. The vast majority of these documents were related to environmentally sensitive areas and/or areas where avoidance and minimization efforts must be incorporated. Additionally, several specific requirements are to be included in the final design plans to offset impacts which are unavoidable by the proposed improvements. A further indication of the critical nature of the environmental considerations is the fact that the widening alignment selected was not identified as the "desirable" alignment by a significant number of local citizens. While the "bypass" alignments (Alternatives "B" and "C") would have resulted in less impacts to the Stevensburg community, the importance of avoiding impacts to the Brandy Station Battlefield and Historic District,

the Mount Pony Rural Historic District, Salubria, and Mortons Ford Battlefield, lead to the ultimate selection of the Preferred Alternative. Failure to recognize these issues and commitments and successfully incorporate and address them throughout the Project could result in significant delays and additional costs. Because of the environmental commitments provided with the RFQ, we know that final design of the roadway improvements must remain within the planned right-of-way limits. Close coordination between design disciplines and construction staff will be required throughout the duration of the Project to ensure that these and other minimization efforts are maintained and continued. Some of the closest elements which will need to be avoided are Brook Run and Wicked Bottom Springs area, both of which lie in close proximity to the roadway widening and right-of-way acquisition limits. In an effort to further minimize impacts in these areas, we will consider utilizing a closed section by installing curb at the outside edge of the shoulder, and piping drainage towards adequate channels. This alternative would enable our Team to eliminate the roadside ditch and further reduce the footprint of the cut section. The proposed fence could be shifted in toward the road, and guardrail could be extended since it will already be required for nearby drainage structure crossings and outfalls. Closed section designs will also be considered throughout the remainder of the project to reduce property impacts, shorten pipe lengths to reduce stream and wetland impacts, and avoid critical elements on adjacent properties. Consideration for this typical section will adhere to project design criteria while ensuring that the widened shoulders and refuge areas are still implemented as required.

We recognize that VDOT has already incorporated many of the minimization efforts in the preliminary design, including the reduced median width through the Stevensburg area. Because of this previous coordination, options that would further reduce the median width are limited. The one area where improvements can be made is in the design and placement of stormwater management basins. On each of our past design-build projects, our Team has been able to reduce both the size and number of stormwater management facilities while still meeting requirements for stormwater treatment and detention. We will continue this effort on this Project so that right-of-way and environmental impacts can be further minimized. Several of the pond locations identified will require impacts to streams and/or wetlands. Design modifications will be investigated to at least reshape the ponds to minimize and avoid the wetland and stream impacts as much as possible. Alternative pond types or grass swales will be investigated to determine if they will meet the treatment requirements and allow impacts to be reduced. Another area where our Team will investigate ways to reduce the environmental impacts is in the area of utility relocations. On a recent design-build project, our Team became aware that the easement area and relocation corridor required for the realignment of a 36" water main was not included in the area investigated for environmental or historic impacts. We worked with VDOT to clear the area through additional investigations while ensuring that the proposed alignment would not impact the schedule of the project, or impact critical or sensitive features.

On this Project, significant overhead utility relocations will be necessary. Relocations will be required not only for the overhead lines running parallel to Route 3, but also for the major overhead crossing of Route 3 just west of the easternmost intersection with Route 600. Prior to identifying the available utility relocation corridors, we will first work to identify the limits of previous environmental investigations to

ensure that relocations remain within that footprint. At the overhead crossing near Route 600, we believe that poles can be installed in-line with the existing utilities by moving the poles further away from the roadway and proposed cut slope. This “in-line relocation” will allow for the cut slope to be adjusted to accommodate the widening without the need for additional utility easements. Along the corridor, we will look for ways to locate overhead pole facilities within the right-of-way limits to avoid additional structural or property impacts, as well as staying within the footprint of previously completed historical and environmental surveys. There has also been much discussion about avoidance of the existing gas main crossings near Route 659. Our Team has recent, relative experience in dealing with large diameter gas crossings having just completed coordination for the relocation of two (2) 26” high pressure gas lines on the Pacific Boulevard Design-Build Project in Northern Virginia. On that project, our Team was able to adjust the roadway profile to accommodate the gas line relocation while also coordinating a water main relocation and sewer extension. In addition, we coordinated with the impacted landowner to ensure that future development of the property was not adversely impacted by the gas line crossing. In fact, our modifications of the roadway were completed in a way that physical relocation of the gas crossing was not required, but was only completed due to the existing undesirable skewed crossing of the gas lines through an existing intersection. At the gas crossing location on this Project, test pits will identify the exact vertical location of the gas facilities, and we will use that information to establish our final roadway profiles in an effort to avoid relocation of the gas lines. If successful, additional environmental clearances will not be required for a new utility easement or widened utility corridor.

As initially noted, we recognize that environmental sensitivity throughout the length of this Project is critical to its success. We have identified several areas above where detailed coordination will be required to ensure additional environmental impacts are not realized, and are already planning solutions that will avoid or further minimize impacts and delays. To accomplish this, we will request that VDOT provide all documentation, specifically limits of prior environmental investigations, so that we can ensure final design is located within the investigated limits. We will work directly with VDOT and the environmental agencies, and seek their input as to whether final design details are acceptable and meet the requirements of the previously completed environmental studies and documents. We will work with VDOT to coordinate with the appropriate historical groups and preservation easement holders to ensure that additional considerations are not required, and to attend meetings as necessary to discuss the progress of design and the details of the final design plans.

## **CRITICAL RISK #2 – RIGHT-OF-WAY AND UTILITY IMPACTS**

Right-of-way (ROW) and utility impacts are a critical component of this Project. As identified in the RFQ plans, approximately 60 properties will be impacted and require acquisition of fee and/or easements. In fact, the Finding of Public Interest (FOPI) document developed by VDOT stated that “anticipated risks include right of way acquisition and utility relocations” and the design-build method of procurement, design and construction was partially selected so that this risk could be “mitigated or allocated to VDOT or the design-builder.” Additionally, VDOT has already recognized the risk of right-of-way acquisition on this project by advancing acquisition of three properties which will require owner relocations due to demolition of structures to accommodate the widening. Clearly, the failure to

adequately plan for and perform the right-of-way acquisitions and utility relocations is a risk that could have significant cost and schedule impacts.

Our Team will mitigate this risk through our established processes for integrating the right-of-way acquisition and utility relocation phases of the Project through the design and construction phases to develop project specific utility avoidance strategies, minimize ROW impacts, and sequence critical ROW Utility Relocation activities to provide the maximum float in the CPM schedule. These processes are outlined in more detail as follows:

***Design Progress Meetings:*** Lead by the Design/Build Project Manager, these meetings are an extremely important tool in ensuring that all disciplines have input into the design and each other's disciplines. All aspects of the design are reviewed and meeting minutes kept in order to track progress and define responsibility. Issues, and options for their resolution, are discussed and agreed to by all Team members. Attended by the ROW Manager and Utility Coordination Manager, this meeting provides a forum to identify utility conflicts and develop avoidance strategies, identify right-of-way impacts including necessary utility easements, and discuss options for optimizing ROW areas. The result of this constant coordination between the design-build disciplines is a complete set of design documents including ROW plans and utility relocation plans that have been thoroughly vetted and coordinated with all design disciplines.

***Constructability Reviews:*** Prior to formal submission to VDOT and coincident design QC reviews, two (2) sets of plans will be provided to the construction staff for review and comment for a constructability review. The constructability review will be conducted by qualified construction staff, designated by the Construction Manager, to ensure that the proposed design does not introduce unnecessarily difficult, unsafe, or costly work for the construction staff, and to ensure that the proposed design and sequence of construction maintains the contract schedule. During the constructability review special emphasis is placed on identification of potential utility conflicts, means and methods for constructing around utilities, and review of right of way and easement areas to ensure that the work can be completed within the prescribed limits.

***CPM Schedule and Sequencing of ROW Acquisition and Utility Relocations:*** With input from the Utility Coordination Manager, utility company representatives, the ROW Manager and other disciplines through the design phase, we are able to develop a detailed CPM schedule that includes schedule durations that are representative of the utility company commitments, the requirements of the Utility Manual, and the expected utility and ROW acquisition durations. Once this CPM Schedule is developed it will be relied upon to prioritize the sequence of Parcels that will be acquired as well as the utility relocations. Throughout the Project duration, right of way and utility progress on this schedule will be updated on a regular basis to identify schedule slippages as early as possible so that corrective measures can be implemented.

***Partnering with Landowners:*** We initiate early coordination with landowners to ensure that they are aware of the project and understand the impacts to their property. These contacts include mailing

property owner notification letters at the start of the design phase, public involvement and “Pardon Our Dust” meetings during design and at the start of construction, and numerous contacts during the ROW acquisition phase and construction phase of the project. This early and frequent contact allows us to develop a relationship with the landowner that can facilitate early entry onto the property through right-of-entry agreements or in some cases, with VDOT approval, negotiate construction improvements in exchange for the dedication of right of way at an overall cost savings to the Project.

***Supplementing Utility companies with their Work:*** Because of our close relationship with the individual utility companies, we have employed several techniques that have allowed us to expedite and maintain greater control over their cost and schedule. First, in many cases, we are able to complete the utility relocation design for utility companies. This allows us to not only directly integrate their relocation design with that of the overall project’s, but also complete this task more quickly. Second, we have also perfected the concept of a **“common duct bank”** for the relocation of multiple underground utilities, such as fiber optic cables. By negotiating an agreement between multiple utilities allowing us to design and construct the duct bank, each realizes a cost and time savings. VDOT and the Project itself benefits by the cost and time savings, but equally importantly, by having a single location for underground utilities instead many individual locations to deal with for years to come. Finally, we are able to perform portions of the relocation work ourselves, thus saving additional cost and time. Examples include the duct bank work described above, drilling and setting of wood poles for aerial relocations, and setting up maintenance of traffic requirements.

***Construction Progress Meetings:*** Led by the Construction Manager, these meetings are used to facilitate coordination, during the construction phase, among the utility, construction and QA/QC disciplines. Open for attendance by the Owner’s representative(s), the detailed day-to-day schedule of work is reviewed specifically with the foremen and superintendent’s responsible. The Utility Manager will also attend, along with specific utility company representatives, so that utility work can be directly coordinated with the construction crews.

Our Team has implemented these proven techniques on at least a dozen design-build and PPTA projects valued at over \$500 million in Virginia. We are well versed with the coordination of right-of-way acquisitions and utility relocations on fast-paced complex design-build projects having acquired right-of-way from more than 250 properties and performed more than \$30 million in utility relocations over the past 10 years. As a result of these techniques every one of our design-build projects has been completed on-time or ahead of schedule.

Throughout the right-of-way and utility relocation process, we expect VDOT’s involvement in review of the right-of-way plans and approval to allow for property acquisition. VDOT will review all appraisals and offers prior to meeting with the property owners, and will pay for property impact values as identified in the RFQ package. With respect to utility relocations, VDOT will remain involved to ensure utility crossings and locations are designed in accordance with their manuals and requirements, and that prior-rights are properly identified by the utility owner and design-build Team.

### **CRITICAL RISK #3 – SAFETY AND MAINTENANCE OF TRAFFIC**

As identified in the *Request for Design Public Hearing Approval* developed by VDOT, “the primary need for this project is based upon safety improvements along the existing two-lane segment of the Route 3 corridor...” Although this section of roadway is heavily traveled, off-peak periods experience relatively low volumes of traffic which can result in increased travel speeds and therefore high severity crashes when they do occur. As noted in the 4(f) Evaluation, although the rate of incidents on this section of roadway is less than the state-wide average for a 2-lane facility, the rate of injuries and fatalities is greater than the statewide average. This can be associated with the narrow travel width, the proximity of fixed objects during run-off-road crashes, including utilities adjacent to the roadway, and most importantly the horizontal curve located near Route 739. While the horizontal curve “drives” comfortably when traveled at the posted speed, higher travel speeds combined with not expecting the curve can lead to serious consequences associated with run-off-the-road and head-on type crashes.

Critical to the success of this Project will be implementing improvements to reduce the frequency and severity of crashes not only after the final design improvements are constructed, but also during construction. Failure to adequately plan for the safety of the public, the workers, VDOT, and everyone impacted is a critical project risk. Our Team has experience in expediting the implementation of safety and operational improvements in an interim condition prior to the final design solutions being constructed. Based on our visits to the project site, we believe early temporary improvements can be made to significantly improve safety along the corridor during construction. Using the principals of the 2009 Manual on Uniform Traffic Control Devices (MUTCD) and the 2011 VDOT Work Area Protection Manual, additional traffic control devices such as temporary warning signs, raised pavement markers (reflectors), wider lane lines, centerline rumble strips, and or temporary transverse rumble strips in advance of this curve will help to alert motorists to the upcoming change in alignment. Additionally our Team believes we can reduce the consequences of run-off-road crashes in this area during construction for both the traveling public and construction personnel by providing for a more forgiving roadside design, with the use of temporary concrete barrier along the curve for example. These enhancements can be economically implemented early in the design and construction stage in an effort to improve safety both prior to and during construction. As mentioned in the Informational Meeting, we also expect to include additional enhanced traffic control devices with the final condition to include dynamic speed display signs and speed reduction markings. We have experience implementing similar devices on past projects, and are well aware of the design considerations for each. We will also ensure that proper superelevation rates will be constructed with the proposed improvements, further improving the condition and alignment of the facility.

In addition to the concerns identified at the horizontal curve towards the center of the project, we recognize that the maintenance of safe driveway and intersection sight distance throughout construction is critical, as sub-standard sight distance is one of the leading causes of work zone crashes. Having recently completed several roadway widening projects on high-volume roadways, and with our continued operations on the Route 50 Design-Build Project, our Team understands the need for careful planning in order to safely maintain all necessary intersections and driveways through all stages of

construction. Sight distances at each connection to ensure features such as temporary barrier, stockpiles, and construction equipment to not block sightlines. Where conflicts do arise, such as sight distance being blocked by temporary barrier, we will take appropriate measures such as tapering the barrier away from the travel lanes to allow for increased sight distances. In addition, proper intersection and construction entrance warning signs will be installed per 2011 Work Area Protection Manual requirements.

A final consideration to safety and maintenance of traffic operations is the accommodation for large vehicles and different modes of travel. We recognize that there is a large equestrian center located at the middle of the project, in the same vicinity of the significant horizontal curve and Route 739. Special care in this area will be required to ensure proper accommodations for horse trailers and large vehicles both during and following construction. Greater offsets to temporary barriers and an increased opening width in the barrier may be required to accommodate off-tracking of rear-ends of the larger vehicles during turning movements. AutoTurn analysis will be completed for temporary turning movements as well as for the permanent turning movements to ensure adequate accommodations for vehicles throughout all stages of construction. Significant attention has already been paid to permanent equine refuge areas during the permanent configuration, and these accommodations will also be considered during each of the construction stages. Additional openings in barriers may be required to accommodate safe passage of horses during construction without funneling them to busier intersections, and relatively flat grades behind the barriers may be required in some locations to ensure safe passage of horses and riders through portions of the construction site.

Throughout design, we expect VDOT to be involved in their normal plan review process and through regular meetings to discuss plan development and safety concerns. Upon Notice-to-Proceed, we will work with VDOT to identify additional locations of safety concerns as part of the initial Transportation Management Plan (TMP) development process to see if temporary and/or permanent adjustments or features can be implemented or installed to improve the safety of the corridor.

## **SUMMARY**

We believe each of the three risks identified above are critical to the success of the project, but we also believe that our advanced identification of each of these three elements will help to ensure they are addressed completely and appropriately through all stages of design and construction, ultimately helping to achieve a successful project that is well received by all involved parties. We look forward to continuing our Team's design-build successes with this critical project.



**ATTACHMENT 3.1.2**

**Project: 0003-023-107, P101, R201, C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

**Project: 0003-023-107, P101, R201, C501**

**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>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	N/A
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-6
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	N/A
Key Personnel Resume – Right of Way Manager	Attachment 3.3.1	Section 3.3.1.6	no	N/A
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	4-6

**ATTACHMENT 3.1.2**

**Project: 0003-023-107, P101, R201, C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15- page limit?</b>	<b>SOQ Page Reference</b>
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	N/A
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7-13

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

**RFQ NO.** C00014657DB56

**PROJECT NO.:** 0003-023-107, P101, R201, C501

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

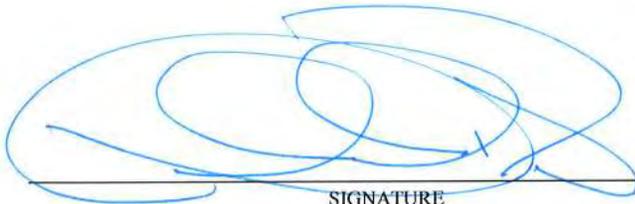
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this 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 12/04/2012  
(Date)

2. Cover letter of RFQ Addendum No. 1 01/11/2013  
(Date)

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

  
\_\_\_\_\_  
SIGNATURE

1/23/13  
\_\_\_\_\_  
DATE



## ATTACHMENT 3.2.6

### State Project No. 6007-053-133, R201, C501

#### 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. 6007-053-133, R201, C501**

**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(b)**

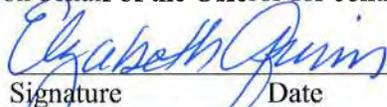
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0003-023-107, P101, R201, C501

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.



January 15, 2013

President

Signature

Date

Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0003-023-107, P101, R201, C501

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.

      1-17-13      PRESIDENT  
Signature      Date      Title

DW GROUP, INC DBA SPECIALIZED ENGINEERING  
Name of Firm

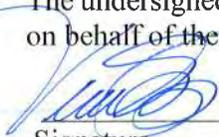
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0003-023-107, P101, R201, C501

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

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

 \_\_\_\_\_  
Signature                      Date                      1/18/2013                      President  
Title

\_\_\_\_\_  
GeoConcepts Engineering, Inc.  
Name of Firm

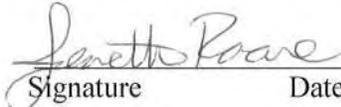
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0003-023-107, P101, R201, C501

- 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.

	1/16/2013	Treasurer
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.: 0003-023-107, P101, R201, C501

- 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.

*Michael J. Sullivan*      *1-21-13*      *MGR - Proj Admin*  
Signature                      Date                      Title

*So-Deep, Inc*  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0003-023-107, P101, R201, C501

- 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>Robert Rushe</u>	<u>1-16-13</u>	<u>Settlement officer</u>
Signature	Date	Title

CID 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.: 0003-023-107, P101, R201, C501

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

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

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

  
Signature

Date 1/18/13

Vice President

Title

AeroMetric, Inc.

Name of Firm



TRNSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 12/20/2012  
- S -

12/20/2012  
2:05 PM  
PAGE 377

=====  
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

January 10, 2013

Joseph A. Clarke, P.E.  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Annex Building, 8th Floor  
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00014657DB56 - A Design-Build Project  
Route 3 Widening From: 4.1 Miles East Rte. 29 To: 4.0 Miles West Of Culpeper/Orange County Line  
Estimated Contract Value: \$39,000,000

Dear Mr. Clarke:

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, Shirley Contracting Company, LLC 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 prequalification reference from our client.

Sincerely,

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

By:

A handwritten signature in blue ink, appearing to read "Diana L. Parker".

Diana L. Parker, 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. 005239231

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 16th day of October, 2012.

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 16th day of October, 2012, 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

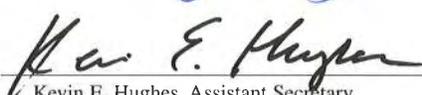
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is 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 18th day of January, 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. 0003-023-107, R201, C501

#### 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>So-Deep, Inc</b>	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA. 22111	Business Entity	0407002900	December 31, 2013
<b>Aero-Metric, Inc.</b>	F113594-8	Corporation	Active	45180 Business Court Suite 800 Dulles, VA. 20166	Business Entity	04007005489	December 31, 2013

\*Formerly known as Dewberry & Davis, LLC

**ATTACHMENT 3.2.10**

**State Project No. 0003-023-107, R201, C501**

**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	Steve Kuntz	Fairfax, Va.	14571 Stony Creek Court Haymarket, VA. 20169	Professional Engineer	0402039440	June 30, 2014
Quinn Consulting Services, Inc	Kaushik Vyas	Gordonville, Va.	10170 Spring Drive Gordonsville, VA. 22942	Professional Engineer	0402039004	June 30, 2014



Commonwealth of Virginia  
State Corporation Commission



01/04/13

10:27:14

LLCM3220

LLC DATA INQUIRY

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
12	50.00			

(Screen Id:/LLC\_Data\_Inquiry)

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01/04/13

LLCM3220

LLC DATA INQUIRY

10:27:35

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			50.00

(Screen Id:/LLC\_Data\_Inquiry)



CISM0180

CORPORATE DATA INQUIRY

01/04/13

10:23:47

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

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

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

(Screen Id:/Corp\_Data\_Inquiry)



CISM0180

CORPORATE DATA INQUIRY

01/04/13

10:24:06

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

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

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:  
 1995 HIGHLAND VISTA DR #170  
 CITY: ASHBURN STATE : VA ZIP: 20147  
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153  
 ACCEPTED AR#: 213 01 6139 DATE: 01/02/13 LOUDOUN COUNTY  
 CURRENT AR#: 213 01 6139 DATE: 01/02/13 STATUS: A ASSESSMENT INDICATOR: 0  

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

(Screen Id:/Corp\_Data\_Inquiry)



CISM0180

CORPORATE DATA INQUIRY

01/04/13

10:23:27

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: Y 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)



Commonwealth of Virginia  
State Corporation Commission



01/04/13

CISM0180

CORPORATE DATA INQUIRY

10:22:59

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

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

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CORPORATE DATA INQUIRY

10:22:20

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#: 212 10 2802 DATE: 06/07/12 FAIRFAX COUNTY  
 CURRENT AR#: 212 10 2802 DATE: 06/07/12 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 12 220.00 25,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

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01/22/13

CISM0180

CORPORATE DATA INQUIRY

11:58:53

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#: 212 03 1999 DATE: 01/30/12 HENRICO COUNTY

CURRENT AR#: 212 03 1999 DATE: 01/30/12 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

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CISM0180

CORPORATE DATA INQUIRY

01/22/13

11:57:44

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#: 212 50 8366 DATE: 03/08/12 MANASSAS PARK  
 CURRENT AR#: 212 50 8366 DATE: 03/08/12 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	130.00					10,000

(Screen Id:/Corp\_Data\_Inquiry)

**Details of license number 2705071652**

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: [Classification Definitions](#)  
[Specialty Definitions](#)

- HIGHWAY / HEAVY

Initial Certification Date: October 8, 2002  
Expiration Date: October 31, 2014

[print](#)**Complaints****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**

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:	March 14, 2000
Expiration Date:	December 31, 2013

[print](#)**Complaints****No Open Complaints**

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**Associated Professional Licensing Information**

	<b>Landscape Architect License</b>
Name:	COUTURE, DENNIS M
License Number:	<a href="#">0406000847</a>
License Description:	Landscape Architect License
Address:	VIENNA VA, 22180
Initial Certification Date:	March 9, 1998
Expiration Date:	March 31, 2014

**Architect License**

Name: BEIGHT, JAMES LADEN  
License Number: 0401008756  
License Description: Architect License  
Address: HERNDON VA, 20170  
Initial Certification Date: August 11, 1993  
Expiration Date: August 31, 2013

**Professional Engineer License**

Name: STONE, DONALD EDWARD, JR  
License Number: 0402026519  
License Description: Professional Engineer License  
Address: FAIRFAX VA, 22031  
Initial Certification Date: November 27, 1995  
Expiration Date: September 30, 2013

**Land Surveyor License**

Name: ROBINSON, BRYANT L  
License Number: 0403001932  
License Description: Land Surveyor License  
Address: CULPEPER VA, 22701  
Initial Certification Date: January 5, 1993  
Expiration Date: January 31, 2013

**Details of license number 0407003733**

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:	March 5, 1998
Expiration Date:	December 31, 2013

[print](#)**Complaints****No Open Complaints**

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

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

**Associated Professional Licensing Information****Professional Engineer License**

Name:	VICINSKI, JOHN KEVIN
License Number:	<a href="#">0402026380</a>
License Description:	Professional Engineer License
Address:	CHANTILLY VA, 20151
Initial Certification Date:	August 10, 1995
Expiration Date:	August 31, 2013

**Professional Engineer License**

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

**Details of license number 0407004404**

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: March 28, 2003  
Expiration Date: December 31, 2013

[print](#)**Complaints****No Open Complaints**

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

**No Closed Complaints**

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

**Associated Professional Licensing Information**

**Professional Engineer License**  
Name: BURKART, PAUL EDWARD  
License Number: [0402021556](#)  
License Description: Professional Engineer License  
Address: ASHBURN VA, 20147  
Initial Certification Date: August 30, 1990  
Expiration Date: March 31, 2014

**Professional Engineer License**

<b>Name:</b>	<b>LEWIS, TADEUSZ WILLIAM</b>
<b>License Number:</b>	<b>0402021276</b>
<b>License Description:</b>	<b>Professional Engineer License</b>
<b>Address:</b>	<b>ASHBURN VA, 20147</b>
<b>Initial Certification Date:</b>	<b>July 16, 1990</b>
<b>Expiration Date:</b>	<b>April 30, 2014</b>

**Details of license number 0407004748**

Name:	DIW GROUP INC
License Number:	0407004748
License Description:	Business Entity Registration
Trading Name	SPECIALIZED ENGINEERING
Business Type:	CORP
Address:	4845 INTERNATIONAL BLVD #104 FREDERICK, MD 21703
Initial Certification Date:	November 1, 2005
Expiration Date:	December 31, 2013

[print](#)**Complaints****No Open Complaints**

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**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).

**Associated Professional Licensing Information****Professional Engineer License**

Name:	MITCHELL, CHARLES ROBERT
License Number:	<a href="#">0402020050</a>
License Description:	Professional Engineer License
Address:	BROADLANDS VA, 20148
Initial Certification Date:	July 17, 1989

Expiration Date:

July 31, 2013

**Details of license number 4008001190**

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: November 29, 2000  
Expiration Date: November 30, 2014

[print](#)

**Complaints**

**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**

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:	July 30, 2009
Expiration Date:	December 31, 2013

[print](#)**Complaints****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).

**Associated Professional Licensing Information**

	<b>Surveyor Photogrammetrist License</b>
Name:	MCKEAGUE, WILLIAM J
License Number:	0408000008
License Description:	Surveyor Photogrammetrist License
Address:	CHANTILLY VA, 20151
Initial Certification Date:	February 25, 2009
Expiration Date:	February 28, 2015

### Details of license number 0407002900

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:	February 6, 1989
Expiration Date:	December 31, 2013

[print](#)

### Complaints

#### 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).

### Associated Professional Licensing Information

#### Professional Engineer License

Name:	SKAHN, CARY ALAN
License Number:	<a href="#">0402022310</a>
License Description:	Professional Engineer License
Address:	CENTREVILLE VA, 20120
Initial Certification Date:	June 5, 1991
Expiration Date:	June 30, 2013

**Land Surveyor License**

Name:	SPENCER, MELVIN E
License Number:	0403001937
License Description:	Land Surveyor License
Address:	STUARTS DRAFT VA, 24477
Initial Certification Date:	January 5, 1993
Expiration Date:	January 31, 2013

**Details of license number 0402039440**

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

[print](#)**Complaints****No Open Complaints**

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**No Closed Complaints**

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

**Details of license number 0402039004**

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

[print](#)**Complaints****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>Charles L. Smith, IV, Vice President</b>
b. Project Assignment: <b>Design-Build Project Manager</b>
c. Name of Firm with which you are now associated: <b>Shirley Contracting Company, LLC</b>
d. Years experience: With this Firm <b>24</b> Years With Other Firms <b>1</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Shirley Contracting Company, LLC - Vice President 2004–Present</b> <ul style="list-style-type: none"><li>• <b>USCG Saint Elizabeths West Site Access Road</b>, June 2010 to 2013 - Design Assist/Construction Manager for \$32 million roadway and utilities for main entrance into DHS/USCG Headquarters Campus for GSA.</li><li>• <b>Fairfax County Parkway Phase III</b>, January 2010 to December 2012 – Design-Build Construction Manager for this \$27.7 million design-build project for FHWA/EFLHD &amp; VDOT.</li><li>• <b>Fort Lee 'A' Gate Roundabout</b>, June 2011 to December 2012 - Design-Build Project Manager for \$2.3million entrance gate improvements at US Army Base Ft. Lee for FHWA/EFLHD.</li><li>• <b>Washington Headquarters Service DoD BRAC 133</b>, December 2008 to August 2011 – Design-Build Construction Manager on the \$143 million design-build for the WHS Mark Center Site/Civil Construction Project.</li><li>• <b>I-95 4<sup>th</sup> Lane Widening, March</b> 2008 to September 2011 – Construction Executive in charge of \$91million highway and bridge widening project for VDOT.</li><li>• <b>New Campus East – NGA Fort Belvoir</b>, May 2008 to January 2011 – Design-Build Construction Manager for three contracts for the overall site infrastructure for the US Army Corps of Engineers: North Loop Road and Bridge \$36 million, West North Loop Road \$16M, South Loop Bridge over Wetlands \$3M.</li><li>• <b>Spotsylvania County Infrastructure Improvements</b>, October 2007 to Present – Design-Build Project Manager - \$91million design-build contract for 17 individual projects for Spotsylvania County VA.</li><li>• <b>Dulles Greenway Improvements</b>, May 2005 to July 2008, Construction Manager - \$74 million design-build project for private toll road facility.</li><li>• <b>Quantico Bridge 15 Replacement</b>, June 2008 to November 2010 – Construction Executive for \$6 million bridge demo and re-build for NAVFAC at MCB Quantico.</li><li>• <b>Monroe Avenue Bridge</b>, February 2006 to October 2009 – Design-Build Project Manager for \$43 million bridge and roadway infrastructure at the Potomac Yard Alexandria development for Pulte Homes.</li><li>• <b>Telegraph Road Advance Utility Project</b>, August 2005 to December 2007 – Construction Manager for \$25 million utility and interim improvements at I-95 &amp; Telegraph Road Interchange for VDOT.</li></ul> <b>Shirley Contracting Company, LLC - Contract Manager 2000–2004</b> <ul style="list-style-type: none"><li>• <b>I-95 Springfield Interchange Phase IV</b>, November 2000 to July 2004 - Contract Manager for \$139 million improvements to east portion of Springfield Interchange for VDOT.</li><li>• <b>I-95/Woodrow Wilson Bridge Corridor Projects</b>, 2002 to 2004 – Contract Manager for multiple Projects. Route 1 Ground Improvements \$33 million, Telegraph Road Ground Improvements \$3.5 million</li><li>• <b>Potomac Yards</b> 2003 to 2005 – Contract Manager for \$11 million site improvements for Crescent Resources.</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>None</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> <b>1. Fairfax County Parkway Phase III - Springfield, VA - Design-Build Construction Manager (2010 to 2012)</b> Served as Design-Build Construction Manager and primary point of contact to FHWA for construction of the \$27.7M Design-Build project. Mr. Smith was responsible for the design coordination, utility relocation process, environmental permitting, and constructability oversight of the bridge and roadway design. He performed the budgeting and scheduling of the project as the design was advanced and construction began in late 2010. Phase III of the Fairfax County Parkway Extension project represents the final segment of the Parkway through the Fort Belvoir Engineering Proving Grounds east of I-95. The scope of work includes 1.4 miles of six-lane divided, limited access highway and includes ramp

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

## **2. DoD/BRAC 133 Washington Headquarters Services - Alexandria, VA - Construction Executive (2008 to 2011)**

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

## **3. New Campus East - NGA Fort Belvoir North Area Infrastructure - Ft. Belvoir, VA - Design-Build Construction Manager (2008 to 2011)**

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

## **4. Monroe Avenue Bridge Replacement - Alexandria, Virginia - Design-Build Project Manager (2006-2009)**

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

## **5. Springfield Interchange Phase IV - Springfield, Virginia - Contract Manager (2000-2004)**

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Steven Kuntz, PE, DBIA, Senior Associate</b>
b. Project Assignment: <b>Design Manager, Design QA/QC</b>
c. Name of Firm with which you are now associated: <b>Dewberry Consultants LLC</b>
d. Years experience: With this Firm <b>13.5</b> Years With Other Firms <b>0</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Dewberry Consultants LLC - June 1999 to Present</b> <ul style="list-style-type: none"><li>• July 2011 to November 2012 (design), Construction Support thru August 2015 – Client: VDOT. Roadway Design lead for the <b>Route 27/244 Interchange Modification</b> project in Arlington County for the Shirley Design-Build team.</li><li>• July 2011 to November 2011 (design), Construction Support thru August 2013, Client: VDOT. Design Manager for the <b>Pacific Boulevard Extension</b> project for the Shirley Design-Build Team</li><li>• February 2011 to January 2012 (design), Construction Support thru May 2015 – Client: VDOT. Roadway Design Lead for the <b>Route 50 Widening</b> project in Fairfax and Loudoun Counties for the Shirley Design-Build team.</li><li>• February 2010 to October 2010 – Client: VDOT. Design Manager for the <b>Waxpool Road/Loudoun County Parkway Intersection Improvements</b> for the Shirley Design-Build team.</li><li>• October 2009 to December 2012 – Client: FHWA. Design Manager for the <b>Fairfax County Parkway Phase III Improvements Project</b> for the Shirley Design-Build team.</li><li>• July 2008 to July 2012 – Client: VDOT. Highway Design Engineer for the <b>Pacific Boulevard</b> Design-Build Project for the Shirley Design-Build team.</li><li>• February 2008 to November 2011 – Client: MDSHA. “Area E” Roadway Design Manager for <b>Intercounty Connector (ICC) Contract C</b> for the Shirley Design-Build team.</li><li>• February 2008 to July 2010 – Client: Loudoun County. Project Manager for the design of the <b>Route 7/659 Interchange</b>.</li><li>• July 2007 to September 2009 – Client: VDOT. Highway Design Engineer for the <b>Battlefield Parkway Design-Build Project</b> as part of the Shirley Design-Build team.</li><li>• March 2005 to September 2007 – Client: TRIP II. Assistant Design Project Manager for the <b>Dulles Greenway Capital Improvements Program</b> for the Shirley Design-Build team.</li><li>• September 2002 to December 2012 – Client: VDOT. Assistant Design Manager for the <b>Route 28 Corridor Improvements Project</b> as part of the Shirley Design-Build team</li><li>• June 1999 to January 2011 (design), Construction Support thru August 2015 – Client: VDOT. Project Manager for the design of the <b>Route 29/Linton Hall Road Interchange</b>.</li><li>• June 1999 to April 2006 – Client: VDOT. Assistant Project Manager for the design of the <b>I-66 Mainline Widening Project from Route 234 Business to Route 29 (Gainesville)</b></li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer / 2004 / Virginia #0402 039440 Professional Engineer / 2008 / Maryland #36172 Design Build Institute of America (DBIA) / 2010</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> <b>1. Fairfax County Parkway Phase III Improvements - Fairfax County, VA - Dewberry, Design Manager (October 2009 – December 2012)</b> <p>Mr. Kuntz is currently serving as the Design Manager for this \$27 million design-build project with Shirley Contracting under contract to the Federal Highway Administration, Eastern Federal Lands Highway Division (EFLHD). He is responsible for overseeing all aspects of design and for coordination of multiple subconsultants, as well as implementing and monitoring the design QA/QC process. Design elements included modifications to the existing Fairfax County Parkway/Franconia-Springfield Parkway/Rolling Road Interchange, widening of approximately 0.8 miles of Rolling Road (to become Fairfax County Parkway), relocation of Rolling Road and Hoes Road, a new bridge to carry Rolling Road over the Fairfax County Parkway, and a new park</p>

and ride lot at the Barta Road interchange at the southern end of the Phase III improvements. Mr. Kuntz attended weekly meetings with the contractor to discuss design issues and progress, as well as to coordinate with construction staff, and continues to attend coordination meetings as the project nears completion.

## **2. Route 28 Corridor Improvements Project - Fairfax and Loudoun Counties, VA - Dewberry, Assistant Design Manager (September 2002 – December 2012)**

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

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

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

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

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

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

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Tony Jefferys, 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 Years</b> With Other Firms <b>25 Years</b> 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, 1999–Present</b> <ul style="list-style-type: none"><li>● <b>USCG Saint Elizabeth's West Site Access Road</b>, 2011 to 2013 - Superintendent and Construction Manager for \$32 million roadway and utilities for main entrance into DHS/USCG Headquarters Campus for GSA.</li><li>● <b>Washington Headquarters Service DoD BRAC 133</b>, December 2008 to August 2011 – Construction Manager for the \$143 million design-build for the WHS Mark Center Site/Civil Construction Project.</li><li>● <b>I-95 4<sup>th</sup> Lane Widening</b>, March 2008 to September 2011 – Project Superintendent in charge of \$91 million highway and bridge widening VDOT project.</li><li>● <b>Dulles Greenway Capital Improvements, Leesburg, VA</b>, 2006-2008 - Superintendent on this \$75 million design-build project that included the widening of 14 bridges, construction of over six miles of mainline widening, and expansion of the mainline toll plaza, and improvements to existing Greenway interchanges.</li><li>● <b>Route 606 Interchange Project, Loudoun County, VA</b>, 2005-2006 - Superintendent on one of the individual design-build components of the Route 28 Corridor Improvements Project, this new interchange at the intersection of Route 28 and Route 606 in Loudoun County consisted of construction of a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting, and signalization.</li><li>● <b>Remote Access Facility, Secure Access Lane – Pentagon, Arlington, VA</b>, 2001-2002 – Superintendent for the Secure Access Lane and Remote Delivery Facility roadway and security improvements project.</li><li>● <b>Potomac Yard Offsite Sanitary Truck Sewer – Alexandria, VA</b>, 2002-2003 – Superintendent for 8,300 L.F. 30” diameter micro-tunnel sewer project.</li><li>● <b>I-95 Interchange Phases II/III &amp; IV, Springfield, VA</b>, 1999 - 2003 – Superintendent for the construction of \$200+ million reconstruction of interchanges, including 15 bridges, and 6 miles of interstate widening.</li></ul> <b>The Lane Construction Corporation – Foreman 1974-1999</b>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>None</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Will obtain Virginia Department of Conservation and Recreation DCR RLD and Virginia Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.</b>
g. 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. Saint Elizabeths West Site Access Road - Washington, DC - Construction Manager (2011 to 2013)</b> Responsible for Construction Management of the West Site Access Road for the new Saint Elizabeths West Campus Improvements as part of the new USCG/DHS Headquarters facility for GSA. Shirley Contracting Company, LLC is constructing the 3,000 foot long West Access Road which will serve as the Main Entrance into the Campus. Mr. Jefferys is responsible for the entire construction effort which is highlighted by the construction of over 55,000 SF of a tied-back retaining wall system supporting the new roadway adjacent to the I-295 corridor. Managing three utility crews working simultaneously in order to meet schedule demands, Mr. Jefferys managed the successful installation of over 4,000 LF of stormwater piping and 2,500 LF of new waterline serving the campus. He also coordinated with DC Water in order to perform the tie-in connections to the existing watermains along Firth Sterling Avenue and I-295. Mr. Jefferys managed Shirley's earthwork and grade crews who have moved and disposed of over 150,000 cubic yards of soil, much containing contaminated fly ash materials in order to meet final roadway elevations. Stormwater systems including the use of Bio-Retention Basins and Storm Filters are being installed by Mr. Jefferys crews. Mr. Jefferys is also serving as Construction Manager for the new Intersection of the West Campus Access Road and Firth Sterling Avenue.

## **2. DoD/BRAC 133 Washington Headquarters Services - Alexandria, VA - Senior Project Superintendent (2008 to 2011)**

Senior Project Superintendent responsible for the overall construction operations on the \$143 million Design-Build Garage and Site Work Improvements Package for the DoD/BRAC 133 at Mark Center Project including the Mark Center Road Improvements Project. Shirley Contracting Company, LLC was the General Contractor for all site-work; on-site infrastructure, precast concrete parking structures, Remote Delivery, Remote Inspection, and Visitor Center Facilities. Managing a field manpower of over 200 people per day, Mr. Jefferys successfully managed the excavation and disposal of over 400,000 cubic yards of earthwork, installation of over 15,000 LF of stormwater, waterline and sanitary sewer utility piping as well as grading and paving of over two miles of internal roadway systems. Working with Dominion Virginia Power, Verizon, Alexandria Service Authority and Virginia American Water, Shirley Contracting Company, LLC and Mr. Jefferys managed the design and construction of these major utility services into the Mark Center site. An enormous coordination and teaming effort enabled the Shirley Team to complete the project six weeks early allowing for accelerated move-in date for the government and its clients. Mr. Jefferys also served as the Senior Superintendent for the \$4.8 million Mark Center Offsite Roadway Improvements. These improvements included the newly opened widened portions of both Seminary Road and North Beauregard Street and other improvements associated with the DoD/BRAC 133 project designed to mitigate impacts to local traffic. Roadwork for the improvements was in both the City of Alexandria and VDOT right-of-way. Through Mr. Jefferys management efforts, the Shirley Team completed the project in time for the opening of the WHS Headquarters in September 2011.

## **3. I-95 4th Lane Widening Project - Fairfax County, VA - Senior Project Superintendent (2008 to 2011)**

Mr. Jefferys was the Senior Project Superintendent on this \$91 million project to widen I-95 from six to eight lanes from the Fairfax County Parkway (Route 7100) to Route 123 at the Prince William County line (approximately six miles). Mr. Jefferys was responsible for overseeing all day-to-day field construction activities including coordinating self-perform and subcontracted work, maintaining the CPM schedule, and coordinating with the Virginia Department of Transportation. This six mile long project included widening I-95 to four lanes in each direction, multiple bridge widenings including a bridge over the Occoquan River, extensive retaining and noise barrier walls as well as the maintenance of traffic for over 200,000 vehicles per day traveling through the project.

## **4. Dulles Greenway Capital Improvements - Leesburg, VA - Senior Project Superintendent (2006 to 2008)**

Mr. Jeffery's was the Senior Project Superintendent for this \$75 million design-build project that included the widening of 14 bridges, construction of over six miles of mainline widening, expansion of the mainline toll plaza, improvements to the existing Greenway interchanges at Route 606 and Route 772, and new interchanges at Routes 653 and Route 654. Mr. Jefferys was responsible for directing all Shirley Contracting crews and all project subcontractors for roadway construction activities. Mr. Jefferys monitored the construction activities for compliance with the VDOT standards and specifications as well as the standards of the private owners of the toll road facility. Using a fast-tracked phased design and construction process, the Shirley Team opened the mainline widening of the Greenway six months ahead of schedule.

## **5. Pentagon Renovation Program – Remote Delivery Facility Secure Access Lane Design-Build Project - Arlington, VA - Senior Superintendent, November 2002 to May 2004**

Mr. Jeffery was responsible for the construction management and oversight of the \$10 million design-build project which included the construction of the new remote delivery facility secure access lane and inspection queue for the Pentagon Force Protection Agency (PFPA) and reconstruction of the ramps at the Route 27 and Route 244 intersection at the Pentagon's South Parking Lot. As part of the Pentagon Renovation Program for the Pentagon, an extensive effort was required to coordinate this project with the many other on-going projects and contractors working at the multiple construction sites in and around the Pentagon along with managing the many security requirements and strict safety requirements for this project site. Mr. Jefferys managed Shirley's field construction activities that included installation of multiple new security facilities for all deliveries arriving to the Pentagon to be checked and inspected prior to entering the Pentagon site. This included multiple bullet proof guard booths, security cameras, hydraulic pop-up barriers and a 400 foot long blast wall along the access road. Mr. Jefferys coordinated the relocation of several existing utilities, an extensive landscaping package at the Pentagon site and along Washington Blvd and construction of a new multi-use asphalt path.

**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>
<p>d. Years experience: With this Firm <b>2</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.):</p> <p><b>Quinn Consulting Services, Inc.,</b> Quality Assurance Manager, March 2010 to Present</p> <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> <p><b>TRC, formally Site-Blauvelt, Transportation Engineer</b> Transportation Engineer, April 2001 to March 2010</p> <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> <p><b>Gujarat Electricity Board</b> Civil Engineer, June 1985 to July 2000</p> <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>
<p>g. 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. I-495 HOT Lanes Design-Build Project</b> <b>Quinn Consulting Services, Inc., Resident Area Engineer, November 2010 to Present</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.</p> <p><b>2. Design-Build, Route 15 Widening, Prince William County, Virginia</b> <b>TRC (formally Site-Blauvelt), Quality Control Manager, November 2007 to November 2010</b> Project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which included 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 &amp; 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.</p>

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

**3. 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.

**4. Spriggs Road Improvements Project, Prince William County, Virginia**

**TRC (formally Site-Blauvelt), Quality Assurance Control Manager, May 2006 to October 2007**

Project which included widening of Spriggs Road to make it a four-lane divided highway between Minnieville Road and Hoadly Road. Project also included the construction of access roads, MSE walls, and utility relocation. Responsibilities included interpreting geotechnical reports as related to actual field conditions and recommending solutions when unsuitable soils were encountered. Monitored ongoing roadway drainage work and soil stabilization work and prepared daily reports, pay item summaries, and project schedule reports.

**5. 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.

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Todd Kief, Utility Coordinator</b>
b. Project Assignment: <b>Lead Utility Coordination 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>12 Years</b> With Other Firms <b>16 Years</b> 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 – June 2001 to Present</b> <ul style="list-style-type: none"><li>• July 2011 to Present – Client: VDOT. Utility Relocation Manager for the <b>Pacific Boulevard Extension</b> for the Shirley Design-Build Team.</li><li>• March 2011 to Present – Client: VDOT. Utility Relocation Manager for the <b>Route 50 Widening</b> for the Shirley Design-Build Team.</li><li>• February 2011 to Present - Client: Prince William County. Utility Relocation Manager for the <b>University Boulevard and Hornbaker Road Project</b> for the Shirley Design-Build Team.</li><li>• February 2010 to October 2010 – Client: VDOT. Utility Relocation 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. Utility Relocation Manager for the <b>Fairfax County Parkway Phase III Improvements Project</b> for the Shirley Design-Build team.</li><li>• July 2008 to August 2010 – Client: VDOT. Utility Relocation Engineer for the <b>Pacific Boulevard Design-Build Project</b>, for the Shirley Design-Build team.</li><li>• February 2008 to November 2011 – Client: MDSHA. Utility Relocation Manager for <b>Intercounty Connector (ICC) Contract C</b> for the Shirley Design-Build team.</li><li>• February 2008 to September 2009 – Client: Kettler, LLC. Utility Relocation Manager for the <b>Route 7/River Creek Parkway Interchange</b>.</li><li>• July 2007 to September 2009 – Client: VDOT. Utility Relocation Manager 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. Utility Relocation Manager for the <b>Dulles Greenway Capital Improvements Program</b> for the Shirley Design-Build team.</li><li>• September 2002 to Present – Client: VDOT. Utility Relocation Manager for the <b>Route 28 Corridor Improvements Project</b> as part of the Shirley Design-Build team</li><li>• June 2001 to September 2002 - Scheduling and Estimating for various Shirley Projects</li></ul> <b>RF Kline Construction Company – June 2000 to June 2001</b> <ul style="list-style-type: none"><li>• June 2000 to June 2001 – Client: Fredrick County Water and Sewer Authority. Project Manager for the construction of water and sewer improvements of the <b>Urbana Water and Sewer Project</b> for RF Kline Construction.</li></ul> <b>Marjon Construction Company – January 1998 to June 2000</b> <ul style="list-style-type: none"><li>• January 1998-June 2000-Client: VDOT. Project Manager for <b>Dulles Toll Road Widening</b> for Marjon Construction.</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>West Virginia Institution of Technology, Montgomery, WV / BS / 1984 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>None</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <b>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</b> <b>1. Route 50 Widening - Fairfax &amp; Loudoun Counties, VA - Utility Manager (2011 to Present)</b> <p>Mr. Kief serves as the Project Utility Manager responsible for coordinating with the Shirley/Dewberry Design-Build Team for this \$69 million project. The project includes 3.8 miles of widening from four to six lanes with replacement and widening of two bridges over Cub Run. As Utility Manager, Todd coordinated with the public and private utility companies and the Design Team through the design phase to complete constructability reviews and utility conflict analysis. Todd analyzed utility designations and test pits to determine conflicts, developed utility avoidance strategies,</p>

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

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

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

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

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

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

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

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

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

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Francis Winterwerp, SR/WA; ROW Manager</b>
b. Project Assignment: <b>Right-of-Way Acquisition Manager</b>
c. Name of Firm with which you are now associated: <b>Diversified Property Services, Inc. (a VDOT Prequalified ROW Contractor)</b>
d. Years experience: With this Firm <b>8 Years</b> With Other Firms <b>29 Years</b> 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>Diversified Property Services</b> <b>Project Manager, Negotiator, Relocation, 2004 to present</b> Worked with the following clients: Virginia Department Of Transportation, Calvert County Maryland Department of Public Works, Prince George's County Maryland Department of Public Works & Transportation, Cecil County Maryland Department of Public Works, Maryland State Highway Administration (MSHA), NCRC/DC Deputy Mayor's Office, Washington County Maryland Department of Public Works, Spotsylvania County, Virginia; Montgomery County Maryland Department of Public Works, and Saint Mary's County Maryland. <b>Prince George's County, Maryland, Department of Public Works and Transportation</b> <b>Right of Way, 1975-2004</b> <ul style="list-style-type: none"><li>• 1987 to 2004 served as the Right of Way Division Chief.</li><li>• 1984 to 1987 served as Real Estate Acquisition Supervisor.</li><li>• 1975 to 1984 served as a Right of Way Agent.</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Attended Prince George's Community College with Coursework in Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Senior Right of Way Professional (SR/WA) International Right of Way Association</b> <b>North Carolina Real Estate Broker license (2011)</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>Spotsylvania County Transportation Improvements, Spotsylvania County, VA</b> <b>Right-of-Way Manager (2008-2011)</b> Mr. Winterwerp served as the Project Manager and Negotiator for Diversified Property Services as part of the Shirley/Dewberry design build team to acquire right of way and easements from approximately 90 parcels over 3 year period in Spotsylvania County. Mr. Winterwerp managed all services necessary to prepare appraisals, appraisal reviews, negotiation, and relocations, title examination and settlements for the project. Projects were as follows: <ul style="list-style-type: none"><li>• Mine Road/Hardwood Lane/ Campbell Drive Intersection (24 parcels)</li><li>• Mine Road/Landsowne Intersection (10 parcels)</li><li>• Harrison Road Widening-Salem Church to Hazelwild's Entrance (20 parcels)</li><li>• Smith Station Road/Piedmont Drive Intersection (10 parcels)</li><li>• Harrison Road/Kingswood/Beauclaire Intersection (1 parcel)</li><li>• Massaponax Church Road/Route 17 Intersection (2 parcels)</li><li>• Gordon Road (9 parcels- negotiations and relocation on all 9)</li><li>• Massaponax Church Road Widening-1/2 mile section (16 parcels)</li></ul> Acquisitions varied from commercial to residential, total takes to partial takes, and temporary utility and construction easements. Mr. Winterwerp also coordinated closely with landowners and Spotsylvania County during negotiations to supply justification and obtain approval of settlement amounts and conveyance documents. Estimated value \$500,000

### **University Boulevard Extension Project, Prince William County, VA**

#### **Right of Way Manager (2011-2012)**

As a member of the Shirley/Dewberry design-build team, Mr. Winterwerp acted as the Project Manager and negotiator for Diversified Property Services on the University Boulevard Extension Project. Mr. Winterwerp led Diversified's efforts to acquire right of way and easements from 29 parcels along University Boulevard and Hornbaker Road in Prince William County. Right of way acquisition services for the project included appraisals, negotiations, title services and settlements. Acquisitions included both permanent partial takes and temporary constructions easements. Mr. Winterwerp worked closely with Shirley Contracting and Prince William County right of way and legal staff to obtain approval of settlement amounts and prepare conveyance documents within a timeframe to meet an aggressive design-build schedule.

### **Atlantic Boulevard Project, VDOT, Loudoun County, VA**

#### **(2009- 2011) Negotiator:**

Mr. Winterwerp served as a Lead Negotiator for the Atlantic Boulevard Project as Part of the Shirley/Dewberry Design-Build Team. Acting on behalf of the Commonwealth of Virginia, Diversified provided services to acquire right of way and easements from fifteen parcels including five total acquisitions with commercial and/or residential relocations. Services for the project included Appraisals, Appraisal Reviews, Negotiations, Relocations, Title Examination, and Settlement Services.

### **Centreville Road Widening Project. VDOT, Fairfax County, VA**

#### **(2006-2008) Negotiator:**

Acting on behalf of the Commonwealth of Virginia, as part of the Shirley/Dewberry design-build team, Diversified provided turnkey right of way services to acquire the required right of way for the widening of Centreville Road. Mr. Winterwerp served as a Lead Negotiator as part of Diversified's effort to acquire right of way and easements from 52 parcels in a fast-paced design-build environment. Right of way acquisition services for the project included Appraisals, Appraisal Reviews, Negotiations, Relocations, Title Examination, and Settlements. Acquisitions included two commercial and one residential total takes, several partial takes, and temporary utility and construction easements.



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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>\$350,497*</b>  <b>*Difference Due to Owner added scope</b>	<b>\$350,497</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 Route 3 Widening Project are the same Key Managers that have worked so closely together for the past ten (10) years on Route 28. We have developed, implemented and improved upon proven techniques and practices during this time that allow us to efficiently manage the design-build process. From Route 28, we have learned that it is absolutely essential to integrate all of the various design and construction disciplines from the earliest stages of concept development until final completion. Our Construction Team members have day-to-day input on every stage of the design and our Team pledges to not submit any plans until this constructability review is complete. We create this 'buy-in' from the Construction Team as early as possible to produce an efficient design and to begin the overall project scheduling and phasing elements. We know that it is critical for the right-of-way and utility disciplines to closely coordinate their work, and to further integrate these elements with the design documents and project schedule. We also have learned that it is critical to accurately identify all of the existing utilities that can be impacted by the design, to meet with the individual utility companies early to explain the project scope and start the design process, and to closely track and manage the entire utility relocation process.

Since having acquired more than 200 parcels of right-of-way on Route 28, we have learned how vital the timely completion of the right-of-way acquisition process is to the project schedule and budget. This experience will be especially beneficial on the Route 3 Widening Project which will impact over 60 properties. As part of the constructability process we focus our efforts on developing a right-of-way priority list early on, in order to optimize the construction and utility schedule. We also look early at whether there are any total takes or relocations that could affect the schedule, proffers that may be available, and any hazardous, historic, or other environmental issues affecting any property. We have also facilitated the negotiation of settlements whereby the property owner dedicates the necessary right-of-way in exchange for certain improvements being added to the project scope, requiring extensive coordination between the Design/Build Team, VDOT and adjacent property owners. These types of agreements have resulted in savings in the overall project cost while expediting the right-of-way acquisition process.

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

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

Through the Route 28 project we have developed close relationships with over 25 public and private utilities that will benefit the Route 3 Widening Project. In constructing the ten interchanges and secondary road improvements we have successfully relocated more than 52,000 feet of overhead and underground power lines, 205,000 feet of communication/fiber optic lines, 11,000 feet of water lines, 6,400 feet of sanitary sewer, and 5,100 feet of gas lines. On the Centreville Road Widening Project, a component of the Route 28 Corridor Improvements Project, we were able to eliminate or reduce many utility relocations by coordinating with the utility companies, raising the roadway profile, and other innovative design changes. Shirley's utility coordination effort contributed to a 35% reduction in the utility relocation costs on the project, **saving VDOT over \$1.9 million** from the Utility Relocation Allowance.

All of the improvements on the Route 28 Project were constructed without permanent removal of any of the existing traffic movements or reduction in traffic capacity during construction. One of the very first design activities conducted by the Team has been to evaluate the existing and projected traffic volumes and movements. From this data, the ultimate design concepts are created by our Team, presented to VDOT, the Counties, and other affected parties, and ultimately approved for final design. But along with this, the Team carefully evaluates the data to determine maintenance of traffic requirements **during** construction. By involving the construction teams early on in this process, we are better able to plan each phase of the work. For example, in most cases, the new interchanges by necessity have been located approximately in the same location as the existing signalized intersections. This has led to innovative solutions for detour intersections during construction, but also for creative and well-thought out solutions for opening the new interchanges when construction is complete. One example of this is the Route 28/Westfields Blvd. Interchange. With significant input from the construction team, Dewberry adjusted the profiles of the detour intersection and ultimate ramp/loop profiles so that they were as close as possible. Thus when the new interchange was ready to open to traffic, there was the bare minimum of work to do to switch traffic from the old detour pavement to the new pavement grades. As a result, we were able to open the new interchange in just 24 hours in non-peak traffic periods with virtually unnoticed impact to the traveling public. As an additional level of planning and coordination, we created detour plans that were distributed to the local media, Board of Supervisor's office, homeowner associations, and posted on the project website to make sure the public was informed. This same level of effort was required on the Sterling Blvd, Waxpool Road, McLearen Road, and Old Ox Road Interchanges. Each of these complex openings was completed with minimal impacts to traffic. The Route 3 Widening Project will require very similar emphasis of maintenance of traffic and the interface of the new work with the existing roadways.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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

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



The Dulles Greenway Capital Improvement Program (Greenway) included eight individual projects combined into a single design-build program. The original scope of this program included two new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to an existing interchange at Route 606, **widening of the mainline roadway from four to six lanes for a distance of 6.2 miles**, construction of a new ramp to Dulles Airport, expansion of the mainline toll plaza, and widening of the existing twin 660 foot long, 100 foot high bridges over Goose Creek. Shirley Contracting Company, LLC (as the Lead Contractor) and Dewberry Consultants, LLC-formally Dewberry & Davis, LLC (as the Lead Designer) provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a Change Order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007. The 6.2 miles of mainline widening from 4 to 6 lanes completed by our Team on the Greenway project is similar to the scope of work required for the Route 3 Widening Project.

Impacts to traffic on this limited access roadway were not only a project safety concern and an inconvenience to the traveling public, but also directly affected the Owner's profitability, which made this Project unique. In addition to enhanced safety features and increased capacity in final design, our Team developed detailed traffic management plans that focused on maintaining lane widths and travel speeds, and reduced the impact to traffic during interim construction phases. Shirley and Dewberry are committed to bringing this experience to the Route 3 Widening Project in order to develop Traffic Management Plans (TMP) that minimize the impact to the traveling public during construction. Where possible our TMP will also include enhancements to address existing traffic concerns.

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

date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.

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

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

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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>I-66 Widening Improvements</b>  Location: <b>Prince William County, VA</b>	Name: <b>Dewberry Consultants LLC (formerly Dewberry &amp; Davis LLC)</b>	Name of Client./ Owner: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Helen L. Cuervo</b> Phone: <b>703-259-2345</b> Email: <b>Helen.Cuervo@vdot.virginia.gov</b>	<b>August 2010</b>	<b>August 2010</b>	<b>\$75,838</b>	<b>\$81,430*</b>  *Difference Due to Owner added scope	<b>\$81,430</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 December 2006, Shirley Contracting Company, LLC (Lead Contractor) was awarded the I-66 Widening Improvements project to extend the HOV lanes and add additional through lanes on Interstate 66 from the Route 234 bypass to approximately 1 mile beyond the I-66 and Route 29 interchange in Gainesville, Virginia. With a construction cost of approximately \$81 million, the project consisted of **widening over two miles of divided multi-lane interstate from four lanes to eight lanes, realignment of eight ramps and primary highway in a heavily congested area.** The project utilized a phased construction approach and received an award from the State for the Ride-Ability and Asphalt Pavement surface. Designed by Dewberry, the project consisted of the following major components of construction: approximately 369,000 cubic meters of earthwork including rock; maintaining heavy interstate traffic volumes with minimal impacts; construction and removal of many detours; storm, water and sanitary utility installation/relocation; over 514,000 metric tons of sub-base stone and asphalt concrete; four SWMP; Seven Jack and Bore Pipe runs including three 2100mm diameter approximately 8.5 meters deep; two box culverts; signal installation/modifications; roadway lighting and signage; two concrete retaining walls (one adjacent to the Norfolk Southern Railroad); five new bridges, demolition and reconstruction of 3 bridge superstructures, and one complete bridge demolition and reconstruction of the superstructure and substructure.

**All construction activities were performed while maintaining and managing traffic volumes of approximately 144,000 vehicles per day** passing through the project work zone along the I-66 Corridor and the I-66/Route 29 interchange. The lane restrictions were coordinated with VDOT Smart Traffic Center to allow for public notifications and potential upcoming impacts, which provided advance warning to the traveling public. In addition to the communication with Smart Traffic, Shirley and the VDOT team utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote primary awareness of upcoming construction impacts and clearly define vehicular paths/routes, which helped improve traffic flow and avoid delays. Substantial coordination and planning went into creating many detours and lane shifts for Route 29 Northbound and Southbound traffic and the Interchange Ramps to maintain free flowing traffic movements during critical components of work such as the steel girder erection on all five bridges and the bride demolition. Not only did these detours allow for improved traffic flows, but it also provided for a safer work zone for both the traveling public and Shirley's construction team. Shirley is committed to using our experiences and creative construction approach to create the safest and most efficient work zones on the Route 3 Widening Project.

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

The I-66 Widening Project was successfully constructed in a congested area with phased construction, similar to the conditions we anticipate on the Route 3 Widening Project. We **developed Traffic Management Plans to minimize delays and impacts to the public during peak traffic rush hours**; resolved issues quickly and efficiently, while emphasizing safety on the Project for all parties including the traveling public; and communicated project details to promote public awareness and involvement to all parties directly and/or indirectly associated with the project. Shirley and VDOT partnered successfully throughout the duration of the project and we are committed to bringing our experience from the I-66 Widening project to the Route 3 Widening Project. We are fully aware of the traffic flows and volumes that will be encountered during the construction of the Route 3 Widening Project and understand what will be necessary to maintain a safe and effective work zone. Shirley, VDOT and Dewberry are experienced working together as a result of our relationship on this and other projects and these relationships and our construction experience will allow us to successfully construct the Route 3 Widening Project.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Route 28 Corridor Improvements Project</b>  Location: <b>Fairfax and Loudoun Counties, VA</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Susan Shaw, PE</b> Phone: <b>(703) 259-1995</b> Email: <b>susan.shaw@VDOT.Virginia.gov</b>	<b>May 2007</b>	<b>August 2013*</b> <b>Design Complete 2011</b> *Difference due to Owner added scope	<b>\$168,965</b>	<b>\$350,497*</b>  *Difference due to Owner added scope.	<b>\$25,740</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 for the Route 28 Corridor Improvements Project, the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. The design-build project includes design and construction of 10 grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. Dewberry is responsible for all preliminary and final roadway and interchange design, bridge design, stormwater management, mapping, surveys, geotechnical investigations, environmental investigations, permitting, lighting design, utility relocation designs, floodplain studies, maintenance-of-traffic design and construction inspections. All design work was performed at Dewberry's Fairfax, Virginia office. 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 interchanges, which were completed and opened to traffic by November 2009.

In addition to the ten interchanges being constructed, the Team was also responsible for design and construction of numerous secondary road improvements including the widening of Centreville Road from two-lanes to four-lanes, a new four-lane section of Loudoun County Parkway from Smith Switch Road to Route 7, a new four-lane section of Atlantic Boulevard, and two additional sections of Pacific Boulevard, from Sterling Boulevard to Cedar Green Road and Severn Way to Nokes Boulevard. The Team is responsible for all design, permitting, right-of-way acquisition (residential and commercial properties), utility relocations, construction, quality assurance and quality control for all project work.

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

The lessons learned from the design and construction of the various interchanges and secondary road improvements on the Route 28 project will be utilized to assure expedited delivery of the Route 3 Widening Project for VDOT. The knowledge of how to assess the critical path and prioritize items such as environmental permitting; utility easements, utility relocations, and avoidance of utility impacts; right-of-way issues, in particular issues with land owned by federal agencies; phased design development that coincides with construction activities; and proper construction execution and delivery are all processes that our Team has worked through in coordination with VDOT. With ten interchanges and five secondary road projects, the Route 28 Corridor Improvements Project is essentially equivalent to completing fifteen projects simultaneously for VDOT in the expedited design-build delivery mode. Our proven work processes and coordination not only with our Team, but with VDOT and all appropriate stakeholders will be utilized to make the Route 3 Widening Project a success.

Specific examples of how our experience on Route 28 will be utilized on the Route 3 Widening Project come from our avoidance of utilities. At the McLearen Road Interchange, the Frying Pan Road Interchange and the Air and Space Parkway Interchange, we completed interchange designs to avoid two high-pressure fuel lines which directly served Dulles International Airport. Through coordination with utility companies, we added spans to two of the bridges to avoid relocations to the fuel lines. Clearances on the overpasses were provided to ensure future ability for access and maintenance to the fuel lines with standard equipment. At the McLearen Road Interchange, one of the ramp alignments was adjusted to provide adequate vertical clearance over the gas line to avoid a relocation. This close coordination allowed all of the interchanges to be completed on time, without any impacts, relocations, or shut downs of the fuel pipelines.

Another example of where our design and construction teams worked together occurred at the Route 28/Westfield Boulevard Interchange where we established unique profiles for our detour phase that worked to dramatically reduce the time necessary to switch from the detour phase to the final interchange operation. This significant switch-over phase, which initially was projected to take weeks to accomplish (building up from the temporary detour elevations to the final roadway elevations and then paving) was planned instead to be completed over a three day period. The actual switch-over phase was then completed even faster than planned by Shirley, who made the ultimate switch-over in just a twenty-four hour period. This significantly reduced impact to the public and was only possible as a result of the extensive planning and coordination by the Design, Construction and VDOT Teams.

Additionally, extensive coordination with numerous parties for the replacement Sully Access Road was necessary as part of the Route 28/Barnsfield Road Interchange Project. Significant differences between the Metropolitan Washington Airports Authority (MWAA) and the Fairfax County Park Authority (FCPA) prevented the scheduled construction of the access road. This had the very real potential to have delayed the opening of the interchange, the only access to the newly constructed Air and Space Museum at Dulles Airport. Through close coordination with VDOT, Shirley and Dewberry created and implemented temporary access plans, which allowed the interchange to open on time. Over the next four years, Shirley, Dewberry, and VDOT worked extensively with MWAA, FCPA, various historic and regulatory agencies, and adjacent property owners to resolve any conflicts to allow design and construction of the access road to move forward.

Finally, on the Route 28/Nokes Blvd. Interchange, the discovery of approximately 49 historical graves in the vicinity of the proposed interchange could have caused significant delays to the schedule for design and construction. Shirley and Dewberry worked with the Department of Historical Resources (DHR), Loudoun County, and the descendants of the family cemetery to catalog and disinter the remains and relocate them to a cemetery location acceptable to the descendants. This potentially sensitive issue was coordinated swiftly and with appropriate sensitivities, which allowed the gravesites to be relocated and the project to proceed without impact to schedule.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Dulles Greenway Capital Improvement Program</b>  Location: <b>Loudoun County, VA</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>Toll Road Investors Partnership II (TRIP II)</b> Project Manager: <b>Mr. Tom Sines/CEO</b> Phone: <b>703.707.9096</b> Email: <b>tsines@dullesgreenway.com</b>	<b>December 2007</b>	<b>December 2007</b>	<b>\$64,994</b>	<b>\$71,084*</b>  * Difference due to Owner added scope.	<b>\$8,653</b>

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



The Design-Build Team of Dewberry as the Lead Designer and Shirley as the Lead Contractor constructed the Dulles Greenway Capital Improvement Program. This \$71 million design-build program included two new interchanges at Route 653 and Route 654 (Battlefield Parkway), **widening of the mainline roadway from four to six lanes for a distance of 6.2 miles**, expansion of the mainline toll plaza from ten to eighteen lanes, four new ramp toll plazas, widening of the 660' bridges over Goose Creek, a new ramp from the main toll plaza directly into Dulles Airport, and modifications to the existing Route 606 Interchange to add the ultimate ramp network and complete the cross-road widening. Following the start of construction, the Owner decided to add the design and construction of the ultimate improvements to the Route 772 Interchange to the contract, which was completed within the original contract timeline. Dewberry provided all roadway and interchange design, bridge design, stormwater management, aerial mapping, surveying, geotechnical investigations, floodplain studies, scour analysis, environmental investigations permitting, maintenance-of-traffic design, and utility relocation design. In addition to design and permitting, Dewberry also contracted separately with TRIP II to provide all QA and QC Testing and Inspection Services for the project. All design work was performed at Dewberry's Fairfax, Virginia office.

The 6.2-mile mainline widening of the Dulles Greenway completed by the Shirley-Dewberry Team is similar in scope to the Route 3 Widening Project.

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

A major criteria to this Design-Build Project was the maintenance-of-traffic of over 75,000 vehicles per day on the existing Greenway, and the need to avoid traffic impacts so as to not reduce ridership and therefore revenue for the Owner. Shirley and Dewberry worked together with the Owner to create a Transportation Management Plan that minimized traffic disruptions during construction. Because of this planning there was no loss of capacity during construction.

In order to assure minimal disruption to traffic, our design-build team developed a maintenance-of-traffic (MOT) plan for the mainline Greenway widening that maintained the full travel lane widths and provided a full lane outside shoulder during construction. Temporary improvements with additional asphalt depths (milling and overlay) were required in order to shift traffic out onto the outside shoulders, similar to what our design had done in the past for VDOT on such projects as the I-66 Widening.

Many of the lessons learned and processes of coordination expected between Shirley, Dewberry and VDOT, that were utilized on the Greenway to advance the design and construction activities, will be used on the Route 3 Widening Project. Identification of critical path activities and priorities were completed in coordination with the owner (TRIP II) as well as VDOT, which was involved in reviews and approvals. Multiple plan packages were developed as noted above. Structural steel packages were completed in advance (to assure this long lead item was delivered to the site on time), environmental permitting was advanced (with early design support identified and completed to support this effort), and emphasis given to completing the mainline Greenway widening in a fashion to minimize disruption to the traveling public.

The Team also coordinated with the Greenway owner, the Town of Leesburg, and the adjacent developer to incorporate auxiliary lanes and intersection improvements to assure there would be no reconstruction efforts needed by the Greenway, the developer, the Town or VDOT. The coordination with the many intersecting roadways and working through issues with adjacent developers, utility owners, and Loudoun County, was something our Team did as part of the Greenway project and that we are prepared to do on the Route 3 Widening Project.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>I-66 Improvements Manassas to Gainesville</b> Location: <b>Manassas, Virginia (East of Exit / Mile Marker 47)</b> <b>Gainesville, Virginia (West of Exit / Mile Marker 43)</b>	Name: <b>Phase I-General Excavation</b> <b>Phase II-Moore Brothers</b> <b>Phase III-Shirley Contracting Co.</b> <b>Phase IV-General Excavation</b> <b>Phase V-Shirley Contracting Co.</b>	Name of Client: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Amir Salahshoor, PE</b> Phone: <b>(703) 259-1957</b> Email: <b>A.Salahshoor@VDOT.Virginia.gov</b>	<b>2004</b>	<b>Phase I-2004</b> <b>Phase II-2006</b> <b>Phase III-August 2010</b> <b>Phase IV-October 2011</b> <b>Phase V-June 2015</b>	<b>\$220,000</b>	<b>\$230,000*</b>  * Differences due to owner approved option established in original contract to design Phase V (the Rt. 29/Linton Hall Interchange)	<b>\$10,008</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.



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

Completion of field surveys including aerial mapping, right-of-way and property boundary surveys, existing drainage surveys, utility designations and test pits, and project control, traffic management system (TMS) design, lighting and electrical design, signing and pavement marking design, traffic signal design, transportation management plan (TMP) design, public meeting/hearing preparation and attendance, roadway design, including horizontal geometry and vertical geometry, environmental permit drawings, drainage design, including major hydraulic and hydrologic (H&HA) analysis, and structural design, including 9 new bridges, 1 bridge widening, and several retaining walls. All design work was performed at Dewberry's Fairfax, Virginia office.

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

Dewberry's design contract included design of multiple complex elements. The Phase V improvements included two new bridge structures over Norfolk Southern Railroad. Both bridges were designed to accommodate future expansion of the railroad from one existing track to four future tracks. This accommodation of future expansion required design of significant crash walls on both bridges. On the Phase III contract, a significant retaining wall was added along an interchange ramp, and the geometry of two interchange ramps were adjusted to avoid impacts to Norfolk Southern Railroad. The widening of I-66 was designed to avoid impacts to the Manassas National Battlefield, as well as to an existing cemetery between I-66 and Norfolk Southern Railroad, and sequence of construction plans were developed to maintain flow of more than 100,000 vehicles through the project site on a daily basis.

The Phase V improvements included designs of 10 significant retaining walls. The Phase V project required construction of a new detour facility, including two temporary at-grade railroad crossings of Norfolk Southern, to accommodate construction of the grade separations and interchange. Detailed plans, profiles, typical sections, signing and pavement marking plans, and temporary signal plans were developed for the temporary roadway, and the design was coordinated with Norfolk Southern to accommodate and properly function with the two temporary at-grade railroad crossings. On the Phase V Project, Shirley Contracting Company, LLC was awarded the construction contract.

Other challenging elements of the Phase V project were the required right-of-way acquisition and utility relocations. Overall, 16 properties were completely acquired and required relocations, and another 56 properties were impacted and required partial fee acquisition or easement acquisitions. Dewberry also worked with VDOT and approximately 10 utility owners, including power, water, sewer, electric, gas, telephone, and cable TV, to develop utility corridors and common easements which facilitated relocation of utilities around the interchange area. Right-of-way acquisition plans were separated into three phases so that "total take" acquisitions were advanced to allow for early acquisition, and so "partial take" properties could be acquired in a sequence to allow for phased relocation of utilities. This phased approach helped to accelerate the project by almost three years from the original advertisement date. Based on the accelerated schedule, Dewberry also worked with VDOT to develop the Phase IV plans, allowing for advance construction of the access roads and portions of the detour roads before utility relocations were complete.

These five construction projects completed under one design contract with VDOT provided detailed experience for the Dewberry staff in working on an interstate corridor with heavy traffic volumes where multiple construction sequences were required for successful completion of each of the projects.

