

Response to Request for Qualifications

# DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS

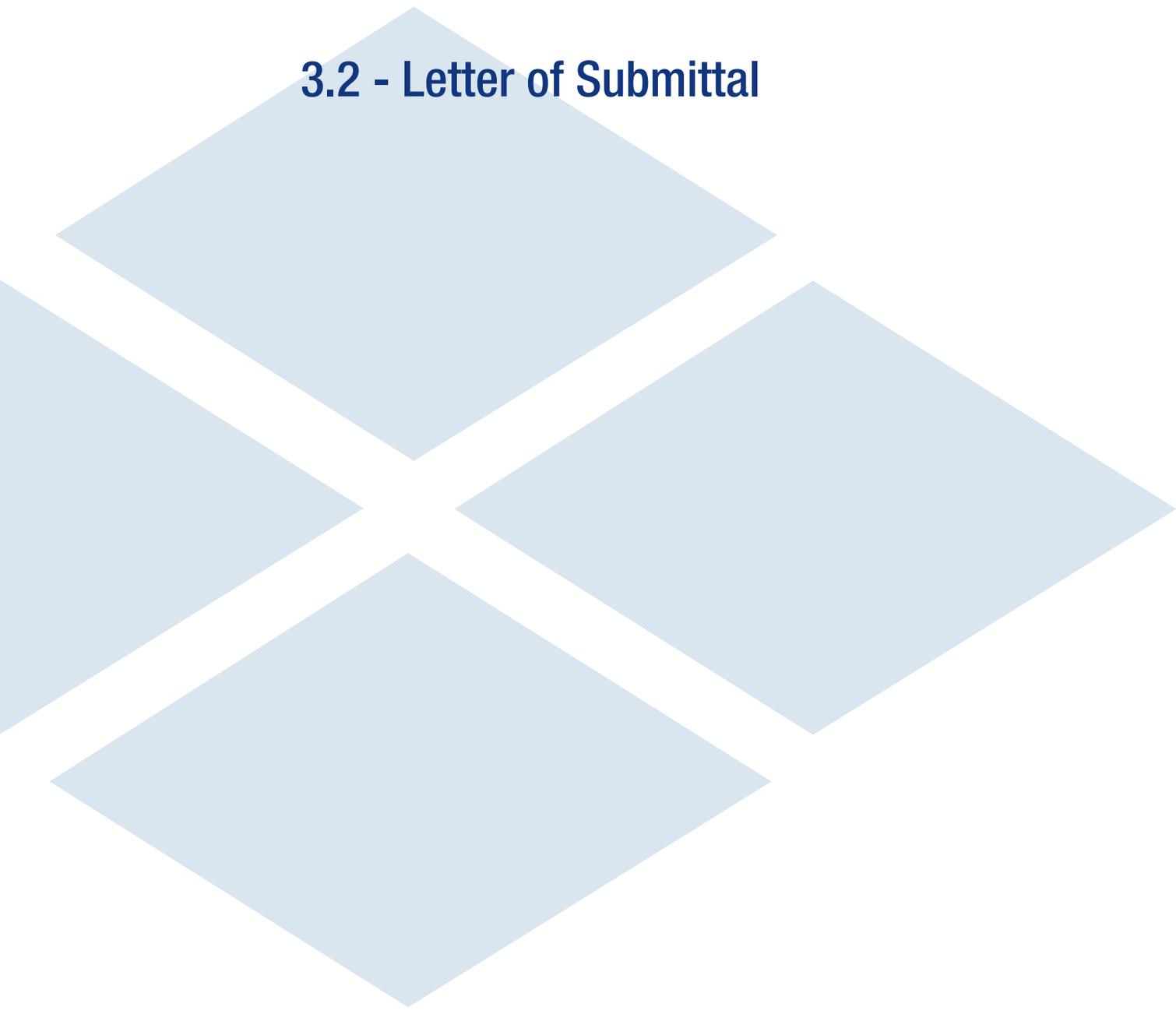
Albemarle County, Virginia

State Project Nos.: US 29 Rio Road Grade Separated Intersection (0029-002-091)  
US 29 Widening (0029-002-135)  
Berkmar Drive Extension (9999-002-9000)

Federal Project Nos.: US 29 Rio Road Grade Separated Intersection (NHPP-002-7(045))  
US 29 Widening (STP-5104(166))

Contract ID No.: C00077383DB80





## 3.2 - Letter of Submittal



August 28, 2014

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

RE: Design-Build Project for Route 29 Solutions  
Albemarle County, Virginia  
Contract ID Number: C00077383DB80  
3.2 Letter of Submittal

Dear Mr. Daoulas:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our response to your Request for Qualifications (RFQ) for the Project referenced above. With Dewberry Consultants LLC (Dewberry) as our Lead Designer, Shirley offers VDOT a Team experienced in providing innovative solutions on a fast-track basis having completed over 25 design-build projects totaling more than \$2 billion. To further demonstrate our capabilities, the Shirley Team has successfully achieved incentives on multiple projects including I-95 Springfield Interchange Phases II/III; I-95 Springfield Interchange Phase IV; I-66/Route 29 Gainesville Interchange; Intercounty Connector, Contract C; and the Woodrow Wilson Bridge Project. We are fully committed to partnering with VDOT to achieve the incentive goals on this Project.

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

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

**3.2.2** Our Point of Contact is:

**Garry A. Palleschi**  
Vice President  
8435 Backlick Road  
Lorton, Virginia 22079  
703-550-3579 (Phone) 703-550-9346 (Fax)  
gpalleschi@shirleycontracting.com

**3.2.3** Our Principal Officer is:

**Michael E. Post**  
President/CEO/Manager  
8435 Backlick Road  
Lorton, Virginia 22079  
703-550-8100 (Phone) 703-550-3558 (Fax)  
mpost@shirleycontracting.com

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

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

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

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

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

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

**3.2.10** Virginia State Corporation Commission (SCC) and Virginia Department of Professional and Occupational Regulation (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 (SOQ).

**3.2.11** The following statement demonstrates our commitment to the Project's DBE goals:

*I personally commit to VDOT that Shirley will achieve a DBE participation goal of 13% for the entire value of the contract:*

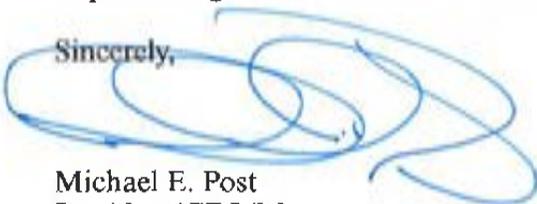


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Michael E. Post  
President/CEO/Manager  
Shirley Contracting Company, LLC

On behalf of our Team, we thank VDOT for the opportunity to submit this SOQ and we look forward to partnering with all involved to deliver another successful project.

Sincerely,



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

**Attachments:**

- 3.2.6 - Affiliates and Subsidiaries
- 3.2.7(a) - Certification Regarding Debarment Forms (Primary)
- 3.2.7(b) - Certification Regarding Debarment Forms (Lower Tier)
- 3.2.8 - Evidence of Prequalification
- 3.2.9 - Surety Letter
- 3.2.10(a) - SCC Registrations
- 3.2.10(b) - DPOR Registrations

## 3.3 - Offeror's Team Structure



## 3.3 Offeror’s Team Structure

### 3.3.1 Key Personnel

Our Team has the experience and personnel to effectively manage all design-build elements of the Design-Build Project for Route 29 Solutions (the Project). Every one of our design-build projects has completed on or ahead of schedule, at a fixed price, and without a single claim or outstanding issue. Our Team has worked together on these critical design-build projects for over 12 years and has developed a close working relationship. Having a thorough understanding of each other’s abilities allows us to efficiently manage each discipline, reduce project risk, and achieve success.

**Shirley is committing Team Members and Key Personnel that have been responsible for successfully managing 14 VDOT design-build projects valued at over \$730 million.**

Information for the Key Personnel below are included as Attachment 3.3.1-Key Personnel Resume Forms:

Key Personnel Position	Name	Firm
<b>Design-Build Project Manager</b>	Chuck Smith	Shirley Contracting Company, LLC
<b>Quality Assurance Manager</b>	Avtar Singh, PE, CCM, PMP	CES Consulting, LLC
<b>Design Manager</b>	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
<b>Construction Manager</b>	Greg Johannes	Shirley Contracting Company, LLC
<b>Lead Structural Engineer</b>	Jim Davidson, PE, DBIA	Dewberry Consultants LLC
<b>Lead Traffic Engineer</b>	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC
<b>Lead Geotechnical Engineer</b>	Ted Lewis, PE, LEED	GeoConcepts Engineering, Inc
<b>Lead Utility Coordination Manager</b>	Todd Kief	Shirley Contracting Company, LLC
<b>Public Relations Manager</b>	Sande Snead	Pulsar Advertising, Inc.

### 3.3.2 Organizational Chart

The complexities and potential risks of the Project demand a team that has the proven experience to solve complex challenges, meet commitments, partner with stakeholders, and integrate all aspects of the work under a design-build method delivery. To meet these requirements, Shirley has assembled a team comprised of the following key members to ensure the Project’s successful delivery:



Shirley as the Offeror and Lead Contractor for our Team is one of Virginia’s largest and most experienced design-builders. To date, Shirley has completed or is completing 25 design-build projects, including 14 for VDOT. Additionally, Shirley successfully achieved incentive awards on several fast-track projects including a \$10 million “no excuse” incentive for the early completion of the I-95 Springfield Interchange, Phase II/III for VDOT. Shirley has earned numerous awards for quality and safety and specializes in completing complex projects on a fast-track basis.



Dewberry will be the Lead Designer and will provide construction Quality Control services for our Team. Dewberry has extensive design-build experience as the Lead Designer on Shirley’s 14 design-build projects for VDOT. Dewberry is ranked in Engineering News-Record’s (ENR) Top 25 transportation engineering firms with principal offices in Fairfax, Virginia.

### 3.3 Offeror's Team Structure



Timmons Group Inc. (Timmons) will be responsible for the Berkmar Drive Extension roadway and hydraulic design as a subconsultant to Dewberry. Recognized for nearly 20 years as one of Engineering News Record's Top 500 Design Firms, Timmons provides civil engineering, environmental, geotechnical, GIS/geospatial technology, landscape architecture and surveying services to a diverse client base.



Faulconer Construction Company (Faulconer) as an exclusive subcontractor to the Shirley Team will play an integral construction role on the Route 29 Widening. Based in Charlottesville, Faulconer has an extensive history of successfully completing infrastructure projects in and around the Charlottesville area.



W.C. English, Inc. (English) will also be an exclusive subcontractor to the Shirley Team and will play an integral role in the construction of the Berkmar Drive Extension. English has significant VDOT infrastructure experience and has also successfully completed projects in the Charlottesville area.



GeoConcepts Engineering, Inc. (GeoConcepts) a VDOT-certified DBE Company will provide geotechnical investigations, testing, and analysis as a subconsultant to Dewberry. GeoConcepts is a premier provider of geotechnical engineering services in Virginia.



Pulsar Advertising, Inc. (Pulsar) reporting to the Design-Build Project Manager will be responsible for managing all external project communications with project stakeholders, the media, and the general public in coordination with the Culpeper District Communications Office. With prior experience on VDOT projects, Pulsar is a full service marketing, public relations, and social media agency operating across a wide variety of industries, including transportation, environmental, and government agencies.



CES Consulting, LLC (CES) reporting to the Design-Build Project Manager and VDOT, will provide the Quality Assurance Manager and Quality Assurance Inspectors for each Project Segment. CES is a registered DBE in the Commonwealth of Virginia and specializes in providing QA Services, Construction Management, and Project Controls Services.



Froehling & Robertson, Inc. (F&R) will provide Quality Assurance material testing for CES. Established in 1881, F&R has worked on some of the largest and most intricate construction projects in the Mid-Atlantic region.



Schnabel Engineering (Schnabel) will provide Quality Control material testing for Dewberry. Schnabel provides specialized expertise and design for geotechnical, tunnel, and dam engineering projects across the U.S. and worldwide. Ranked as an ENR Top 250 Engineering Firm, Schnabel serves both public and private sectors.



So-Deep, Inc. (So-Deep) will complete utility designations and test pits as a subconsultant to Dewberry. They are experienced in providing comprehensive subsurface utility engineering services, focused on reducing utility conflicts and utility relocation costs.

### 3.3 Offeror's Team Structure



Woolpert, Inc. (Woolpert) will provide aerial mapping as a subconsultant to Dewberry. Ranked as one of the Top 100 design firms in ENR, Woolpert is widely recognized as one of the leading geospatial and infrastructure firms.



Skelly & Loy, Inc. (Skelly) will complete noise modeling and analysis to provide the final noise abatement design report as a subconsultant to Dewberry. They provide professional engineering and environmental services to various public and private sector clients.



Diversified Property Services Inc. (Diversified) will provide right-of-way and land acquisition services and has been a member of the Shirley Team for more than 10 years. The firm handles all areas of negotiation, acquisition of rights, expert witness testimony, and relocations. As a VDOT prequalified right-of-way acquisition firm, Diversified offers relocation assistance, feasibility studies, appraisal/appraisal review services, negotiation and acquisition, project management and title research. Diversified also renders tax assessment and appeal services as well as condemnation assistance.



Key Title will provide title research and settlement services for properties acquired on the Project. Key Title has closed over 50,000 real estate transactions since 1973 and has accumulated a wealth of experience in all aspects of the real estate closing process.

The Organizational Chart attached at the end of this section outlines the structure of the Shirley Team proposed for the Project. The “chain of command” shown on the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major project disciplines and participants. In addition to the Team members outlined above, the following narrative describes the functional relationships and communications among the Team.



VDOT, as the Owner, will maintain oversight responsibility for all aspects of the Project to ensure compliance with the contract documents. Specific responsibilities will include: review and approval of all submittals, process progress payments, attend and participate in all progress meetings and public outreach events, oversee independent assurance and verification testing, perform final inspections, and take final acceptance when complete.



***Design-Build Project Manager (Chuck Smith)*** will have full and complete authority over all aspects of the Shirley Team’s responsibilities. In addition to being the primary point of contact with VDOT, Chuck has ultimate responsibility for contract management. He will coordinate and integrate the various project disciplines, including design, right-of-way acquisition, construction, quality assurance and control, utilities, permitting, and safety. He will lead all progress meetings and outreach events, develop and maintain the project schedule, and will support Pulsar and VDOT’s efforts to communicate with third-party stakeholders.



***Quality Assurance Manager (Avtar Singh, PE)*** will report to the Design-Build Project Manager (DB PM) and is completely independent from construction operations and the QC process. Avtar will be onsite full time during construction and will be responsible for overseeing all QA activities and assuring that work performed is in accordance with the Project specific QA/QC plan and will be integral to its development. He will manage the team of QA inspectors that will implement the plan and track all project documentation. As the QAM,

### 3.3 Offeror's Team Structure

Avtar has the authority to halt or suspend any work, which is not compliant with the contract documents and has the responsibility to take corrective action before the work is accepted and certified for payment.



**Design Manager (Steve Kuntz, PE, DBIA)** will report directly to the DB PM for all design related issues. Steve will have overall responsibility for coordinating all design Segments including roadway, structural, hydraulic and traffic to ensure they are in conformance with the Contract Documents. He will establish and oversee the design QA/QC program, and will coordinate directly with each of the Design Project Managers assigned to each Segment.

Steve will also coordinate subconsultant activities including aerial mapping, field surveys, geotechnical investigations, utility designations and test pits, and will communicate directly with the Lead Structural Engineer, Lead Traffic Engineer, Lead Geotechnical Engineer, Lead Utility Coordination Manager and Public Relations Manager. Steve will participate in all Project progress meetings and public outreach events. He will also work closely with the Construction Manager to facilitate constructability reviews, address issues and concerns, and provide overall design support.



**Construction Manager (Greg Johannes)** will report to the DB PM and manage all aspects of construction, safety, and the construction quality control process. He will facilitate all constructability reviews for each aspect of the design, work closely with the Lead Utility Coordination Manager to plan for necessary relocations, and coordinate with the Right-of-Way Manager to prioritize and schedule the acquisition process. Greg will be on site at all times during construction, and will coordinate with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract documents. He will communicate with the QAM to arrange review of construction activities through witness and hold points and ensure work is performed in a safe manner. He was key to our success to completing the Intercounty Connector, Contract C design-build project and achieving the Project incentives.



**Lead Structural Engineer (Jim Davidson, PE, DBIA)** will report to the Design Manager and will be responsible for oversight, review, and verification of all structural design elements (bridges and retaining walls) for the Project. Jim's experience as the Lead Structural Engineer role includes design of over 200 bridges following VDOT criteria, many of which are similar to those anticipated for the Berkmar Drive Extension and Rio Road Interchange,

as well as all other anticipated structural elements. These may include MSE, concrete gravity, secant pile, soil nail, and tie-back retaining walls, some of which will be required due to the complex maintenance of traffic patterns anticipated on Route 29 at the Rio Road Interchange.



**Lead Traffic Engineer (Jerry Mrykalo, PE, PTOE)** will report to the Design Manager and will be responsible for all traffic engineering studies and design elements, including operational analyses, traffic management, development of the Transportation Management Plan (TMP), Temporary Traffic Control (TTC), ITS, traffic signal, lighting, and signing and markings plans. He will provide expertise and monitoring of the TMP and TTC plans throughout construction to ensure safe and efficient operations. As a Professional Traffic Operations Engineer (PTOE) with experience on both urban interchanges over existing intersections and multi-stage arterial widening projects, Jerry has successfully served in this role on more than 12 design-build projects. As a VDOT Certified Work Zone Traffic Control training instructor, and as an ATSSA certified Traffic Control Design Specialist, Jerry will provide the added value of safety training for the design and construction team tailored to the unique project challenges.

### 3.3 Offeror's Team Structure



**Lead Geotechnical Engineer (Ted Lewis, PE)** will report directly to the Design Manager and will be responsible for oversight, review and verification of all geotechnical investigations, data collection, and recommendation activities. Ted has served in this role on more than 10 successfully completed design-build projects for the Shirley Team and has experience working in the Charlottesville Region having worked on the Culpeper District Bridge Replacement Project. Specific involvement will be required at the Rio Road Interchange where the limited footprint may drive a need for innovative structural designs and recommendations. Additionally, for the Berkmar Drive Extension Project, Ted will focus on bridge design challenges related to scour and foundation design associated with dam break analysis for the Rivanna Reservoir.



**Lead Utility Coordination Manager (Todd Kief)** leads our in-house efforts to manage utility relocations as an integral part of our design-build program. With over 25 years of construction management experience, Todd has managed the utility relocations for Shirley's design-build work for more than 12 years. Todd's experience and close relationships with multiple utility owners enables him to maintain a thorough understanding of the relocation process, risks, costs, schedule, and interaction with other Project disciplines. He plays a vital role in achieving completion of the Project on time and within budget. Reporting to the DB PM, Todd will actively coordinate existing and proposed utilities with the design, right-of-way, safety, and construction disciplines. As the liaison with each individual utility company, he will ensure full integration of utilities into the Project scope and schedule. Working with the design team, Todd's first priority is to avoid relocations. If not possible, the focus will be to minimize relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule.



**Public Relations Manager (Sande Snead)** will report directly to the DB PM and coordinate with the Culpeper District Communications Office. Sande has experience as the Public Relations Manager on several ongoing and completed design-build projects, and is well versed in VDOT processes and requirements based on her past employment with VDOT. Sande will use this experience to coordinate with VDOT staff to develop a public relations plan and manage all external Project communications with the general public, local businesses, media, and other individuals or agencies. Sande will communicate the public involvement and relations needs for the Project with both the DB PM and Design Manager to ensure that appropriate and comprehensive levels of involvement from the Team is provided at each public meeting and outreach activity.

#### Additional Critical Personnel

To achieve the milestone incentive program and meet all project commitments and goals, the Shirley Team has developed a management structure and approach aligned with the three Project Segments (US 29 Rio Road Grade Separated Intersection, US 29 Widening, and Berkmar Drive Extension). To accomplish this, we are dedicating critical design managers and construction personnel to each Segment defined in the RFQ. In addition, we are dedicating resources to focus specifically on the critically important areas of right-of-way, permitting, and safety. Provided below is a list of the critical personnel and their responsibilities:

**Segment Project Managers (Ryan Tibbs, Mindy Colden, Judson Dalton)** will lead our Team's construction efforts on each individual Segment. Each Segment Project Manager assigned to a Segment is on a full time basis. They will report to the Construction Manager having day-to-day responsibility for all construction activities. Responsibilities will include managing self-perform crews, subcontractors and suppliers, maintaining the schedule, and monitoring maintenance of traffic activities.

### 3.3 Offeror's Team Structure

**Segment Design Project Managers (Tim Belcher, PE, Jeremy Beck, PE, Brian Copeland, PE)** are identified for each Segment of the Project to ensure designs progress in a timely and concurrent manner. In order for the design processes to continue, each Segment Design Project Manager will communicate directly with the Design Manager on a regular basis to review project status, upcoming milestones, and key decisions. Additionally, they will communicate directly with other lead engineering staff positions to aid in coordination between hydraulic, roadway, structural, and traffic design disciplines.



**Right-of-Way Manager (Ryan Marrah)** will report to the DB PM and will manage the process to acquire all right-of-way and easements needed to construct the Project. Reporting to Ryan will be the VDOT prequalified sub-consultants performing appraisals, appraisal reviews, title reports, offers, negotiations, and settlements. Ryan will facilitate communication with affected landowners, maintain status of the process for VDOT, and will coordinate with the design, utility, and construction disciplines. He will be involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching proffers, keeping landowners informed, and maintaining the ROW budget.



**Environmental Coordination/Permitting (Kim Larkin)** will report to the Design Manager and will be responsible for all environmental studies, investigations, and permit applications. Kim will also coordinate and communicate with the DB PM, Lead Utility Coordination Manager, Right-of-Way Manager, Construction Manager, and VDOT Environmental staff. Kim has served in this role on all of our design-build projects over the past 12 years including complex roadway widening, reconstruction and interchange projects. She will ensure that all studies, investigations, and permits are completed efficiently and accurately to avoid impacts to the design, permitting, utility relocation, or construction schedules.

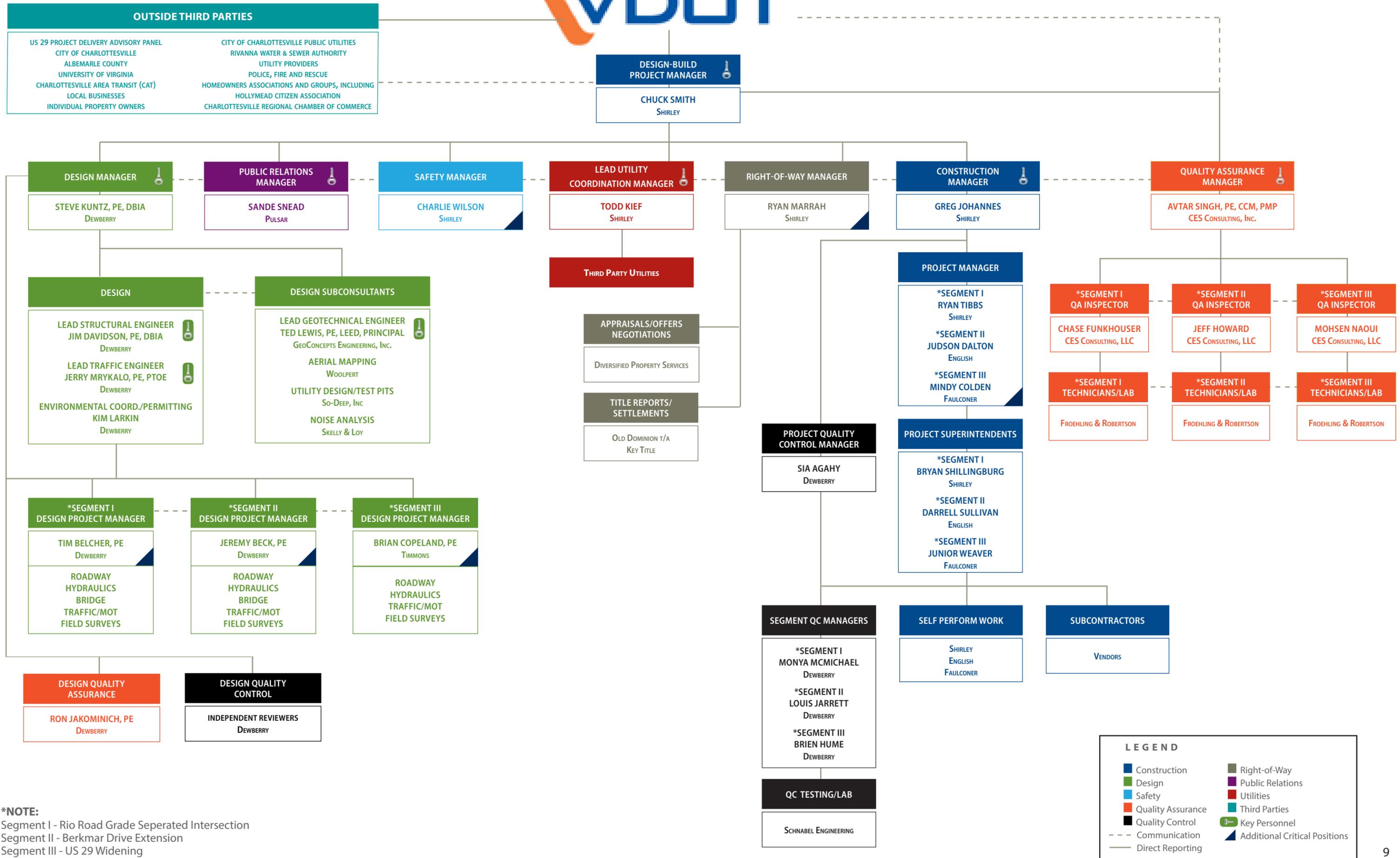


**Safety Manager (Charlie Wilson)** will report to the DB PM. Charlie will review the plans and field activities to provide a safe environment for VDOT, the construction workers, the traveling public, and local residents. He will train and inform those engaged on the Project of specific safety hazards and will enforce all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan. Charlie will monitor the field activities and crews and has full and complete authority to halt or suspend any activity not in compliance with the applicable safety standards.



**Design QA (Ron Jakominich, PE)** will report directly to the Design Manager to ensure the QA process is in accordance with VDOT and contract requirements throughout design and prior to all project submittals. Ron will not be involved in the day-to-day design, and will ensure that sub-consultant QA and QC efforts are complete as required by the contract.

**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 and ensure technical accuracy and conformance with the contract requirements.



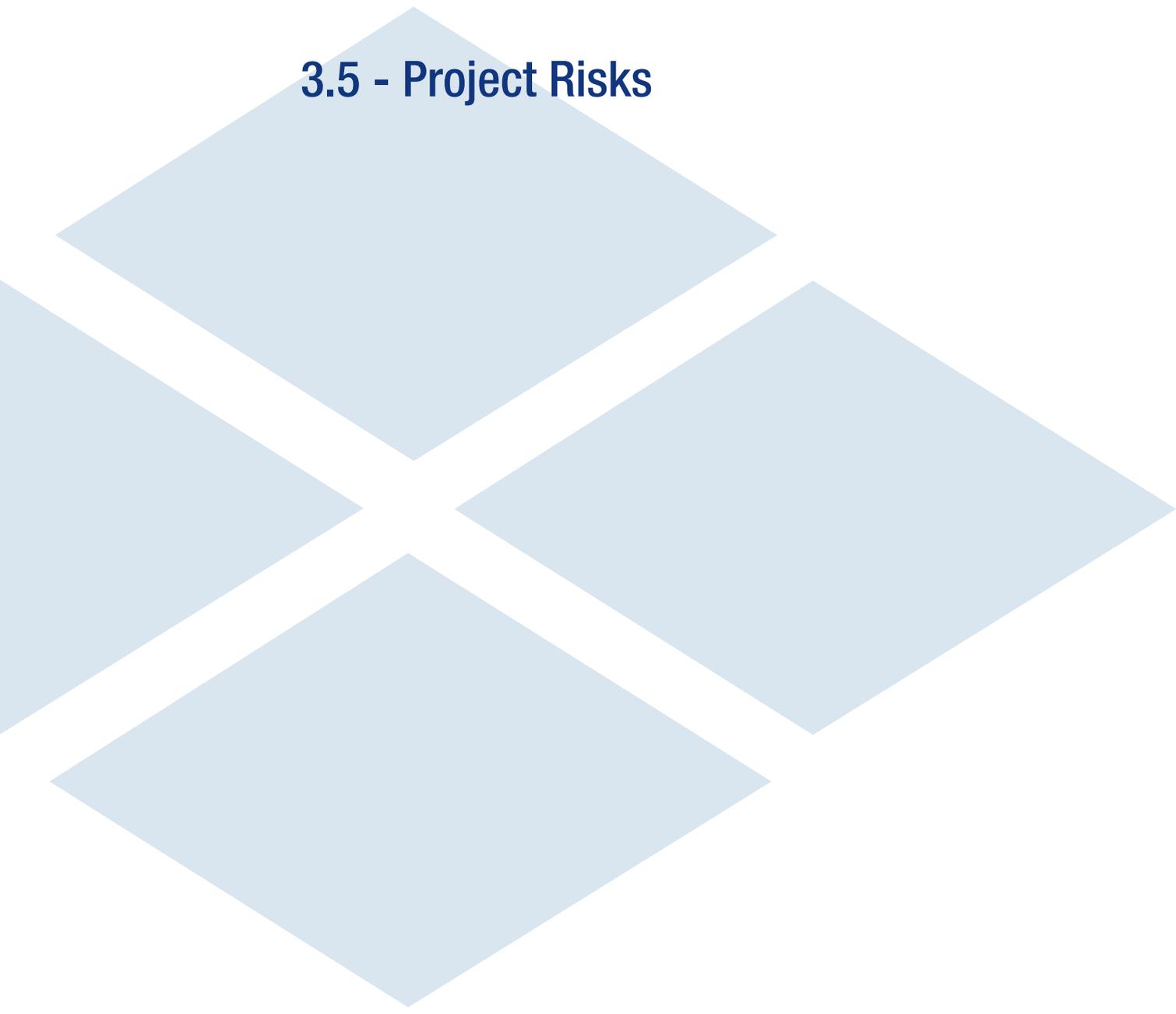
**\*NOTE:**  
 Segment I - Rio Road Grade Separated Intersection  
 Segment II - Berkmar Drive Extension  
 Segment III - US 29 Widening

## 3.4 - Experience of the Offeror's Team



## 3.4 Experience of Offeror's Team

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



## 3.5 - Project Risks



## 3.5 Project Risks

Understanding that the Project is still in the conceptual stage of development, the Shirley Team thoroughly reviewed the RFQ documents to determine which elements posed the most risk to the Project's overall success. We found that the five critical risks identified below, while unique on their own, were interrelated and have the potential to affect the others. Each risk has the real possibility of impacting the Project schedule, and in particular, the incentive milestone dates, the surrounding community and stakeholders, and the overall project cost. Realizing early how critical these issues are, will give the entire Team the greatest chance of successfully addressing and mitigating them. These five critical risks are:

### **CRITICAL RISK #1 - PROJECT RIGHT-OF-WAY**

#### **Why the Risk is Critical**

Numerous documents provided with the RFQ Information Package indicate that two of the three Project Segments, the Rio Road Interchange and the Route 29 Widening, are to be completed within existing right-of-way limits. Further supporting this requirement are the milestone completion dates, which do not appear to account for a right-of-way acquisition process. However, a complete review of the RFQ documents highlights conflicts with this requirement and indicates that these two Segments will in fact have a substantial impact to existing right-of-way. Concerns include:

- Conceptual plans for the Route 29 Widening identify impacts to at least 34 properties between Ashwood Boulevard and Town Center Drive;
- Conceptual plans at the Rio Road Interchange appear to show that the final configuration will fit within existing right-of-way limits. However, the addition of the depressed section, shoulder requirements, and final number of lanes may actually increase the roadway width;
- Easements for potential utility relocations have not been identified at either Segment; and
- Stormwater management requirements have not been determined at either Segment.

The impact to the Project schedule, milestone incentive dates, local businesses and residents, third-party stakeholders, and the overall project cost of these two Project Segments requiring additional right-of-way makes this risk extremely critical to the overall success.

#### **Impact on the Project**

The primary impacts this risk has to the Project are to schedule and cost. From a schedule standpoint, the Project timeline may require adjustment to adequately account for the entire acquisition process, which begins with development of the conceptual plans. These plans must accurately determine the anticipated footprint based on the desired scope, easements necessary for utility relocations, stormwater management facilities and drainage, and other major features that affect right-of-way. Time must be allowed for the Public Hearing process (described in Risk #2 below), and once approved, the schedule needs to allow for the completion of right-of-way plans. At this point, the right-of-way acquisition process can commence. With early incentive milestones for the Rio Road Interchange occurring within approximately 14-16 months of NTP, and early incentive milestones for the entire Project required within approximately 29 months of NTP, the acquisition process may have a substantial impact on the ability to achieve these goals.

Our concern from a cost standpoint is whether the overall budget properly accounts for the possibility that substantial right-of-way will be required, as well as the other impacts. This could cause delays to the

## 3.5 Project Risks

schedule while securing additional funding, the project scope is reduced, or both.

Further, the need for additional right-of-way could have other impacts to the Project, including:

- Additional environmental investigations (cultural, hazardous materials, etc.);
- Increased public outreach efforts, particularly with local businesses and residents;
- Re-sequencing of work to match the acquisition timeline;
- Avoidance measures such as retaining walls and other alternate design concepts;
- Reduction in desired project scope; and
- Requirement for design waivers and/or exceptions.

### Mitigation Strategies

Recognizing that this risk will have an adverse affect on the Project's success, the Shirley Team will begin efforts to minimize the risk early in the RFP stage of the procurement. After review of the RFP documents, we will develop conceptual designs and alternatives that focus on reducing right-of-way impacts. We will coordinate closely with the affected utility owners to minimize relocations and to look for ways to avoid the need for additional easements. We will address stormwater management requirements (discussed in Risk #3 below) and develop options for keeping these impacts to a minimum. Options may include:

#### *Route 29 Widening*

- Modify the typical section to eliminate the open shoulders and ditches by utilizing a closed system;
- Shift pedestrian and bicycle facilities to the Berkmar Drive Extension Segment;
- Reduce the median width to no more than 16' to match adjacent sections;
- Utilize underground stormwater management devices or linear "trains" of facilities;
- Purchase stormwater management nutrient credits to offset required stormwater management basins;
- Explore in-place protection of the existing water main in the median verses relocation; and
- Relocate utilities within existing right-of-way.

#### *Rio Road Interchange*

- Modify the typical section to eliminate the open shoulders, allowing abutments and walls to shift closer to the underpass lanes of Route 29;
- Modify the typical sections to eliminate open shoulders on the overpass ramps and thru-lanes;
- Explore adjusting lane configurations by completing additional traffic analysis;
- Review use of secant pile walls or prefabricated multi-beam bridge modules;
- Utilize underground stormwater management devices or linear "trains" of facilities, and/or utilize existing facilities;
- Purchase stormwater management credits to offset required stormwater management basins; and
- Relocate utilities within existing right-of-way.

Another important task during the RFP stage will be to complete a detailed CPM schedule comparing the baseline scope with alternative solutions. This schedule will be an integral tool, with input from all disciplines, to accurately and efficiently evaluate the Team's conceptual design, mitigation measures, construction sequence, and management approach. To gain input, evaluate solutions, and ensure that all Project commitments and goals are incorporated, we will present and discuss both the CPM schedule and mitigation strategies to VDOT in the Proprietary Meetings. This partnering approach and open communication strategy will continue during the Project.

## 3.5 Project Risks

In addition to these mitigation strategies, our Team will assign dedicated resources to focus specifically on the right-of-way process. As shown in Section 3.3 of this Proposal, we have added the additional critical position of Right-of-Way Manager to our Team, along with trusted sub-consultants that have supported our design-build efforts for over 10 years. Our in-house Right-of-Way Manager facilitates the integration of this discipline with all others and allows us to react quickly to changing conditions and priorities.

### **Role of VDOT and Other Agencies**

As this risk could substantially affect both the schedule and cost, and thus feasibility and overall success of the Project, a critical role of VDOT will be to evaluate potential solutions during the RFP/Proprietary Meeting process and, if necessary, adjust the procurement to accommodate solutions. Once the Project is underway, we expect this process and dialog will continue, primarily through an established Progress Meeting process, and look to VDOT to partner with us in these efforts. Beyond the typical plan review and approval role, VDOT may consider establishing review timelines for the plan process and right-of-way activities, such as appraisal approvals, check processing, and certificate approval. Further, we look to VDOT to obtain similar commitments from outside third parties for timeframes critical to the right-of-way process. As the impact to the surrounding community, local businesses, residents, and traveling public will be affected by this risk, VDOT will play a key role in the Team's public outreach efforts.

## **CRITICAL RISK #2 – PUBLIC HEARING PROCESS**

### **Why the Risk is Critical**

Upon review of the RFQ documents, it appears that none of the three Project Segments has been through the Public Hearing process. This represents a critical risk due to the potential delays to the schedule, impacts to the early completion incentive program, and potential for additional costs that may arise during the process. Compounding this risk is that there appears to be a lack of consensus among many of the stakeholders as to the scope of the Project that likely will not be resolved until after Award.

### **Impact on the Project**

From a schedule standpoint, this risk will impact the Project by affecting the design-builder's ability to complete the construction documents, acquire the necessary right-of-way and move forward efficiently with utility relocations and construction. None of these critical tasks can begin until after the Public Hearing process is successfully completed. In order to hold the Public Hearing, the Team must complete preliminary plans to the approximate 30% level based on the scope included in the Contract. As outlined in Risk #1, these plans may be delayed until VDOT and the Team can resolve the potential issues related to right-of-way.

After approval of Preliminary Plans, the Public Hearing can be scheduled, advertised, held, comments received, and comments addressed such that the Commonwealth Transportation Board (CTB) can approve the documents. During this process, we anticipate that many third-party stakeholders will have a substantial amount of differing comments and opinions as to the overall scope. Time and effort by all parties must be factored in to the process and schedule to adequately resolve them. The uncertainty over the length of time that the entire Public Hearing process could take places the early completion milestone at the Rio Road Interchange (14-16 months from NTP) and the overall project completion milestone (29 months from NTP) in jeopardy.

## 3.5 Project Risks

The Public Hearing process risk may also impact the project cost in several ways. First, the satisfactory resolution of third-party stakeholder comments and concerns could lead to changes to the scope of work and cost. These issues could include right-of-way avoidance measures, maintaining access to local businesses, maintenance of traffic plan and sequence, location and type of pedestrian facilities, noise mitigation measures, lighting, landscaping, and others. Second, changes to project footprint due to changes in scope could create environmental impacts that are not accounted for in the budget. These could result in costs for additional investigations and clearances, mitigation measures, and avoidance efforts and are discussed in Risk #4 below. Finally, delays to the schedule that result from this risk increases the overall cost due to extended overhead, crew inefficiencies, market price changes, construction phasing, and others.

### Mitigation Strategies

The most important mitigation strategy that the Shirley Team will employ will be to engage each of these third-party stakeholders as early in the process as possible. These groups include:

- US 29 Project Delivery Advisory Panel
- City of Charlottesville
- Individual property owners
- Albemarle County
- University of Virginia
- Charlottesville Area Transit (CAT)
- Local Businesses
- City of Charlottesville Public Utilities
- Rivanna Water & Sewer Authority
- Utility providers
- Police, fire and rescue
- Homeowners Associations and groups, including Hollymead Citizen Association
- Charlottesville Regional Chamber of Commerce

As we identify others, we will add them to our outreach and coordination efforts. Our primary goal with these stakeholders will be to listen to their issues, develop strategies that resolve them, and reach a satisfactory consensus before the Public Hearing. This outreach and coordination will continue throughout all phases of the Project in order to maintain stakeholder support and to address concerns quickly should they arise.

The second strategy that the Shirley Team will utilize is creating a detailed and realistic preliminary CPM schedule in the RFP phase, one that will become the baseline for the overall project CPM developed upon Award. This will allow the Team to identify as early as possible schedule impacts resulting from this risk and allow the Team the greatest opportunity to address them. It also facilitates open communication and discussion with the third parties so they can evaluate the impact their issue has on the Project timeline.

Finally, the Team will partner with VDOT to make decisions regarding scope, cost and schedule that are in the best interests of the Project.

### Role of VDOT and Other Agencies

VDOT will make the ultimate determination as to the Project scope and schedule included in the Design-Builder's Contract. Further, since VDOT will accept the work upon completion and take over maintenance and operation, we expect that VDOT will actively participate in all meetings with third party stakeholders. VDOT will provide direction as to details to incorporate into the final Plans, and should modifications impact the cost, VDOT will obtain funding. With respect to public outreach, we anticipate that VDOT will be involved at all of the public hearings, information meetings, and outreach sessions. Conveying

## 3.5 Project Risks

information to the public will be coordinated with VDOT public outreach staff, and any graphics, displays, or other forms of communication will first be coordinated and vetted prior to release to the public.

Other stakeholders will play an important role in the Public Hearing process, but because the Route 29 Advisory Panel has led many of the prior meetings and discussions, we anticipate that they will remain actively engaged to ensure that prior commitments are met.

### CRITICAL RISK #3 – STORMWATER MANAGEMENT

#### Why the Risk is Critical

Requirements for stormwater management (SWM) are not clearly defined in the RFQ documents and do not appear to have been incorporated into the conceptual designs performed to date. This becomes a critical risk due to the large impact that SWM design meeting the new II-B, or even previous II-C, criteria will have to the right-of-way, environmental clearances, Public Hearing process, schedule, early completion incentive program, and overall project costs.

#### Impact on the Project

Due to recent changes in SWM regulations, compliance with the latest requirements (Water quality compliance; 9VAC25-870-63) can significantly impact the scope, cost, and footprint if conceptual plans were developed in advance of the latest criteria being adopted. Specifically, the II-B criteria, that became effective on July 1, 2014, now requires a significant increase in the number of SWM facilities which are required to treat project runoff from both a quality and quantity standpoint.

Given that none of the Project Segments have been through a Public Hearing process, we anticipate that all SWM facilities will need to be in compliance with the new II-B criteria, and will not be “grandfathered” to the older II-C criteria as allowed by VDOT I&IM LD-195.8. The change in SWM criteria requires the use of more efficient SWM devices and facilities, but also requires a greater level of treatment for project improvements. The following table compares the older II-C criteria and the new II-B criteria:

	II-C (OLD) CRITERIA	II-B (NEW) CRITERIA
<b>Storm Event</b>	Stormwater management facilities designed to treat the first ½” of runoff from the impervious surface	Stormwater management facilities designed to provide treatment volume for 1” rainfall event
<b>Land Use</b>	Stormwater management based on impervious surface area (percent impervious) of the Project	Stormwater management based on a comparison of forest/open space, turf, and impervious area, not just percentage of site impervious coverage
<b>New Development Design Criteria</b>	Reduce project phosphorous discharge to match existing conditions (16% impervious cover), or approximately 0.45 lbs/ac/yr phosphorous discharge	Reduce project phosphorous discharge to 0.41 lbs/ac/yr
<b>Redevelopment Design Criteria</b>	Provide a reduction in phosphorous to 10% below existing conditions	Provide a reduction in phosphorous to 20% below existing conditions
<b>Compliance Methodology</b>	Performance based methodology with BMP selection from blue book	Runoff reduction methodology with BMP selection from BMP Clearinghouse
<b>Adequate Outfall</b>	Meet Minimum Standard (MS) – 19 criteria	Meet Energy Balance criteria, requiring post-condition discharges to be less than pre-condition discharges

## 3.5 Project Risks

These new SWM facilities will need to be designed in conformance with the DEQ Clearinghouse BMP specifications per 9VAC25-870-69. The following direct impacts can be anticipated as a result of the change in regulations:

- As the number of SWM facilities is increased, additional right-of-way and easements will be required;
- Additional environmental investigations and potential mitigation measures may be required for the new right-of-way impacts;
- Additional utility impacts may be created by the increased right-of-way requirements;
- Costs will increase due to the additional SWM facilities, supporting storm sewer system, and related right-of-way and utility impacts; and
- Schedule may be delayed due to the increased construction elements and resolution of the impacts.

Based on our preliminary analysis of the Project elements, existing topography and anticipated roadway profiles, it appears likely that the following SWM facilities for water quality and quantity may be required:

- Route 29 Widening Segment: 7 to 10 facilities
- Rio Road Interchange Segment: 2 to 4 facilities
- Berkmar Drive Extension Segment: 7 to 8 facilities

None of these SWM facilities appears to have been accounted for in the conceptual plans. Additionally, adequate outfall calculations need to be completed for each outfall using the energy-balanced equation, showing that post-condition flows have been reduced to less than pre-condition flows, which may require additional detention facilities.

### Mitigation Strategies

Our Team has recent and specific experience designing transportation projects under these new criteria and is well versed in the impacts that it can have to a project. As the Lead Designer for the SWM discipline on the Dulles MetroLine-Phase II Project (Silver Line), Dewberry has worked extensively with the Department of Environmental Quality (DEQ) to establish procedures to address a linear project such as this. Our primary mitigation strategy will be to develop SWM concepts, which meet the requirements but also minimize and/or avoid right-of-way and easement impacts. Options may include:

- Investigate if closed section designs could be implemented to convey water to specific locations;
- Consider alternate BMP's including constructed wetlands, open space, dry and wet swales, and/or bio-retention facilities which best fit within existing right-of-way limits;
- Consider installation of SWM structures which could be installed underground within existing right-of-way;
- Explore utilizing or retrofitting existing facilities to meet the needs of the Project; and
- Review acceptability of purchasing stormwater management nutrient credits, which could at least partially offset stormwater requirements for the Project per 9VAC25-870-69 B.3.

### Role of VDOT and Other Agencies

As part of the RFP documents, we expect VDOT will identify the criteria for SWM design and analysis, including whether the Project is “grandfathered” to the older II-C criteria. During design, we will identify

## 3.5 Project Risks

potential SWM facility locations, which will meet the treatment needs, and coordinate those locations with VDOT to ensure impacts are acceptable and reasonable. We will also discuss the ability to purchase nutrient credits to offset SWM facility construction needs to determine if such a concept is a reasonable solution to minimize right-of-way, environmental, and property impacts. Following concurrence on the SWM approach, VDOT will be responsible for review and approval of the SWM calculations as part of the plan submission process, and ultimately will be responsible for maintenance and operation of the constructed SWM facilities and devices upon project acceptance.

### CRITICAL RISK #4 – ENVIRONMENTAL PROCESS

#### Why the Risk is Critical

The RFQ states that a Categorical Exclusion (CE) for the Route 29 Widening and Rio Road Interchange, and a Preliminary Environmental Inventory (PEI) for the Berkmar Extension Segments, is expected to be completed by September 4, 2014. However, the environmental documentation furnished with the RFQ appears to be unrelated to the Project and/or no longer applicable or accurate. In addition, many of the previously completed studies do not appear to meet current standards. As discussed in the previous three risks, a further concern is that the footprint of the Project may be much larger than currently anticipated. These issues will likely result in the need to update the environmental process after NTP when the ultimate project scope is better defined, which not only will take time to complete, but could also result in additional scope. This creates a critical risk to the Project due to impacts to the schedule, and likely the early completion incentive program, as well as the overall project cost.

#### Impact on the Project

Updating the environmental investigations and studies could potentially impact every aspect of the Project, from the alignments of the Route 29 Widening and Berkmar Drive Extension to the footprint of the Rio Road Interchange. Modifications to any of these Segments could in turn impact the cost, schedule, right-of-way, and public outreach/support. These public outreach efforts could impact progress of plan development by introducing further environmental studies needing to be completed prior to the Public Hearing process. To date, several studies that are not complete include:

#### *Route 29 Widening Segment:*

- Environmental studies from Ashwood Boulevard to Polo Grounds Road. Since several stream crossings will be required in this area, permits from DEQ (CWA 401(VWP) & 402), and the Corps of Engineers will be required;
- Cultural resources and wetland investigations for utility relocations.

#### *Rio Road Interchange Segment:*

- Phase I, and potentially Phase II, Environmental Site Assessment (ESA) for numerous documented petroleum spills. These may also result in Phase III remediation should ultimate right-of-way limits be affected by these contaminated areas.

#### *Berkmar Drive Extension Segment:*

- The anticipated alignment contains several Critical Areas as identified on the Charlottesville GIS including perennial streams, forested wetlands, steep slopes, and floodplains. Given the number of anticipated stream crossings and impacts, permits will be required from VMRC, DEQ (CWA 401(VWP) & 402), and the Corps of Engineers;
- Spiny Mussel surveys, documented upstream of the reservoir, which may lead to requirements for relocations and time of year restrictions;

## 3.5 Project Risks

- Cultural resources surveys, which appear to be incomplete, will require supplemental investigations and Section 106 concurrence. Previously, two archaeological sites were identified within the anticipated alignment which required data recovery; and
- Phase I, and potentially Phase II, Environmental Site Assessment (ESA) for a documented petroleum spill on the west side of Route 29 north of Ashwood Boulevard. This may also result in Phase III remediation should ultimate right-of-way limits affected this contaminated area.

### Mitigation Strategies

Immediately upon release of the RFP, our Team will review the documentation provided to confirm that these areas of concern have been addressed. We will discuss these in detail with VDOT during the Proprietary Meeting process to assess the level of work and schedule required upon Award. As an up-front activity during preliminary design efforts, our Team will coordinate with VDOT and the permitting agencies to further define what environmental studies have been completed, what restrictions have been placed on the Project, and what additional analysis, investigation, and coordination needs to occur. Preliminary concepts for each of the three Segments will quickly be developed and coordinated with the permitting agencies so that the public process and any additional investigations are completed as early as possible.

Once environmental studies are complete and the areas of avoidance are understood and confirmed, our Team will investigate options to avoid/minimize impacts. Solutions to accomplish this may include:

- Incorporation of retaining walls to avoid critical/sensitive properties or areas;
- Reducing excavation activities (ie: ditches and storm sewer trenches) to avoid encountering contaminated materials;
- Use of closed section design to reduce the footprint;
- Optimizing SWM facilities to avoid streams, wetlands, or significant clearing requirements; and
- Modifying typical sections to reduce median widths and addition of median barrier to reduce the footprint and disturbance limits.

Each of these potential solutions will be coordinated among all disciplines on the Team including environmental, construction, right-of-way, utilities, and QA/QC. They will also be thoroughly vetted with VDOT to ensure the recommended solution(s) meet the Project's goals and commitments.

Critical to mitigating this risk will be to incorporate the entire process into the Project schedule. This will begin in the RFP stage and will continue after Award with the CPM. Doing so will serve to integrate the environmental process with the other disciplines, ensure that process is well defined, and alert the Team and VDOT to items that may affect the completion dates. It will also highlight opportunities to resequence the work to optimize and maximize concurrencies between activities.

### Role of VDOT and Other Agencies

Prior to the RFP, we anticipate that VDOT will continue to progress through the various environmental coordination and permitting processes with local, state and Federal agencies. As part of the procurement process, VDOT may consider revisions to the RFP to reflect these environmental impacts. Post Award, during design development, we expect that VDOT will review all environmental documentation completed by our Team to ensure that the appropriate environmental studies and clearances have been obtained.

## 3.5 Project Risks

VDOT will also play an integral role in reviewing and approving options for avoidance/minimization efforts, and support public outreach efforts and third-party stakeholder coordination.

Other agency involvement will be associated with approval of permits from the appropriate regulatory agencies, including the Corps of Engineers, DEQ, VMRC, and DCR.

### CRITICAL RISK 5 – IMPACTS TO THE PUBLIC

#### Why the Risk is Critical

Existing high traffic volumes currently cause congestion along the Route 29 corridor on a daily basis. The construction of project improvements has the potential to create extensive impacts to the community. This risk becomes critical when it causes traffic gridlock, restricts access to local businesses and residences, and leads to a breakdown in public safety. In addition, addressing these issues can result in increased impacts to right-of-way, utilities, environmental concerns, schedule delays, and project costs.

#### Impact on the Project

The impacts to the public and the Project during construction may include the following:

- Response time delays for police, fire and rescue;
- Severe congestion and travel delays along Route 29 and the surrounding road network;
- Degradation of safety for the traveling public (vehicular, pedestrian, bicycle) and construction personnel due to congestion;
- Loss or restriction of access to local businesses and residents;
- Reduction to public parking;
- Delays to bus service, both public and schools;
- Loss of public support;
- Increased public outreach time commitments on the part of project personnel;
- Delays to the Project schedule and milestone completion dates;
- Construction inefficiencies due to congestion and phasing restrictions;
- Changes in work hour restrictions; and
- Increased costs due to phased maintenance of traffic activities, detours, and associated right-of-way, utility relocations, environmental impacts, and access requirements.

#### Mitigation Strategies

A key objective of the Project is the mitigation of impacts to the public during construction. Having worked on some of the region's most congested roadways, the Shirley Team has developed several strategies to meet and exceed this objective. These are categorized as follows:

- Understand
- Plan
- Monitor
- Communicate

The first step to mitigating public impacts is to understand existing conditions. Beginning in the RFP stage, the Team will make multiple visits to the Project site to view conditions, understand access requirements

## 3.5 Project Risks

and begin development of our concept for sequencing the work and maintaining traffic. We will review the location of existing utilities and other obstacles, note existing access points, explore detour options, and observe general traffic patterns. We will also thoroughly review RFP documents, research timing of special events and understand third party concerns. Immediately after Award, we will collect current traffic data through and adjacent to each of the Project limits in order to update traffic estimates and traffic/travel patterns, as well as determine peak periods where work hours need to be restricted to minimize public impacts. Finally, we will establish a coordination process with the various third parties to gain their input and perspective. These include local businesses; police, fire and rescue; school officials; UVA; local governments; residents; and others as appropriate.

All information gathered will be used to plan the work. By coordinating among the various Team disciplines, we will develop our conceptual design, maintenance of traffic strategy and preliminary schedule during the RFP stage. Upon award, these plans will be further refined into a cohesive approach that meets or exceeds the Project objectives. As the design is finalized, constant constructability reviews will be performed by the construction and utility teams. Additionally, input will be provided by the right-of-way and permitting disciplines, as well as VDOT and third party stakeholders. All of this will be reflected in our project CPM and maintenance of traffic sequence and will represent our entire Team's approach to the work.

Concepts that mitigate impacts to the public that the Team will consider as our design is developed include:

### *Route 29 Widening Segment:*

- Develop roadway profiles that minimize the need for temporary traffic control;
- Reduce or eliminate bifurcation in the median;
- Design profiles at intersections to avoid significant cuts or fills of the existing roadway;
- Create TTC Plans that avoid closure of existing entrances, intersections, and driveways;
- Utilize full depth shoulder pavement sections for “temporary” detour pavement;
- Consider alternate access to adjacent developments to reduce the number of unsignalized entrances on Route 29. An example is the potential realignment of Ridgewood Drive to connect to Ashwood Boulevard through the existing Commonwealth of Virginia property, eliminating an unsignalized access to and from northbound Route 29; and
- Locate temporary crossovers on Route 29 in areas where visibility in both directions is maximized.

### *Rio Road Interchange Segment:*

- Consider fast-track construction techniques such as secant pile retaining walls to reduce the duration and impact of closures at the existing intersection;
- Consider fast-track bridge construction options such as secant pile abutments and prefabricated superstructure elements; and
- Install enhanced pedestrian and bicycle safety devices, such as physical barrier between sidewalks and work sites, temporary ADA accommodations, and clear pedestrian signing.
- Review options to maintain access to local businesses during construction

### *Berkmar Drive Extension Segment:*

- Review options for alternate access in order to maintain existing parking facilities and property access;
- Coordinate closely with CAT to maintain all bus stops and routes.

## 3.5 Project Risks

### *Project-wide, other considerations include:*

- Temporary raised pavement markers and wider than minimum temporary lane markings;
- Design temporary cross-over geometry to the full “L” length for the posted speed limit (double the minimum length); and
- Maintain a forgiving roadside design by providing graded shoulders and temporary concrete barrier along curves.



We will utilize site-specific enhanced devices that exceed VDOT requirements in order to maximize safety, such as temporary raised pavement markers, that greatly improve marking visibility, especially at night at during wet conditions.

As the work gets underway, our Team will monitor the maintenance of traffic plan and its implementation. On a day-to-day basis, we will dedicate maintenance of traffic crews whose sole responsibility is to implement, monitor, maintain, and remove MOT measures. The QA/QC Team will also be heavily involved in ensuring the correct implementation of these measures. The design Team will remain involved in these efforts as well, monitoring conditions to ensure that the plans are working as designed. Critical to our strategy will be to maintain flexibility and react quickly to changing and unforeseen conditions. A successful method of accomplishing this is our weekly Progress Meetings, where we discuss and address these issues with all parties.

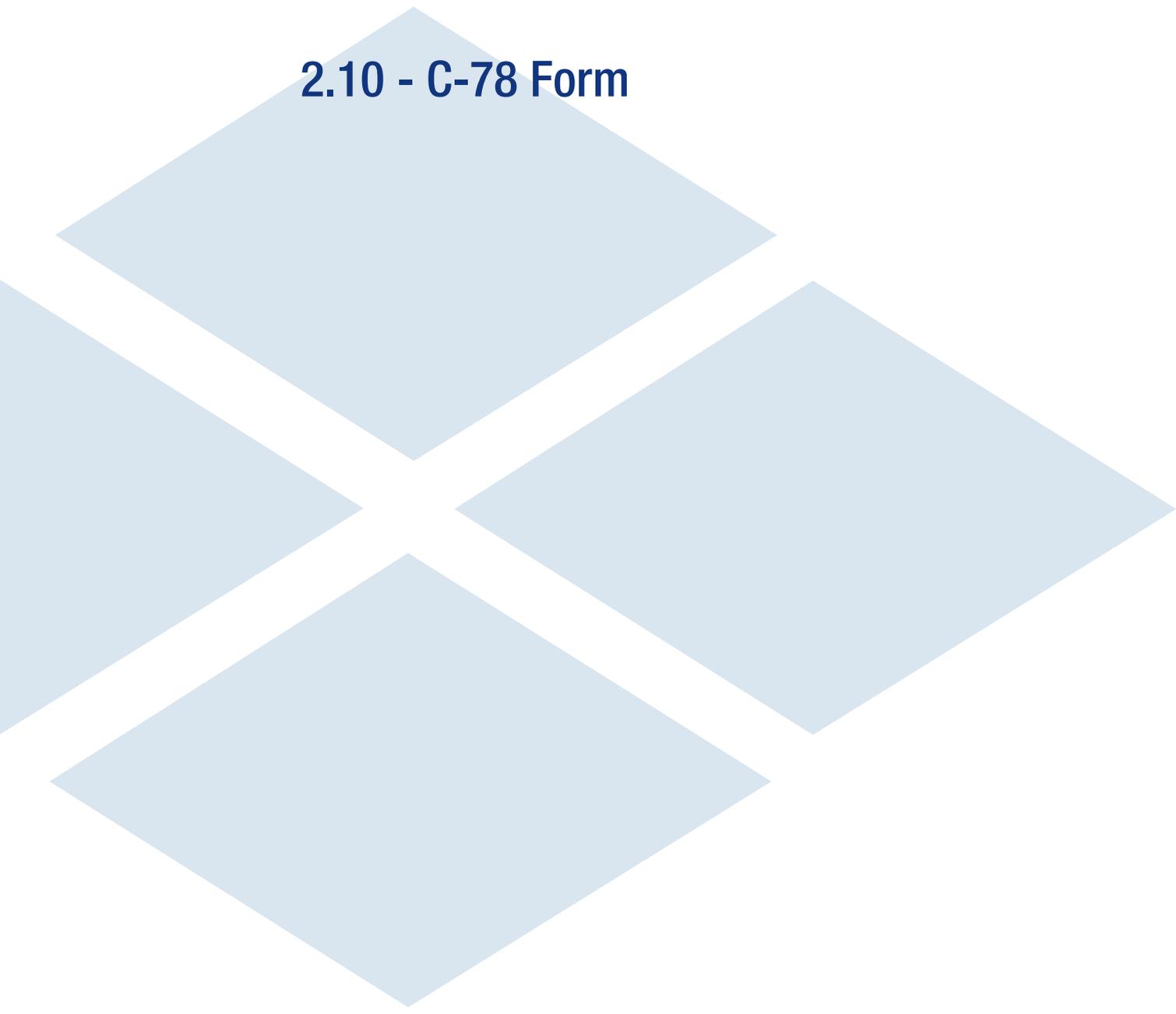
Finally, the key to all of these efforts is the ability to effectively communicate with the public and project stakeholders. Within the Team, our construction personnel will religiously create and monitor Project work schedules including the overall CPM, 6-week look-ahead, and 2-week look-ahead schedules. These are critical tools used to plan upcoming activities on a day-to-day basis and are communicated to the entire Team including crews, subcontractors, suppliers, VDOT, QA/QC personnel, localities, local businesses, and all other affected parties. In addition, maintenance of traffic will be a key component of our public outreach program. Prior to activities that impact local businesses and the traveling public, we will develop strategies to communicate and inform them. Notifications can take the form of flyers, advertising, direct communication, meetings, events, and signage posted directly on-site.

### **Role of VDOT and Other Agencies**

VDOT will be an integral partner during all phases to discuss and verify the validity of our maintenance of traffic sequence and solutions. This includes review and approval of the design and project CPM. We will discuss with VDOT the analysis of traffic volumes and travel patterns as well as the proposed phased sequencing during the TMP and TTC development process to determine if the proposed configurations are acceptable and if additional analysis is required. During construction, we expect that VDOT will play a critical role in public and stakeholder outreach efforts.

**Attachments**

**Attachments**



## 2.10 - C-78 Form

**ATTACHMENT 2.11**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

**PROJECT:** Design-Build Project for Route 29 Solutions

**CONTRACT ID:** C00077383DB80

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

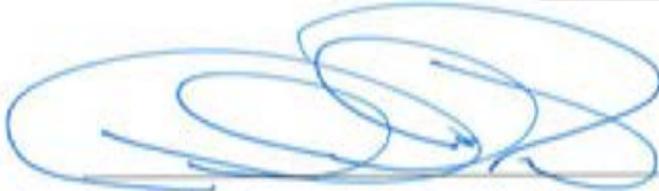
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this 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 07/24/2014  
(Date)

2. Cover letter of Addendum No. 1 08/15/2014  
(Date)

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



8/28/14

SIGNATURE

DATE

Michael E. Post

President/CEO/Manager

PRINTED NAME

TITLE

## 3.1.2 - SOQ Checklist

**ATTACHMENT 3.1.2**

**DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80**  
**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 20-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 2.11 (Form C-78-RFQ)	Section 2.10	no	NA
<b>Letter of Submittal (on Offeror's letterhead)</b>				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's Point of Contact information	NA	Section 3.2.2	yes	1
Principal Officer information	NA	Section 3.2.3	yes	1
Offeror's corporate structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	N/A
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	N/A
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	N/A
Evidence of obtaining bonding	NA	Section 3.2.9	no	N/A

**ATTACHMENT 3.1.2**

**DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80**  
**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 20-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 thirteen (13%) DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-8
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	N/A
Key Personnel Resume – Lead Traffic Engineer	Attachment 3.3.1	Section 3.3.1.6	no	N/A
Key Personnel Resume – Lead Geotechnical Engineer	Attachment 3.3.1	Section 3.3.1.7	no	N/A
Key Personnel Resume – Lead Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.8	no	N/A
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.9	no	N/A
Organizational chart	NA	Section 3.3.2	yes	9

**ATTACHMENT 3.1.2**

**DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80**  
**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 20-page limit</b>	<b>SOQ Page Reference</b>
Organizational chart narrative	NA	Section 3.3.2	yes	3-8
<b>Experience of Offeror's Team</b>				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Sub-Contractor Work History Form, if applicable	Attachment 3.4.1(b)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(c)	Section 3.4	no	N/A
Sub-Consultant Work History Form, if applicable	Attachment 3.4.1(d)	Section 3.4	no	N/A
<b>Project Risk</b>				
Identify and discuss five critical risks for the Project	NA	Section 3.5.1	yes	10-20

## 3.2.6 - Affiliated/Subsidiary Companies

**ATTACHMENT 3.2.6**

**DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80**

**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

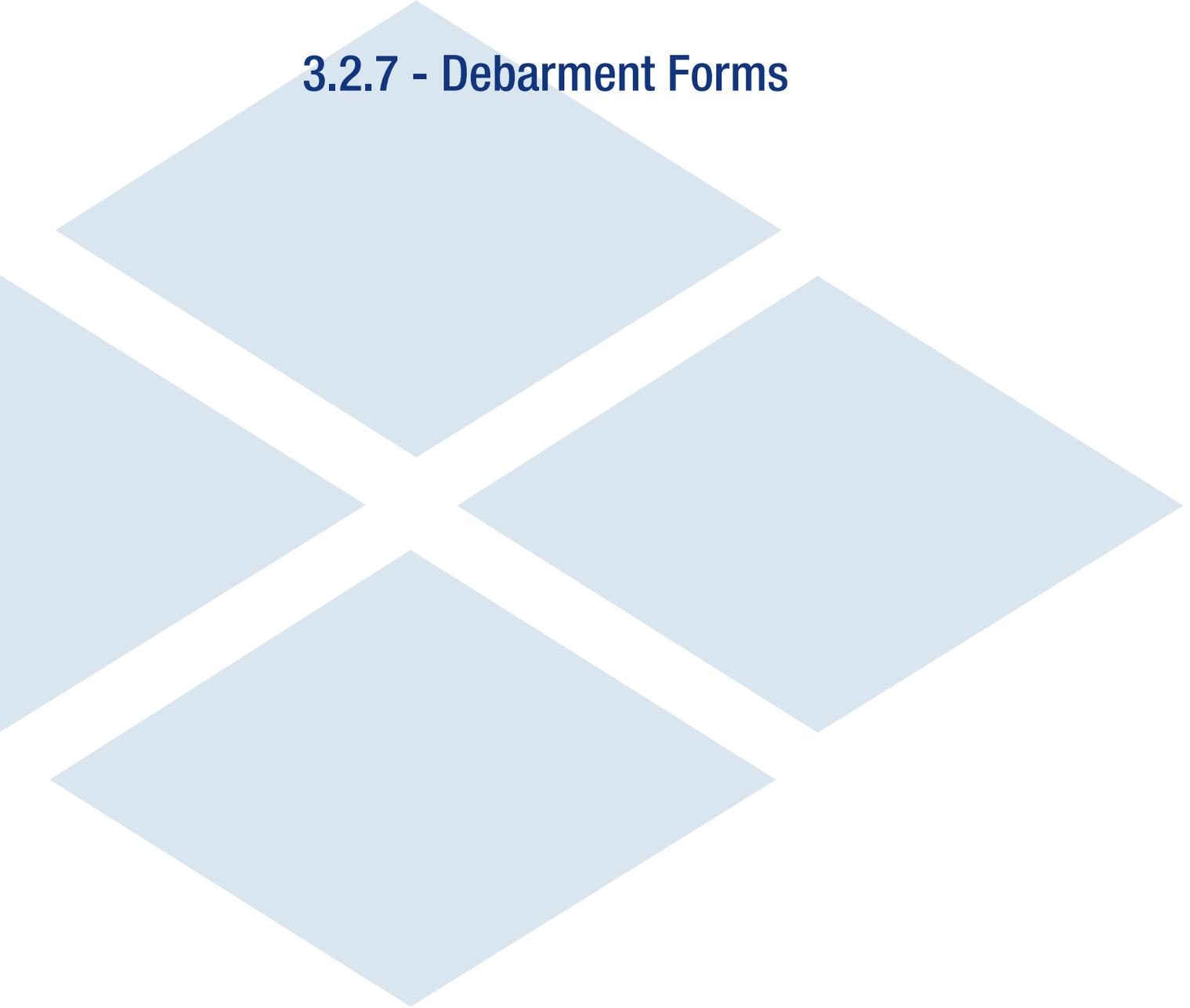
**ATTACHMENT 3.2.6**

**DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80**

**Affiliated and Subsidiary Companies of the Offeror**

Affiliate	Clark Real Estate Advisors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
<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
Affiliate	Capital Rail Constructors, a JV	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Maryland Transit Connectors	7500 Old Georgetown Road, Bethesda, MD 20814

## 3.2.7 - Debarment Forms



**ATTACHMENT NO. 3.2.7(a)**

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project: **Design-Build Project for** Route 29 Solutions  
Contract ID: C00077383DB80

1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency.

b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; and have not been convicted of any violations of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification, or destruction of records, making false statements, or receiving stolen property;

c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1) b) of this certification; and

d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

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

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



8/28/14

President/CEO/Manager

Signature

Date

Title

Shirley Contracting Company, LLC

Name of Firm

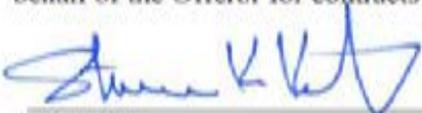
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: **Design-Build Project for** Route 29 Solutions  
Contract ID: C00077383DB80

- 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

8/22/14  
Date

ASSOC. VICE PRESIDENT  
Title

DEWBERRY CONSULTANTS LLC  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: Design-Build Project for Route 29 Solutions  
Contract ID: C00077383DB80

- 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

8/20/2014

Date

Managing Principal/Corporate Secretary

Title

Timmons Group

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: Design-Build Project for Route 29 Solutions  
Contract ID: C00077383DB80

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

8/18/2014  
\_\_\_\_\_  
Date

President  
\_\_\_\_\_  
Title

CES CONSULTING LLC  
\_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: **Design-Build Project for** Route 29 Solutions  
Contract ID: C00077383DB80

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

  
Signature

8/20/14  
Date

President  
Title

GeoConcepts Engineering, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: Design-Build Project for Route 29 Solutions  
Contract ID: C00077383DB80

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

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

Mark L. Goldman 8-20-14  
Signature Date

M.G.R. - Proj Admin  
Title

S. Deep, Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: **Design-Build Project for** Route 29 Solutions  
Contract ID: C00077383DB80

- 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 August 22, 2014

President \_\_\_\_\_  
Title

Froehling & Robertson, Inc. \_\_\_\_\_  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: Design-Build Project for Route 29 Solutions  
Contract ID: C00077383DB80

- 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

8/20/2014  
Date

PRESIDENT  
Title

SKELLY AND LOY, INC.  
Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: Design-Build Project for Route 29 Solutions  
Contract ID: C00077383DB80

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

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

	<u>8-25-2014</u>	<u>Senior Vice President</u>
Signature	Date	Title

Subnel Engineering Consultants, Inc.

Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: **Design-Build Project for** Route 29 Solutions  
Contract ID: C00077383DB80

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

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

  
Signature

8/20/2014  
Date

Partner  
Title

Pulsar Advertising, Inc.  
Name of Firm

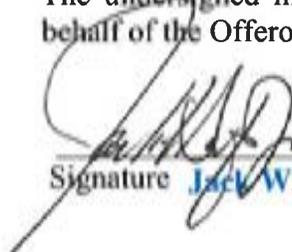
**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: **Design-Build Project for Route 29 Solutions**  
Contract ID: C00077383DB80

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

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

  
Signature Jack W. Sanford, Jr. Date August 18, 2014

President  
Title

Faulconer Construction Company, Inc.  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: **Design-Build Project for** Route 29 Solutions  
Contract ID: C00077383DB80

- 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

August 28, 2014  
Date

Wilson L. Dickerson, Jr., P.E.  
Senior Vice President  
Title

W. C. English, Incorporated  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

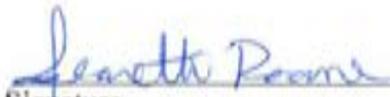
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

| Project: **Design-Build Project for** Route 29 Solutions  
Contract ID: C00077383DB80

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

8/19/14  
Date

Treasurer  
Title

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project: Design-Build Project for Route 29 Solutions  
Contract ID: C00077383DB80

- 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.

RPalt                      8-18-14                      Settlement Officer  
Signature                      Date                      Title

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

## 3.2.8 - VDOT Prequalification Certificate

TRANSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 08/26/2014  
- S -

08/26/2014  
1:31 PM  
PAGE 386

=====

S1060  
SHEPAUL ENTERPRISES, INC.  
PREQ. EXP : 09/30/2015

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)

P. O. BOX 1638	020 - FENCE INSTALLATION
BECKLEY, WV 25802-1638	021 - GUARDRAIL INSTALLATION
PHONE : 304-877-6451	023 - REINFORCING STEEL PLACEMENT
FAX : 304-877-5789	

BUSINESS CONTACT: HAPUARACHY, SUMITH PETER  
EMAIL: SH1912BECK@AOL.COM

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

DBE TYPE : DBE  
DBE CONTACT: N/A

=====

S018  
SHIRLEY CONTRACTING COMPANY, LLC  
PREQ. EXP : 09/30/2014

--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

=====

## 3.2.9 - Surety Letter



One Tower Square  
Hartford, CT 06183

August 18, 2014

John Daoulas, PE  
Alternate Project Delivery Office  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00077383DB80 - Design-Build Project  
for Route 29 Solutions, Albemarle County, Virginia  
Estimated Contract Value: \$185,000,000

Dear Mr. Daoulas:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) 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 \$500,000,000 with an aggregate of \$5,000,000,000.

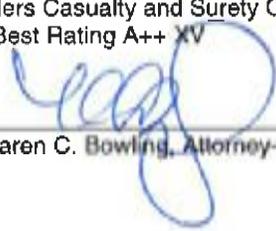
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 005781294

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 30th day of January, 2014.

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. Rancey, Senior Vice President

On this the 30th day of January, 2014, before me personally appeared Robert L. Rancey, 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

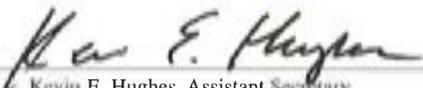
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is 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.

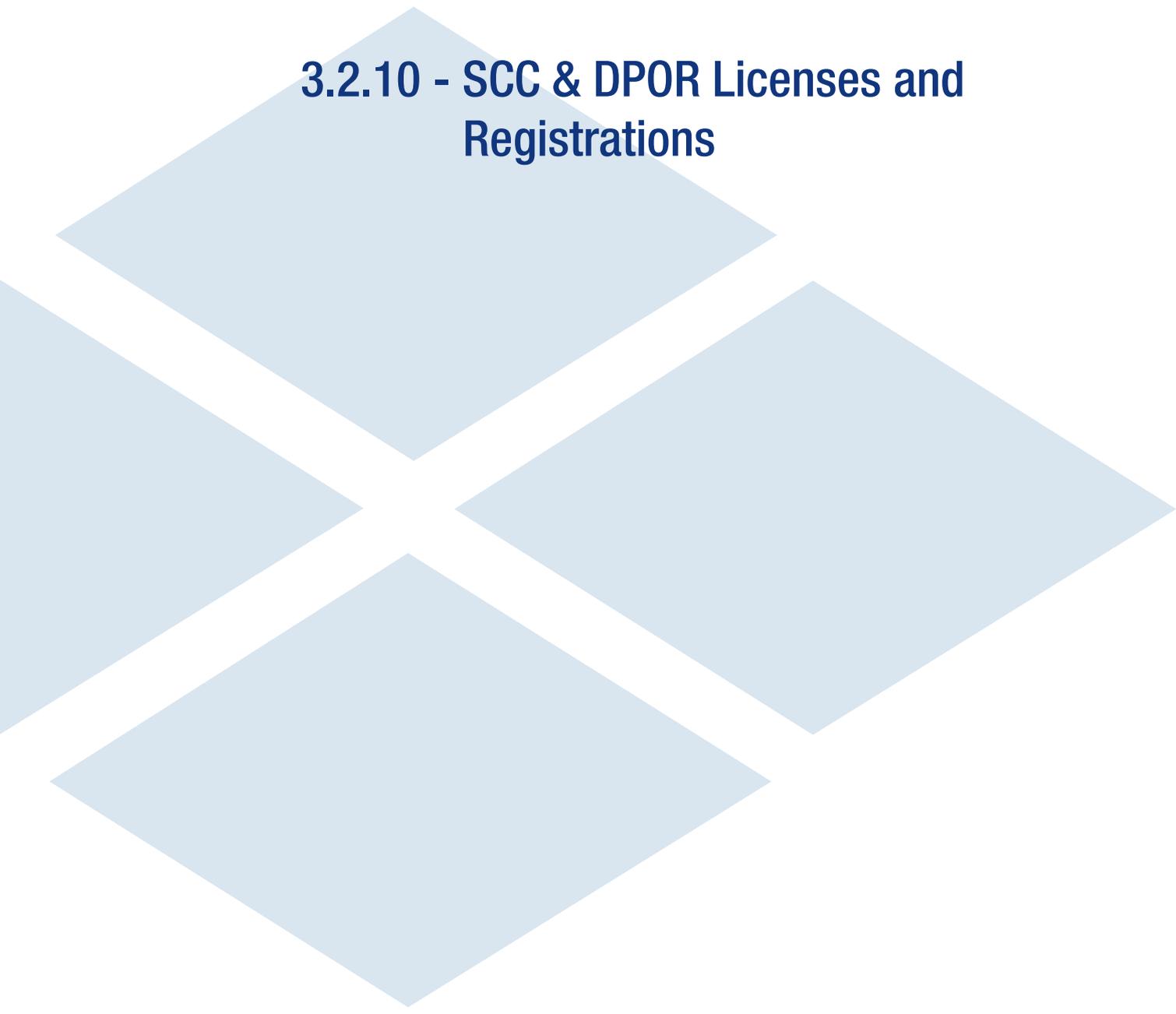
I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers 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 August, 2014

  
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 and Registrations

## ATTACHMENT 3.2.10

### DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80

#### 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 and individuals listed are active and in good standing.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFQ 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>
Shirley Contracting Company, LLC	S082038-3	Limited Liability Company	Active	8435 Backlick Road Lorton, Va. 2079	Contractor Class A	2705071652	October 31, 2014
Dewberry Consultants, LLC	S044733-6	Limited Liability Company	Active	8401 Arlington Boulevard Fairfax, Va. 22031	Business Entity	0407003966	December 31, 2105
Timmons Group, Inc.	0264043-1	Corporation	Active	1001 Boulders PKWY Suite 300 Richmond, Va. 23225	Professional Corporation	0405000456	December 31, 2015
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active	19955 Highland Vista Drive Suite 170 Ashburn, Va. 20147	Business Entity	0407004404	December 31, 2015
CES Consulting, LLC	S341600-7	Limited Liability Company	Active	13991 Virginia Cedar Court Gainesville, Va. 20155	Business Entity	0407005783	December 31, 2015
Froehling & Robertson, Inc.	0027211-2	Corporation	Active	6181 Rockfish Gap Turnpike Crozet, Va. 22932	Business Entity Branch Office	0411000052	February 29, 2016
Woolpert, Inc.	F159788-1	Corporation	Active	6802 Paragon Place Suite 410 Richmond, Va. 23230	Business Entity Branch Office	0411000857	February 29, 2016
Skelly & Loy, Inc.	F113636-7	Corporation	Active	449 Eisenhower Blvd Suite 300 Harrisburg, Pa. 17112	Business Entity	0407001402	December 31, 2015

**ATTACHMENT 3.2.10**

**DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80**

**SCC and DPOR Information**

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2) Continued							
Schnabel Engineering Consultants, Inc.	0712674-1	Corporation	Active	480 Four Seasons Drive Charlottesville, Va. 22091	Business Entity Branch Office	0411000698	February 29, 2016
Diversified Property Services, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, Md. 21093	Appraisal Business	4008001190	November 30, 2014
So-Deep, Inc.	0216275-8	Corporation	Active	126 Courtney Woods Lane Stuarts Draft, Va. 24477	Business Entity	0407002900	December 31, 2015
Old Dominion Settlements, Inc.	0243891-9	Corporation	Active	n/a			
Pulsar Advertising, Inc.	F160855-5	Corporation	Active	n/a			
W.C. English, Inc.	0068944-8	Corporation	Active	RT. 29 PO Box 191 Altavista, Va. 24517	Contractor Class A	2701003331	April 30, 2016
Faulconer Construction, Inc.	0070633-3	Corporation	Active	2496 Old Ivy Road Charlottesville, Va. 22903	Contractor Class A	2701003330	May 31, 2016

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants, LLC	Steve Kuntz	Fairfax, Va.	14571 Harmony Creek CT. Haymarket, Va. 20169	Professional Engineer	0402039440	June 30, 2016
CES Consulting Services, LLC	Avtar Singh	Gainesville, Va.	13991 Virginia cedar Court Gainesville, Va. 20155	Professional Engineer	0402035169	January 31, 2015

**ATTACHMENT 3.2.10**

**DESIGN-BUILD PROJECT FOR ROUTE 29 SOLUTIONS, CONTRACT ID C00077383DB80**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4) Continued</b>						
<b>Dewberry Consultants, LLC</b>	<b>James Davidson</b>	<b>Fairfax, Va.</b>	<b>5213 Lighthorne Road Burke, Va. 22015</b>	<b>Professional Engineer</b>	<b>0402020665</b>	<b>January 31, 2016</b>
<b>Dewberry Consultants, LLC</b>	<b>Gerald Mrykalo</b>	<b>Fairfax, Va.</b>	<b>7103 Little Thames Dr. Gainesville, Va. 20155</b>	<b>Professional Engineer</b>	<b>0402047293</b>	<b>June 30, 2016</b>
<b>GeoConcepts Engineering, Inc.</b>	<b>Tadeusz Lewis</b>	<b>Ashburn, Va.</b>	<b>19955 Highland Vista Drive Ashburn, Va. 20147</b>	<b>Professional Engineer</b>	<b>0402021276</b>	<b>April 30, 2016</b>
<b>Dewberry Consultants, LLC</b>	<b>Timothy Belcher</b>	<b>Fairfax, Va.</b>	<b>13808 Fount Bettie Court Centerville, Va. 20121</b>	<b>Professional Engineer</b>	<b>0402041949</b>	<b>June 30, 2016</b>
<b>Dewberry Consultants, LLC</b>	<b>Jeremy Beck</b>	<b>Fairfax, Va.</b>	<b>5682 White Dove Circle Clifton, Va. 20124</b>	<b>Professional Engineer</b>	<b>0402043254</b>	<b>July 31, 2015</b>
<b>Timmons Group, Inc.</b>	<b>Brian Copeland</b>	<b>Richmond, Va.</b>	<b>14809 Colony Forest Court Midlothian, Va. 23114</b>	<b>Professional Engineer</b>	<b>0402042458</b>	<b>January 31, 2015</b>



Commonwealth of Virginia  
State Corporation Commission



08/25/14

LLCM3220

LLC DATA INQUIRY

09:36:00

LLC ID: 8082038 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/01/02

LLC NAME: Shirley Contracting Company, LLC

DATE OF FILING: 08/01/2002 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

RTN MAIL:

CITY: GLEN ALLEN STATE: VA ZIP: 23060-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 10/04/13 LOC: 143 HENRICO COUNTY

YEAR FEES PENALTY INTEREST BALANCE

14 50.00

(Screen Id:/LLC\_Data\_Inquiry)



08/25/14

LLCM3220

LLC DATA INQUIRY

09:36:24

LLC ID: 8044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09

LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor

1111 East Main Street

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
14	50.00			

(Screen Id:/LLC\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission



08/25/14

CISM0180

CORPORATE DATA INQUIRY

09:37:37

CORP ID: 0264043 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/08/07  
CORP NAME: Timmons Group, Inc.

DATE OF CERTIFICATE: 11/30/1984 PERIOD OF DURATION: INDUSTRY CODE: 70  
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 80.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: BRIAN F BORTELL

STREET: 1001 BOULDERS PKWY STE 300 AR RTN MAIL:

CITY: RICHMOND STATE : VA ZIP: 23225  
R/A STATUS: 2 OFFICER EFF. DATE: 01/22/07 LOC : 120  
ACCEPTED AR#: 213 55 7107 DATE: 11/22/13 CHESTERFIELD CO  
CURRENT AR#: 213 55 7107 DATE: 11/22/13 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
13 370.00 50,000

(Screen Id:/Corp\_Data\_Inquiry)



# Commonwealth of Virginia State Corporation Commission



08/25/14

LLCM3220

LLC DATA INQUIRY

09:40:39

LLC ID: 8341600 - 7 STATUS: 00 ACTIVE STATUS DATE: 10/14/10  
LLC NAME: CES Consulting, LLC

DATE OF FILING: 10/14/2010 PERIOD OF DURATION: INDUSTRY CODE: 70  
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: 13991 VIRGINIA CEDAR COURT

CITY: GAINESVILLE STATE: VA ZIP: 20155-0000

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: AVTAR SINGH

STREET: 13991 VIRGINIA CEDAR COURT

RTN MAIL:

CITY: GAINESVILLE STATE: VA ZIP: 20155-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 01/04/13 LOC: 176 PRINCE WILLIAM

YEAR FEES PENALTY INTEREST BALANCE

14 50.00

(Screen Id:/LLC\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

08/25/14

09:33:32

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

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

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

CITY: ASHBURN STATE : VA ZIP: 20147

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

ACCEPTED AR#: 214 03 2483 DATE: 02/03/14 LOUDOUN COUNTY

CURRENT AR#: 214 03 2483 DATE: 02/03/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

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08/25/14

CISM0180

CORPORATE DATA INQUIRY

09:43:41

CORP ID: 0070633 - 3 STATUS: 00 ACTIVE STATUS DATE: 01/20/14  
 CORP NAME: FAULCONER CONSTRUCTION COMPANY, INCORPORATED

DATE OF CERTIFICATE: 12/08/1954 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: JACK W SANFORD JR

STREET: 2496 OLD IVY RD AR RTN MAIL:

CITY: CHARLOTTESVILLE STATE : VA ZIP: 22903  
 R/A STATUS: 2 OFFICER EFF. DATE: 12/30/98 LOC : 101  
 ACCEPTED AR#: 213 56 3854 DATE: 01/20/14 ALBEMARLE COUNT  
 CURRENT AR#: 213 56 3854 DATE: 01/20/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	190.00	19.00				17,890

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

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08/25/14

CISM0180

CORPORATE DATA INQUIRY

09:52:49

CORP ID: 0068944 - 8 STATUS: 00 ACTIVE STATUS DATE: 05/23/02  
CORP NAME: ENGLISH, INCORPORATED, W. C.

DATE OF CERTIFICATE: 04/06/1954 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: MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: JAMES P KENT JR

STREET: 525 7TH STREET

AR RTN MAIL:

CITY: ALTAVISTA STATE : VA ZIP: 24517  
R/A STATUS: 4 ATTORNEY EFF. DATE: 03/15/05 LOC : 115  
ACCEPTED AR#: 214 52 3174 DATE: 04/30/14 CAMPBELL COUNTY  
CURRENT AR#: 214 52 3174 DATE: 04/30/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
14 130.00 6,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

08/25/14

09:34:56

CORP ID: P160855 - 5 STATUS: 00 ACTIVE STATUS DATE: 02/03/14  
 CORP NAME: PULSAR ADVERTISING, INC.

DATE OF CERTIFICATE: 11/22/2004 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: NY NEW YORK 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: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 213 56 4621 DATE: 02/03/14 HENRICO COUNTY  
 CURRENT AR#: 213 56 4621 DATE: 02/03/14 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00	10.00				200

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

08/25/14

09:50:37

CORP ID: 0027211 - 2 STATUS: 00 ACTIVE STATUS DATE: 11/13/09  
 CORP NAME: FROEHLING & ROBERTSON, INCORPORATED

DATE OF CERTIFICATE: 10/11/1924 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: 2480.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: WILLIAM H HOOFNAGLE III

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:  
 901 E CARY ST

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216

ACCEPTED AR#: 213 13 1636 DATE: 08/26/13 RICHMOND CITY

CURRENT AR#: 213 13 1636 DATE: 08/26/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	1,700.00				1,700.00	1,100,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission



08/25/14

CISM0180

CORPORATE DATA INQUIRY

09:38:17

CORP ID: 0216275 - 0 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#: 214 51 3361 DATE: 03/13/14 MANASSAS PARK  
CURRENT AR#: 214 51 3361 DATE: 03/13/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
14 130.00 10,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

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08/25/14

CISM0180

CORPORATE DATA INQUIRY

09:36:53

CORP ID: F113636 - 7 STATUS: 00 ACTIVE STATUS DATE: 05/24/10  
CORP NAME: SKELLY AND LOY, INC.

DATE OF CERTIFICATE: 04/05/1993 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor AR RTN MAIL:  
1111 East Main Street  
CITY: RICHMOND STATE : VA ZIP: 23219  
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216  
ACCEPTED AR#: 214 51 8483 DATE: 04/08/14 RICHMOND CITY  
CURRENT AR#: 214 51 8483 DATE: 04/08/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
14 670.00 100,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

08/25/14

09:39:12

CORP ID: F159788 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/17/04  
CORP NAME: Woolpert, Inc.

DATE OF CERTIFICATE: 08/17/2004 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: OH OHIO STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 1000.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: NATIONAL REGISTERED AGENTS INC

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
ACCEPTED AR#: 214 10 7492 DATE: 07/18/14 HENRICO COUNTY  
CURRENT AR#: 214 10 7492 DATE: 07/18/14 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
14 1,700.00 500,000

(Screen Id:/Corp\_Data\_Inquiry)



CISM0180

CORPORATE DATA INQUIRY

08/25/14

15:27:53

CORP ID: 0712674 - 1 STATUS: 00 ACTIVE STATUS DATE: 08/12/09  
 CORP NAME: Schnabel Engineering Consultants, Inc.

DATE OF CERTIFICATE: 08/12/2009 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: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060  
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143  
 ACCEPTED AR#: 214 10 8962 DATE: 07/22/14 HENRICO COUNTY  
 CURRENT AR#: 214 10 8962 DATE: 07/22/14 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	130.00					10,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

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08/25/14

CISM0180

CORPORATE DATA INQUIRY

09:34:05

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#: 214 11 7551 DATE: 08/07/14 FAIRFAX COUNTY  
 CURRENT AR#: 214 11 7551 DATE: 08/07/14 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 14 100.00 5,000

(Screen Id:/Corp\_Data\_Inquiry)



08/25/14

CISM0180

CORPORATE DATA INQUIRY

09:34:35

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#: 214 09 0338 DATE: 06/06/14 FAIRFAX COUNTY  
 CURRENT AR#: 214 09 0338 DATE: 06/06/14 STATUS: A ASSESSMENT INDICATOR: 0  

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	220.00					25,000

(Screen Id:/Corp\_Data\_Inquiry)

## Details of license number 2705071652

Name:	SHIRLEY CONTRACTING COMPANY LLC	print
License Number:	2705071652	
License Description:		
Class Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100">http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100</a> )	Contractor Class A	
Business Type:	LLC	
Address:	8435 BACKLICK ROAD LORTON, VA 22079	
Specialties/Classifications:		
Classification Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20">http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20</a> )	Highway / Heavy (H/H)	
Specialty Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30">http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30</a> )		
Initial Certification Date:	2002-10-08	
Expiration Date:	2014-10-31	

### No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law exempts information about open cases from mandatory public disclosure** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+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 (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto: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.

The information on this page was last updated on 2014-08-24.

## 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: 2000-03-14  
 Expiration Date: 2015-12-31

print

Filter:

## Related Licenses

License Number	License Holder Name	License Type	License Expiry
0401008756 (licenseDetail.cfm? lrn=0401008756)	BEIGHT, JAMES LADEN	Architect License	2015-08-31
0402026519 (licenseDetail.cfm? lrn=0402026519)	STONE, DONALD EDWARD JR	Professional Engineer License	2015-09-30
0403001932 (licenseDetail.cfm? lrn=0403001932)	ROBINSON, BRYANT L	Land Surveyor License	2015-01-31
0406001718 (licenseDetail.cfm? lrn=0406001718)	CENA, JANICE MARIE	Landscape Architect License	2015-01-31

Showing 1 to 4 of 4 entries






## No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law exempts information about open cases from mandatory public disclosure** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+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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The information on this page was last updated on 2014-08-24.

## Details of license number 0405000456

Name: TIMMONS GROUP INC  
 License Number: 0405000456  
 License Description: Professional Corporation Registration  
 Business Type: PC  
 Address: 1001 BOULDERS PKWY STE 300  
 RICHMOND, VA 23225  
 Initial Certification Date: 1984-12-26  
 Expiration Date: 2015-12-31

print

Filter:

## Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402022644 (licenseDetail.cfm? lrn=0402022644)	LUCADO, DAVID E	Professional Engineer License	2015-10-31
0403002287 (licenseDetail.cfm? lrn=0403002287)	DUNEVANT, MICHAEL DWAYNE	Land Surveyor License	2015-01-31

Showing 1 to 2 of 2 entries






## 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 (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov) (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-08-24.

## Details of license number 0407005783

Name: CES CONSULTING LLC  
 License Number: 0407005783  
 License Description: Business Entity Registration  
 Business Type: LLC  
 Address: 13991 VIRGINIA CEDAR COURT  
 GAINESVILLE, VA 20155  
 Initial Certification Date: 2010-11-05  
 Expiration Date: 2015-12-31

print

Filter:

## Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402035169 (licenseDetail.cfm? lrn=0402035169)	SINGH, AVTAR	Professional Engineer License	2015-01-31

Showing 1 to 1 of 1 entries






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The information on this page was last updated on 2014-08-24.

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: 2003-03-28  
 Expiration Date: 2015-12-31

print

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402021276 (licenseDetail.cfm? lrn=0402021276)	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	2016-04-30
0402021556 (licenseDetail.cfm? lrn=0402021556)	BURKART, PAUL EDWARD	Professional Engineer License	2016-03-31

Showing 1 to 2 of 2 entries

First Previous 1 Next Last

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 (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov) (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-08-24.

## Details of license number 2701003330

Name:	FAULCONER CONSTRUCTION CO INC	print
License Number:	2701003330	
License Description:		
Class Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100">http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100</a> )	Contractor Class A	
Business Type:	Corporation	
Address:	2496 OLD IVY ROAD CHARLOTTESVILLE, VA 22903	
Specialties/Classifications:		
Classification Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20">http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20</a> )	Highway / Heavy (H/H)	
Specialty Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30">http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30</a> )		
Initial Certification Date:	1955-02-10	
Expiration Date:	2016-05-31	

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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.

The information on this page was last updated on 2014-08-24.

## Details of license number 2701003331

Name:	W C ENGLISH INC	print
License Number:	2701003331	
License Description:		
Class Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100">http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100</a> )	Contractor Class A	
Business Type:	Corporation	
Address:	615 CHURCH STREET 2ND FLOOR LYNCHBURG, VA 24504	
Specialties/Classifications:	Building (BLD)	
Classification Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20">http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20</a> )	Highway / Heavy (H/H)	
Specialty Definitions ( <a href="http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30">http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30</a> )		
Initial Certification Date:	1955-02-10	
Expiration Date:	2016-04-30	

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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.

The information on this page was last updated on 2014-08-26.

## Details of license number 0411000052

Name: FROEHLING & ROBERTSON INC print  
 License Number: 0411000052  
 License Description: Business Entity Branch Office Registration  
 Business Name: FROEHLING & ROBERTSON INC  
 Business Type: CORP  
 Address: 6181 ROCKFISH GAP TURNPIKE  
 CROZET, VA 22932  
 Initial Certification Date: 1992-04-08  
 Expiration Date: 2016-02-29

Filter: 

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402012231 (licenseDetail.cfm?lrn=0402012231)	PAPPAS, J L	Professional Engineer License	2015-04-30
0402037906 (licenseDetail.cfm?lrn=0402037906)	SIMMONS, CLYDE ANDERSON III	Professional Engineer License	2014-12-31

Showing 1 to 2 of 2 entries






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

The information on this page was last updated on 2014-08-24.

Details of license number 0407002900

Name: SO-DEEP INC.  
 License Number: 0407002900  
 License Description: Business Entity Registration  
 Business Type: CORP  
 Address: 126 COURTNEY WOODS LN  
 STUARTS DRAFT, VA 24477  
 Initial Certification Date: 1989-02-06  
 Expiration Date: 2015-12-31

print

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402022310 (licenseDetail.cfm?lrn=0402022310)	SKAHN, CARY ALAN	Professional Engineer License	2015-06-30
0403001937 (licenseDetail.cfm?lrn=0403001937)	SPENCER, MELVIN E	Land Surveyor License	2015-01-31

Showing 1 to 2 of 2 entries

No Open Complaints

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

The information on this page was last updated on 2014-08-24.

## Details of license number 0407001402

Name: SKELLY & LOY INC  
 License Number: 0407001402  
 License Description: Business Entity Registration  
 Address: 449 EISENHOWER BLVD SUITE 300  
 HARRISBURG, PA 17112  
 Initial Certification Date: 1982-08-31  
 Expiration Date: 2015-12-31

print

Filter:

## Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402030378 ( <a href="#">licenseDetail.cfm?lrn=0402030378</a> )	SCHMIDT, TERRY WILLIAM	Professional Engineer License	2016-06-30

Showing 1 to 1 of 1 entries

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

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The information on this page was last updated on 2014-08-24.

## Details of license number 0411000857

Name: WOOLPERT INC  
 License Number: 0411000857  
 License Description: Business Entity Branch Office Registration  
 Business Name: WOOLPERT INC  
 Business Type: CORP  
 Address: 6802 PARAGON PLACE SUITE 410  
 RICHMOND, VA 23230  
 Initial Certification Date: 2011-08-08  
 Expiration Date: 2016-02-29

print

Filter:

## Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402028756 (licenseDetail.cfm? lrn=0402028756)	SINGER, EDWARD ALAN	Professional Engineer License	2014-10-31

Showing 1 to 1 of 1 entries






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The information on this page was last updated on 2014-08-24.

## Details of license number 0411000698

Name: SCHNABEL ENGINEERING CONSULTANTS INC  
License Number: 0411000698  
License Description: Business Entity Branch Office Registration  
Business Name: SCHNABEL ENGINEERING CONSULTANTS INC  
Business Type: CORP  
Address: 480 FOUR SEASONS DRIVE  
CHARLOTTESVILLE, VA 22901  
Initial Certification Date: 2010-03-19  
Expiration Date: 2016-02-29

print

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402019910 ( <a href="#">licenseDetail.cfm?lrn=0402019910</a> )	WEBSTER, OLIN CHRISTOPHER	Professional Engineer License	2015-07-31
0402046581 ( <a href="#">licenseDetail.cfm?lrn=0402046581</a> )	BOLDING, MICHELLE E	Professional Engineer License	2016-01-31

Showing 1 to 2 of 2 entries

First

Previous

1

Next

Last

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The information on this page was last updated on 2014-08-26.

## Details of license number 4008001190

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

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

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The information on this page was last updated on 2014-08-24.

## Details of license number 0402039440

Name:	KUNTZ, STEVEN KLINE	print
License Number:	0402039440	
License Description:	Professional Engineer License	
Address:	HAYMARKET VA, 20169	
Initial Certification Date:	2004-06-14	
Expiration Date:	2016-06-30	

### No Open Complaints

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The information on this page was last updated on 2014-08-24.

## Details of license number 0402035169

Name: SINGH, AVTAR print  
 License Number: 0402035169  
 License Description: Professional Engineer License  
 Address: GAINESVILLE VA, 20155  
 Initial Certification Date: 2001-01-18  
 Expiration Date: 2015-01-31

Filter:

### Related Licenses

License Number	License Holder Name	License Type	License Expiry
0407005783 (licenseDetail.cfm? lrn=0407005783)	CES CONSULTING LLC	Business Entity Registration	2015-12-31

Showing 1 to 1 of 1 entries






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The information on this page was last updated on 2014-08-24.

## Details of license number 0402020665

Name:	DAVIDSON, JAMES DALE JR
License Number:	0402020665
License Description:	Professional Engineer License
Address:	BURKE VA, 22015
Initial Certification Date:	1990-01-26
Expiration Date:	2016-01-31

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

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The information on this page was last updated on 2014-08-24.

## Details of license number 0402041949

Name:	BELCHER, TIMOTHY LAMONTE	print
License Number:	0402041949	
License Description:	Professional Engineer License	
Address:	CENTREVILLE VA, 20121	
Initial Certification Date:	2006-06-26	
Expiration Date:	2016-06-30	

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The information on this page was last updated on 2014-08-24.

## Details of license number 0402043254

Name:	BECK, JEREMY JAMES	print
License Number:	0402043254	
License Description:	Professional Engineer License	
Address:	CLIFTON VA, 20124	
Initial Certification Date:	2009-07-13	
Expiration Date:	2015-07-31	

### No Open Complaints

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The information on this page was last updated on 2014-08-24.

## Details of license number 0402047293

Name:	MRYKALO, GERARD
License Number:	0402047293
License Description:	Professional Engineer License
Address:	GAINESVILLE VA, 20155
Initial Certification Date:	2010-06-17
Expiration Date:	2016-06-30

[print](#)**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 exempts information about open cases from mandatory public disclosure** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+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 (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov) (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-08-24.

## Details of license number 0402021276

Name: LEWIS, TADEUSZ WILLIAM  
 License Number: 0402021276  
 License Description: Professional Engineer License  
 Address: ASHBURN VA, 20147  
 Initial Certification Date: 1990-07-16  
 Expiration Date: 2016-04-30

print

Filter:

## Related Licenses

License Number	License Holder Name	License Type	License Expiry
0407004404 (licenseDetail.cfm? lrn=0407004404)	GEOCONCEPTS ENGINEERING INC	Business Entity Registration	2015-12-31

Showing 1 to 1 of 1 entries

First Previous 1 Next Last

## No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law exempts information about open cases from mandatory public disclosure** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+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 (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov) (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-08-24.

## Details of license number 0402042458

Name:	COPELAND, BRIAN THOMAS
License Number:	0402042458
License Description:	Professional Engineer License
Address:	MIDLOTHIAN VA, 23114
Initial Certification Date:	2007-01-03
Expiration Date:	2015-01-31

[print](#)**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 exempts information about open cases from mandatory public disclosure** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+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 (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or [publicrecords@dpor.virginia.gov](mailto:publicrecords@dpor.virginia.gov) (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-08-26.

## 3.3.1 - Key Personnel Resume Forms

## 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>25</b> Years With Other Firms <b>1</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment 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. Project specific experience shall be included in Section (g) below): <b>Shirley Contracting Company, LLC</b> Vice President, 2004–Present Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owners representatives, designers, construction staff and quality teams. <ul style="list-style-type: none"><li>▪ <b>Telegraph Rd and U.S. Rte 1 Intersection at USMC Base Quantico</b>, June 2013 to October 2014 - Design-Build Project Manager</li><li>▪ <b>I-95 Ramp to Fort Belvoir North Area - Springfield, VA</b>, June 2012 to December 2014 - Contract Manager</li><li>▪ <b>Mulligan Road-Phase II - Alexandria, VA</b>, December 2011 to October 2014 - Contract Manager</li><li>▪ <b>USCG Saint Elizabeth's West Site Access Road</b>, June 2010 to 2013 - Design Build Project Manager</li><li>▪ <b>Fairfax County Parkway Phase III</b>, January 2010 to December 2012 – Design-Build Construction Manager</li><li>▪ <b>Fort Lee 'A' Gate Roundabout</b>, June 2011 to December 2012 - Design-Build Project Manager</li><li>▪ <b>Washington Headquarters Service DoD BRAC 133</b>, December 2008 to August 2011–Design-Build Project Manager</li><li>▪ <b>I-95 4<sup>th</sup> Lane Widening</b>, March 2008 to September 2011 – Construction Manager</li><li>▪ <b>New Campus East – NGA Fort Belvoir</b>, May 2008 to January 2011 – Design-Build Project Manager</li><li>▪ <b>Spotsylvania County Infrastructure Improvements</b>, October 2007 to Present – Design-Build Project Manager</li><li>▪ <b>Dulles Greenway Improvements</b>, May 2005 to July 2008, Contract Manager</li><li>▪ <b>Monroe Avenue Bridge</b>, April 2005 to October 2009 – Design-Build Project Manager</li></ul> <b>Shirley Contracting Company, LLC</b> Contract Manager, 1993–2004 Responsible for daily management of large construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, owner requisitions, public relations and subcontractor management. <ul style="list-style-type: none"><li>▪ <b>I-95 Springfield Interchange Phase IV</b>, November 1999 to July 2004 - Contract Manager</li><li>▪ <b>I-95/Woodrow Wilson Bridge Corridor Projects</b>, 2002 to 2004 – Contract Manager</li><li>▪ <b>Chippenham Parkway Improvements Phase I</b>, 1997 to 1999- Contract Manager</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 project, 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 project, projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <p><b>List at least three (3) but no more than five (5) relevant projects for which you have performed a similar function.</b></p> <p><b>1. Fairfax County Parkway Phase III - Springfield, VA</b> <b>Shirley Contracting Company, Design-Build Construction Manager (January 2010 - December 2012)</b> Chuck served as the Design-Build Construction Manager and primary point of contact to FHWA for construction of the \$27.7 million Design-Build project. Chuck was responsible for constructability reviews, design coordination, and well as Right-of-Way and Utility Relocation planning and scheduling prior to the project obtaining final construction approvals. Chuck coordinated all efforts to relocate Fairfax Water, Dominion Power, Comcast and Verizon out of conflict for the project. As the design was advanced, and construction began in late 2010, Chuck's staff managed the construction quality control and quality assurance programs in accordance with the VDOT design-build guidelines to create a project with minimal punchlist and closeout items. Phase III of the Fairfax County Parkway 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. Similar to the Rio Road intersection in Charlottesville, the Parkway and Hooes/Rolling Road intersection was converted to a grade separated interchange with the construction a new bridge over relocated Rolling Road. Chuck's</p>

construction team worked closely with the community during construction by updating the project's website and informing VDOT of daily lane closure schedules, upcoming traffic pattern changes and bridge openings.

## **2. Monroe Avenue Bridge, Alexandria, Virginia**

### **Shirley Contracting Company, LLC, Design-Build Project Manager (April 2005 to October 2009)**

Chuck was the Design-Build Project Manager for the \$43 million project that constructed a new 840-foot long, 6-lane wide bridge carrying U.S. Route 1 over the old Potomac Yard Railroad yard as well as an active CSX rail corridor in Alexandria, Virginia. Potomac Yard Development, LLC (PYD) chose Shirley Contracting Company, LLC to lead its efforts to obtain public, engineering, design, and permitting approvals. Similar to the Route 29 corridor, the community surrounding Potomac Yards was very involved and interested as to the short-term construction as well as the long-term design and planning impacts that the project would have. Chuck, along with PYD and the City of Alexandria, conducted public hearings, citizen information meetings and provided charettes to vet bridge options, traffic operations, roadway alignments and architectural appearance prior to engineering and design submissions. Chuck led 2 design teams consisting of bridge engineers as well as PYD's roadway engineers to create a cohesive set of documents approved by the City in early 2006. In order to meet the aggressive project schedule, a thorough design quality assurance program was utilized to obtain plan approvals from the multiple reviewing agencies. Shirley coordinated design and construction of all new water, sewer, power, communications, and gas installations as well as relocations on the site. Chuck managed the construction quality control program along with the on-site project superintendent to assure adherence to City and VDOT standards were maintained at all times. The construction required a close teaming partnership with the City of Alexandria due to activities such as piles driven within 100 feet of residences, deep utility installations within 8 feet of businesses, and demolition of retaining walls within 5 feet of retail stores. This was accomplished through monthly project update meetings held at the local recreation center. Chuck and his staff conducted all public meetings for the City of Alexandria and PYD as the surrounding community was actively interested in the project schedule and upcoming traffic changes.

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

### **Shirley Contracting Company, Design-Build Project Manager (May 2008 - January 2011)**

Chuck was responsible for the design-build management and construction oversight of 3 major infrastructure projects totaling over \$55 million for New Campus East Project for a Department of Defense Agency in Northern Virginia. His responsibilities included design and constructability reviews, scheduling, budgets, project management and quality control and safety. The 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 7,500 LF of 18" watermain and 1,200-feet of electrical & communication ductbanks servicing Dominion Virginia Power and Verizon. Chuck and staff managed the entire campus traffic management program as the use of detours and temporary roadways were required to maintain continuous construction traffic throughout the life of the project to safely deliver the Projects on time.

## **4. Dulles Greenway Capital Improvements Project - Loudoun County, VA**

### **Shirley Contracting Company, Contract Manager (May 2005 - July 2008)**

Chuck was responsible for managing the design reviews, permitting, utility relocations, and construction of a \$75 million Design-Build project. The Project included eight individual projects combined into a single design-build program Project. Many project elements are similar in scope to the Rte 29 Solutions proposal such as construction in a high-traffic corridor, mainline widening of existing roadways and new grade separated interchanges. The Greenway Capital Improvements Project included new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to existing interchanges at Route 606 and Route 772, widening of mainline roadway from 4 to 6-lanes, expansion of the mainline toll plaza, and widening of the existing twin 660 foot long, 100 foot high bridges over Goose Creek. Shirley and Dewberry 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.

## **5. Springfield Interchange, Phase IV - Springfield, VA**

### **Shirley Contracting Company, Contract Manager (November 1999 - July 2004)**

As Construction Manager, Chuck was responsible for management and oversight of construction of a \$145 million segment of the Springfield Interchange project. His 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. *Chuck led the Shirley Team to a 4 month early completion of the Project resulting in obtaining an early completion bonus offered by VDOT.*

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position**



## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Avtar Singh, P.E, CCM, PMP, Associate DBIA, President</b>
b.	Project Assignment: <b>Quality Assurance Manager</b>
c.	Name of Firm with which you are now associated: <b>CES Consulting LLC</b>
d.	Years experience: With this Firm <b>4</b> Years With Other Firms <b>17</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>CES Consulting LLC</b> Construction/Quality Manager/Area Construction Engineer, January 2011 to Present Worked exclusively to manage and construct VDOT bridge and highway projects. <ul style="list-style-type: none"><li>▪ <b>I-95 Widening Project</b>, March 2013 to March 2015 – Construction/Quality Manager</li><li>▪ January 2011 to March 2013 – Charge Engineer, Reviewed VDOT contract plans and contracts for biddability and constructability. Worked as structural engineer to inspect overhead structures for VDOT acceptance.</li><li>▪ <b>Seven plant mix contracts</b> (\$60+ million) in Fairfax County, September 2011 to March 2013 – Construction/Quality Manager</li><li>▪ <b>Culpeper North Area</b>, February 2012 to July 2012 – Consultant Area Construction Engineer</li></ul> <b>Virginia Department of Transportation</b> Construction Engineer, January 2005 to December 2010 Managed over 28 road and bridge construction projects with a total value of \$230 million. Managed Quality Assurance staff of 2 Construction Managers and over 20 Inspectors. <ul style="list-style-type: none"><li>▪ <b>Gainesville Utility Relocation Project</b>, September 2009 to December 2010 – Charge Engineer</li><li>▪ <b>I-66 &amp; Route 29 Interchange</b>, June 2006 to September 2009 - Charge Engineer</li><li>▪ <b>University Blvd Bridge Overpass</b>, June 2007 to June 2009 –Charge Engineer</li><li>▪ <b>Route 15 Widening Project</b>, July 2007 to September 2008 –Charge Engineer</li><li>▪ <b>Route 123 Widening Project</b>, January 2005 to June 2007 - Charge Engineer</li><li>▪ <b>Route 234 Widening (Manassas)</b>, June 2005 to July 2007 - Charge Engineer</li><li>▪ <b>Route 234 Widening (Dumfries)</b>, June 2005 to July 2007 - Charge Engineer</li><li>▪ <b>I-66 Widening Project</b>, June 2005 to June 2006 - Charge Engineer</li><li>▪ <b>Route 123 Occoquan Bridge</b>, January 2005 to July 2005 - Charge Engineer</li><li>▪ <b>Multiple concurrent road and bridge projects</b>, biddability and constructability reviews, project scopings and project development phases, January 2005 to December 2010 –Charge Engineer</li></ul> <b>NXL Construction Services</b> Consultant Project Construction Engineer, August 1998 to December 2004 Worked exclusively to manage and oversee VDOT bridge and highway projects. <ul style="list-style-type: none"><li>▪ <b>Route 123 Occoquan Bridge</b>, February 2004 to December 2004 – Project Engineer</li><li>▪ <b>Multiple road and bridge projects</b> in Salem, Lynchburg, Richmond and Staunton Districts, August 2002 to January 2004 – Project Engineer</li><li>▪ <b>Route 234 Widening Project (Nokesville)</b>, January 2002 to July 2002 – Project Engineer</li><li>▪ <b>Springfield Interchange</b>, March 2001 to December 2001 – Project Engineer</li><li>▪ <b>Smart Bridge Project in Blacksburg</b>, August 1998 to March 2001 – Project Manager</li></ul>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>George Washington University/Certificate in Management/2009/Project Management</b> <b>Queen’s University, Canada/M.Sc./1994/Structural Engineering</b> <b>Queen’s University, Canada/B.Sc./1992/Civil Engineering</b>
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2001/CIVIL ENGINEER/0402035169</b> <b>Also registered as professional engineer in State of Maryland and District of Columbia</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 project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol>

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

**1. I-95 Widening Project – Dumfries, Virginia**

**CES Consulting LLC, Quality Assurance Manager (March 2013 - March 2015)**

Construction/Quality Manager on a \$42 million 7 mile long I-95 Widening project. The project included roadway widening, installation of storm drainage, ITS installation, overhead signs & extensive coordination with concurrent I-95 Express Lane work within the project footprint. The Project requires corridor wide TMS for all lane closures & incident management and teamwork to minimize inconveniences to the public during construction. Responsible for implementing an approved Quality Assurance Plan for the I-95 corridor, all Quality Assurance related materials testing, tasking QA Inspectors with daily inspection duties/testing, design liaison with VDOT L&D and consultant design engineers, documentation and payment of work on site, review and resolve RFI/Change order requests with concurrence from FHWA/Design Engineer. Enforce VDOT specifications/standards and ensuring that all Non-Conforming Work is properly documented, remediated and closed out. Keep accurate QA documentation related to materials coverage/tests, design submittals, project documentation and quantity payments. Provide monthly reports to the Project Director and represent VDOT at monthly coordination meetings.

**2. Fairfax Plant Mix Program – Fairfax, Virginia**

**CES Consulting LLC, Construction Manager (September 2011 - March 2013)**

Quality Manager on this \$60 million Plant Mix Program consisting of seven projects. Projects entailed milling/overlay of subdivision, secondary and primary roads in Fairfax County. Managed Quality Assurance staff of 5 Senior Inspectors and 35 consultant inspection staff. Projects required public outreach to surrounding businesses, local government officials and local citizens to ensure minimal inconveniences. Responsible for addressing/closing out all incoming RFIs/change orders. Implemented the approved QA Plan approved for NOVA District for all QA inspection, QA report formats and project documentation. Worked with multiple contractors to ensure quality of work was uniform across all contracts and all VDOT specifications/standards were followed across all contracts. Responsible for all work orders, pay estimates and project closeouts. Ensure Non-Conforming Work was properly documented, remediated and closed out.

**3. I-66 HOV Widening from 234 Bypass to Route 29 – Gainesville, Virginia**

**Virginia Department of Transportation (June 2006 - September 2009)**

Responsible Charge Engineer (on site) for the \$103 million I-66 Widening project comprised of widening 2.8 miles of I-66 with 2 new lanes each direction and the construction of 5 new bridges over Route 29 along with storm sewer, 84” jack/bore, waterline, lighting and TMS work. The project was completed on-time and on budget. Managed \$14.6 million CEI/QA budget and QA/QC staff of over 20 managers/inspectors; meet with VDOT/consultant design engineers prior to contract bid for constructability/biddability, direct oversight of all QA testing/submittals/shop drawings, serve as technical source for field and design issues; partner with contractor to accelerate project using alternate MOT closures; review/negotiate change orders to build new bridges and work with design engineers to expedite design (construction allowed to proceed prior to full design plans as part of partnering approach between contractor, owner and designer); schedule analysis and review and final project closeout. Project success was attributed to complete trust between the contractor and owner. Public outreach with local HOAs, shopping centers, local hospitals, school board and schools, Prince William County parks and civic organizations.

**4. University Boulevard Overpass, Gainesville, Virginia**

**Virginia Department of Transportation (June 2007 - June 2009)**

Responsible Charge Engineer for construction of \$18 million project including 1.3 miles of roadway and a new steel girder bridge over I-66. Bridge construction and approach roadway was built on new alignment. Responsible for day to day project management/quality assurance and supervision of 1 VDOT Construction Manager and 5 Construction Inspectors. Worked with the contractor to expedite design reviews, reviewed contractor schedules and worked to expedite work as much as possible. Used extensive but convenient detours to allow installation of steel girders over I-66 to ensure public safety and project staff safety.

**5. Route 234 Widening Project (Dumfries and Manassas) – Prince William County, Virginia**

**Virginia Department of Transportation (June 2005 - July 2007)**

Responsible Charge Engineer for construction of \$37 million adjacent/concurrent projects to widen 6.9 miles of Route 234 from 2 lanes to 4 lanes with turning lanes, extensive drainage, waterline and sewer line work. Roadway widening included use of CTA, extensive undercut, lime stabilization and cut to fill earthwork. Managed staff of 2 VDOT Construction Managers, 15 inspection/office staff and worked to ensure that all field issues were resolved without impact to schedule and budget. Coordinated design changes with VDOT/consultant design engineers. Extensive testing of materials and Quality Assurance documentation. Worked extensively with local supervisor's offices to provide outreach on upcoming work, lane closures.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **I-95 Widening Project – Dumfries, Virginia - Project Manager - Project will be completed in March 2015**

## 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, Associate Vice President</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>15</b> Years With Other Firms <b>0</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Dewberry Consultants LLC</b> <b>Design Manager/Roadway Design Manager, 1999 - Present</b> General responsibilities included signing and sealing plans as the engineer of record, overseeing all aspects of design, coordination of multiple sub-consultants, and implementation and monitoring of the design QA/QC process. <ul style="list-style-type: none"><li>▪ <b>Route 606 Reconstruction &amp; Widening</b>, June 2014 to January 2015 – Roadway Design Manager</li><li>▪ <b>Gloucester Parkway Extension</b>, March 2014 to December 2014 - Design Manager</li><li>▪ <b>Route 7 – Westbound Truck Climbing Lane</b>, November 2013 to June 2014 (design) - Roadway Design Manager</li><li>▪ <b>Interstate 66 Widening</b>, September 2013 to June 2014 (design) - Roadway Design Manager</li><li>▪ <b>Route 29 Bridge over Little Rocky Run</b>, June 2013 to December 2013 (design), - Design Manager</li><li>▪ <b>Telegraph Road and U.S. Route 1 Intersection at United States Marine Corps Base Quantico</b>, June 2013 to May 2014 (design) – Design Manager</li><li>▪ <b>Sycolin Road Overpass Route 7-15 Bypass</b>, December 2012 to August 2014, - Design Manager</li><li>▪ <b>Route 27/244 Interchange Modification</b>, July 2011 to November 2012 (design), - Roadway Design Manager</li><li>▪ <b>Pacific Boulevard Extension</b>, July 2011 to August 2013 Design Manager</li><li>▪ <b>Route 50 Widening</b>, February 2011 to January 2012 (design), - Roadway Design Manager</li><li>▪ <b>Waxpool Road/Loudoun County Parkway Intersection Improvements</b>, February 2010 to October 2010 - Design Manager</li><li>▪ <b>Fairfax County Parkway Phase III Improvements</b>, October 2009 to December 2012 - Design Manager</li><li>▪ <b>Pacific Boulevard Design-Build</b>, July 2008 to July 2012 - Roadway Design Manager</li><li>▪ <b>Intercounty Connector (ICC) Contract C</b>, February 2008 to November 2011 - Roadway Design Manager</li><li>▪ <b>Route 7/659 Interchange</b>, February 2008 to July 2010 - Project Manager</li><li>▪ <b>Battlefield Parkway Design-Build Project</b>, July 2007 to September 2009 - Roadway Design Manager</li><li>▪ <b>Dulles Greenway Capital Improvements</b>, March 2005 to September 2007 - Design Manager</li><li>▪ <b>Route 28 Corridor Improvements</b>, September 2002 to March 2015 - Design Manager</li><li>▪ <b>Interstate 66 Improvements</b>, June 1999 to January 2011 (design), Construction Support thru August 2015 - Design Project Manager</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 project, 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 project; projects older than 15 years will not be considered for evaluation.</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. Route 28 Corridor Improvements Design-Build Project - Fairfax and Loudoun Counties, Virginia</b> <b>Dewberry, Design Manager (September 2002 - March 2015)</b> Steve managed the design of ten interchanges along Route 28, resulting in creation of a limited access highway between Westfields Blvd. in Fairfax County and Route 7 in Loudoun and completion of plans for the widening of Centreville Road from 2- to 4-lanes, widening and reconstruction of Loudoun County Parkway from 2- to 4-lanes, and extensions of Pacific Boulevard and Atlantic Boulevard on new alignments. Specifically, Steve was responsible for completion of conceptual interchange configurations for four interchanges (Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Boulevard), and final design of six interchanges (Innovation Avenue, Sterling Boulevard, Nokes Boulevard,</p>

Westfields Boulevard, Willard Road, and Barnsfield Road) on Route 28. As part of the design efforts, he coordinated the design of each of the interchange and overpass 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. Steve attended the public meetings held for the project, coordinated plan comment resolution meetings with VDOT, MWAA, Northern Virginia Regional Park Authority, Fairfax County and Loudoun County during design.

## **2. Fairfax County Parkway Phase III Improvements Design-Build Project - Fairfax County, Virginia**

### **Dewberry Consultants LLC, Design Manager (October 2009 - December 2012)**

Steve was responsible for signing and sealing plans as the engineer of record, overseeing all aspects of design, coordination of multiple sub-consultants, and implementation and monitoring of 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, relocation of Rolling Road and Hooes Road, a new bridge to carry Rolling Road over the Fairfax County Parkway, sidewalk and shared use path improvements along relocated Rolling Road, and a new park and ride lot. Steve led the design efforts to introduce a modification in the RFP roadway and interchange configuration, which allowed for reductions in right-of-way impacts to private properties. As required by the Client (Eastern Federal Lands Highway Division), our Team conducted a public hearing to allow for approval of a re-Evaluation of the environmental document. Steve led the public hearing outreach efforts and helped address all comments, which allowed for approval of the revised roadway and interchange concept. Steve attended regular progress meetings with Eastern Federal Lands Highway Division, VDOT, Fairfax County, and Army staff to discuss project elements and progress, and attended several additional public meetings and Pardon our Dust meetings during construction.

## **3. Interstate 66 Improvements - Prince William County, Virginia**

### **Dewberry, Design Project Manager (Design June 1999 - January 2011)**

Steve began as a Project Engineer and became the Project Manager in late 2008, leading the efforts for the design of phased improvements to widen I-66 from 4-lanes to 8-lanes between (Manassas to Gainesville), complete a new overpass of I-66, and construct a single point urban interchange (SPUI) and railroad grade separation at the existing Route 29 intersection with Linton Hall Road. As Project Engineer, he 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 acquisition and construction advertisements in 2004 (2 advertisements), 2006, 2009, and 2011. Steve participated in the public outreach efforts including public hearings, citizen information meetings, and meetings with individual property owners. As Project Manager, he oversaw the completion of the roadway plans and coordinated the designs with bridge plans, lighting and electrical plans, stormwater management plans, and landscaping plans. Steve also coordinated directly with those developing utility relocation plans under separate contract with VDOT, and developed and provided information required for Norfolk Southern Railroad approval and agreement of the shared-cost analysis for the Route 29/Linton Hall Interchange.

## **4. Route 50 Widening Design-Build Project - Fairfax and Loudoun Counties, Virginia**

### **Dewberry Consultants LLC, Roadway Design Manager (Design April 2011 – January 2012)**

Steve was responsible for roadway design oversight for the widening of Route 50 from Poland Road to Lee Road, a length of 3.5 miles which included the complete removal and replacement of all existing pavement, widening from 4-lanes to 6-lanes, incorporation of closed system roadway drainage design, pedestrian and shared use path facilities, and twin single-span bridges over Cub Run. Complete pavement replacement was required due to both horizontal and vertical changes in alignments, and Steve led the design efforts to develop profiles, which minimized grade changes at intersections, which allowed minimized impacts to traffic during pavement removal and replacement. Steve attended monthly meetings with VDOT to discuss design progress and status, attended several public meetings to present updated plans and details to the public and local elected officials, and attended regular construction progress meetings.

## **5. Dulles Greenway Capital Improvements Program - Loudoun County, Virginia**

### **Dewberry Consultants LLC, Design Manager (March 2005 – December 2007)**

Steve was responsible for oversight of design of the nine (9) individual project elements, which comprised the overall Capital Improvements Program. Responsibilities included development of conceptual plans for the widening of the Greenway from 4- to 6-lanes, widening of the mainline toll plaza from 14 to 18-lanes, modifications of the Route 606 and Route 772 Interchanges, new interchanges at Route 653 and Route 654, and a new direct access ramp from the EB Dulles Toll road to Dulles Airport. Steve was responsible for review of all final plans, coordination with structural and stormwater management designs for each phase of the project, and direct communication with the Owner (Toll Road Investors Partnership II), VDOT and third parties including MWAA, the Town of Leesburg, and Loudoun County. Steve oversaw all elements of roadway design including horizontal and vertical geometric design, roadway drainage design, maintenance of traffic plans, signing and marking plans, and traffic signal plans.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Greg Johannes, Project Manager</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>7</b> Years With Other Firms <b>27</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Shirley Contracting Company, LLC</b> <b>Contract Manager, January 2007 - October Present</b> Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owners representatives, designers, construction staff and quality teams. <ul style="list-style-type: none"><li>▪ <b>Intercounty Connector Contract 'D/E' Design-Build Project</b>, January 2012 to November 2014 - Design/Build Project Manager/Construction Manager</li><li>▪ <b>Intercounty Connector Contract 'C' Design-Build Project</b>, January 2008 to December 2011 - Design/Build Project Manager</li></ul> <b>Estimator, January 2007 - January 2008</b> <b>The Lane Construction Corporation</b> <b>Project Manager, 1979 - 2006</b> <ul style="list-style-type: none"><li>▪ <b>I-540 Construction Wake County</b>, 2004-2006, Project Manager</li><li>▪ <b>Largo Station Blue Line</b>, 2002-2004, Project Manager</li><li>▪ <b>Dulles Greenway Widening</b>, 2000-2002, Project Manager</li><li>▪ <b>Clara Barton Parkway Reconstruction</b>, 1999-2000, Project Manager</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>S.U.N.Y. Alfred Agricultural &amp; Technical College, Alfred, New York / AAS / 1979 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Will obtain both VDOT Erosion and Sediment Control Contractors Certification (ESCCE) and Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to 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 project, 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 project; projects older than 15 years will not be considered for evaluation.</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. InterCounty Connector Contract (ICC) D/E - Prince George's County, MD</b> <b>Shirley Contracting Company, LLC, Design-Build Project Manager/Construction Manager (January 2012 – November 2014)</b> During the design phase of the Project, Greg served as the Design-Build Project Manager for the \$89 million ICC Contract D &amp; E project, the final segment of the 18.8 mile ICC tolled highway in Prince George's County, Maryland. Once construction began, Greg transitioned into the Construction Manager role. The project includes 0.5 miles of new tolled highway, one partial interchange, 2.4 miles of collector distributor roads and a new signalized intersection. He has been responsible for contract administration and management of the overall design-build process including design, permitting, utility relocation, Quality Assurance and Quality Control, environmental compliance, and community relations. Currently, he is responsible for all construction aspects of the Project for Shirley. He is also the main point of contact for communication and coordination with the Owner, permitting agencies, residents and businesses impacted by the project as well as all other project stakeholders. He updates and maintains the schedule, coordinates subcontractors and suppliers, oversees Shirley's self-perform crews, and oversees the QA/QC process during construction. Greg has been onsite full-time during construction activities.</p> <p><b>2. InterCounty Connector (ICC) Contract C - Montgomery and Prince George's County, MD</b> <b>Shirley Contracting Company, LLC, Design-Build Project Manager (January 2008 – December 2011)</b> As the Design-Build Project Manager for the Shirley lead team, Greg was responsible for constructability reviews during</p>

the design process, coordination of utility design and relocation work and oversight of construction in accordance with the approved contract plans. He verified Quality Control for environmental permitting and ensured that the plans were within permit and regulatory requirements for this \$528 million design-build project to complete 3.4 miles of the Intercounty Connector in Montgomery and Prince Georges County, Maryland. Greg provided monthly project status reports to the Maryland State Highway Administration, updated the project's CPM schedule, conducted regular progress and jobsite safety meetings, prepared/obtained and reviewed required Trainee, DBE, EEO and certified payroll documentation. As the project transitioned to the construction phase, he was responsible for the daily scheduling of work activities including Shirley's personnel and subcontractors, material deliveries, rental equipment and trucks. He was also responsible for coordinating with the Project's Quality Control staff to ensure that all construction materials and activities are inspected as required. The overall scope of the project includes 3.4 miles of a new 6-lane freeway facility including twenty-two (22) bridges, sixteen (16) retaining walls, five (5) noise barrier walls and fourteen (14) SWM ponds. The project included incentives from the Owner for properly maintaining erosion and sediment control devices on the project and **the Shirley Team earned over \$4.7 million in incentives**, reflecting Shirley's commitment to the project's environmental objectives.

### **3. I-540 Construction Wake County – Wake County, NC**

#### **The Lane Construction Corporation, Project Manager (March 2004 - November 2006)**

Greg was the Project Manager the \$102 million I-540 construction in Wake County, North Carolina. The project included the construction of over 5 miles of 6-lane divided highway on a new alignment. The project scope also included multiple interchanges in an urban setting. As the Project Manager, he was responsible for constructing the project in accordance with the approved plans and within permit and regulatory requirements. Greg developed and updated the Project CPM schedule, coordinated subcontractor safe start meetings, conducted regular progress and jobsite safety meetings, and prepared/obtained and reviewed required materials documentation. He ensured compliance with the Project's QC requirements, managed the overall project erosion and sediment control measures, traffic safety functions and other work disciplines throughout the course of the Project. He was responsible for scheduling all of Lane's crews and subcontractors, material deliveries, rental equipment, and trucks for the work that includes roadway and bridge construction, temporary and permanent signals, lighting, box culverts, retaining wall construction, utility relocations, storm water management basins, as well as other typical roadway construction activities.

### **4. Largo Station Blue Line - Largo, MD**

#### **The Lane Construction Corporation, Project Manager (March 2002– February 2004)**

As part of the extension of the WMATA Blue Line, the Lane Construction Corporation was awarded a \$217 million design-build contract to complete a 3-mile extension of the Blue Line including the Largo station. Greg was the Structural Project Manager representing Lane with its joint-venture partner and was responsible for constructability reviews during the design process. He provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He developed and updated the Project CPM schedule, coordinated subcontractor safe start meetings, conducted regular jobsite safety meetings, and prepared/obtained and reviewed required material documentation. Additionally, he was responsible for daily coordination and scheduling of work including Lane's crews and subcontractors, material deliveries, rental equipment, trucks, quality assurance & quality control staff and directed QC staff activities as needed. Work included a cut and cover tunnel, aerial bridge structures, track work, electrical, communication and systems controls.

### **5. Dulles Greenway Widening – Loudoun County, VA**

#### **The Lane Construction Corporation, Project Manager (June 2000 – February 2002)**

Greg was the Project Manager for the \$10.8 million widening of the Dulles Toll Road in Loudoun County, Virginia. As the Project Manager of Construction, he was responsible for ensuring the Project was constructed in accordance with the approved plans and specifications. In addition, he provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He developed and updated the CPM schedule, coordinated subcontractor safe start meetings, conducted regular jobsite safety meetings, notified TRIPP II, the general public, police & fire and rescue of proposed traffic switches, prepared/obtained and reviewed required material documentation. Additionally, he was responsible for daily coordination and scheduling of work including Lane's crews and subcontractors, material deliveries, rental equipment, trucks and lane closures, with quality assurance & quality control staff. The scope of the project involved widening the Dulles Toll Road by adding one lane in each direction for 5 miles. 3 bridges were required to be widened as part of the project scope and the project included utility relocations, storm water management basins as well as other typical roadway construction activities. Greg has also maintained traffic flow during construction operations to minimize the impacts to toll revenues for the Project's Owners.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Greg is currently committed to the ICC Contract 'D/E' through November 2014 and is expected to be available for Route 29 Solutions Project when construction commences.**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>James D. Davidson, PE, DBIA Senior Associate</b>
b.	Project Assignment: <b>Lead Structural Engineer</b>
c.	Name of Firm with which you are now associated: <b>Dewberry Consultants LLC</b>
d.	Years experience: With this Firm <u>27</u> Years With Other Firms <u>6</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment 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). Project specific experience shall be included in Section (g) below: <b>Dewberry Consultants LLC, Director of Bridge Engineering\Bridge Design Engineer, 1987 to Present</b> Responsible for managing all aspects of bridge design, ensuring that the design meets all VDOT and AASHTO design requirements, coordinating with other disciplines to ensure that proper horizontal and vertical clearances are achieved, bridge is properly sized for hydraulic requirements, foundation type and capacity are in agreement with the geotechnical recommendations (and where required scour recommendations), reviewing shop drawings, answering RFI's during construction and developing load ratings. <ul style="list-style-type: none"><li>▪ <b>Route 606 Reconstruction &amp; Widening</b>, June 2014 to January 2015 (Design) – Lead Structural Engineer</li><li>▪ <b>Gloucester Parkway Extension</b>, March 2014 to December 2014 – Lead Structural Engineer</li><li>▪ <b>Interstate 66 Widening</b>, September 2013 to June 2014 (design) – Lead Structural Engineer</li><li>▪ <b>Route 29 Bridge over Little Rocky Run</b>, June 2013 to December 2013 - Lead Structural Engineer</li><li>▪ <b>Sycolin Road Overpass Route 7-15 Bypass</b>, December 2012 to August 2014 – Lead Structural Engineer</li><li>• <b>Route 27\244 Interchange Modifications</b>, September 2011 to November 2012, Structural Design Manager</li><li>• <b>Route 50 Widening Design-Build Project</b>, April 2011 to January 2012, Structural Design Manager</li><li>• <b>University Boulevard Design-Build Project</b>, April 2011 to December 2013, Structural Design Manager</li><li>• <b>Airport Connector Road Design-Build Project</b>, October 2008 to January 2011, Design Manager.</li><li>• <b>Pacific Boulevard Design-Build Project</b>, July 2008 to October 2010, Structural Design Manager</li><li>• <b>Intercountry Connector (ICC) Contract C Design-Build Project</b>, February 2008 to November 2011, Bridge Manager</li><li>• <b>Battlefield Parkway Design-Build Project</b>, July 2007 to September 2009, Structural Design Manager</li><li>• <b>Route 28 Corridor Improvements Design-Build Project</b>, September 2002 to March 2015, Bridge Design Manager</li><li>• <b>Dulles Greenway Capitol Improvements Design-Build Project</b>, March 2005 to December 2007, Bridge Design Manager</li><li>• <b>Interstate 66 Improvements</b> , June 1999 to January 2011, Bridge Design Manager</li></ul>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Virginia, Charlottesville, VA / BS / 1981 / Civil Engineering</b>
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer/VA-1990 (#0402020665) / Design-Build Institute of America/VA-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 project, 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 project; projects older than fifteen (15) years will not be considered for evaluation.</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. Interstate 66 Improvements, Prince William County, VA</b> <b>Dewberry, Bridge Design Manager (Design June 1999 - January 2011)</b> Responsible for all bridge and structural design for the phased improvements to widen I-66 from 4-lanes to 8-lanes between Manassas and Gainesville, complete a new overpass of I-66 on new alignment, construct a single point urban interchange (with design challenges similar to the Rio Road interchange proposed as part of the Route 29 Solutions Project) and railroad grade separation of the existing Route 29 intersection with Linton Hall Road Jim was responsible for the design of the 10 new bridges. Five of the new bridges replaced existing bridges on the same alignments, which required close coordination with the maintenance-of-traffic plan developed for the project. The most challenging part of this project was maintaining traffic on this extremely busy roadway during construction (over 150,000 vehicles per day travelled through the project site). Jim was responsible for making sure that he bridge design was coordinated with the</p>

roadway design to ensure that all required horizontal and vertical geometry of the bridges matched the road plans and all required clearances (vertical and horizontal) were met. He also coordinated the staged bridge construction details with the temporary traffic control plan in order to ensure that a minimum of two lanes of traffic in each direction were maintained at all times. He was responsible for the coordination and review of shop drawings, answering contractor RFI's during construction and developing load ratings (both for temporary and final traffic configurations).

## **2. Route 28 Corridor Improvements Design-Build Project - Fairfax and Loudoun Counties, VA Dewberry, Lead Structural Engineer (September 2002 to Present)**

Jim was the Structural Design Manager for all bridge and structural design of the ten new interchanges and secondary roadways. He was responsible for the design of 16 bridges consisting of both curved and straight steel and straight concrete girder bridges ranging in length from 70 feet to over 1000 feet in length. Many of the interchanges required the design of retaining walls to reduce or eliminate the impacts of the new construction on right-of-way, environmental commitments and utilities. One interchange bridge associated with this project involved the design of a single point urban interchange in a tight area, similar to the proposed interchange\bridge at Rio Road for the Route 29 Solutions Project. Jim coordinated with the Design Manager and roadway designers to ensure that all required horizontal and vertical geometry of the bridges matched the road plans and that all required clearance (vertical and horizontal) were met; the hydraulics engineers to make sure that hydraulic and scour requirements met (for the bridges over water); and other disciplines such as utility and environmental to ensure that the bridges met all agreed to commitments. Jim was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection, answering contractor RFI's during construction and bridge load ratings.

## **3. Dulles Greenway Capital Improvements Program - Loudoun County, VA Dewberry, Lead Structural Engineer (March 2005 to December 2007)**

As Bridge Design Manager, Jim was responsible for all bridge and structural design of the widening of 13 bridges and one new bridge associated with the overall Capital Improvements Program. Bridges consisted of steel plate girder bridges, both straight and curved, ranging in length from 150 feet to over 600 feet and included the 660 foot long steel plate girder bridge spanning Goose Creek (very similar to the proposed Berkmar Drive Extension bridge that will span the South Fork of the Rivanna River). Jim coordinated with the Design Manager and roadway designers to ensure that all required horizontal and vertical geometry of the bridges matched the road plans and that all required clearance (vertical and horizontal) were met; the hydraulics engineers to make sure that hydraulic and scour requirements met (for the bridges over water); and other disciplines such as utility and environmental to ensure that the bridges met all agreed to commitments. He was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection, answering contractor RFI's during construction and bridge load ratings.

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

Jim was responsible for all bridge and structural design for this project, which consisting of new, dual 1,250 foot long bridges over Tuscarora Creek and the W&OD Trail. The bridges consist of 8-span continuous straight and curved steel plate girders with span lengths varying from 125 to 195 feet. Jim was responsible for coordinating with the Design Manager and roadway designers to ensure that all required horizontal and vertical geometry of the bridges matched the road plans and that all required clearance (vertical and horizontal) were met; the hydraulics engineers to make sure that hydraulic and scour requirements were met; and other disciplines such as utility and environmental to ensure that the bridges met all agreed to commitments. He was also responsible for the coordination and review of shop drawings, answering contractor RFI's during construction and bridge load ratings.

## **5. InterCounty Connector (ICC) Contract C Design-Build Project – Montgomery County, MD Dewberry, Structural Design Manager (February 2008 to November 2011)**

Jim was responsible for managing all bridge and structural design for this project, which included 20 bridges, 16 retaining walls and 5 noise barriers. The bridges ranged from single span bridges with spans less than 100 feet to continuous, multi-span bridges with total lengths over 1,000 feet. Retaining walls consisted of Mechanically Stabilize Earth (MSE) walls, tie back walls and cast-in-place concrete walls. Jim was responsible for coordinating with the Design Manager and making sure that the individual bridge designers coordinated with the roadway designers to ensure that all required vertical and horizontal geometry of the bridges matched the roadway plans and that all required clearances (vertical and horizontal) were met; the hydraulics engineers (on bridges over water) to make sure that hydraulic and scour requirements were met; the geotechnical engineer to ensure that the bridge design agreed with the geotechnical recommendations; and other disciplines such as utility and environmental to ensure that the bridges met all agreed to commitments. He was also responsible for coordination of shop drawing reviews and answers to contractor RFI's during construction.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Gerard (Jerry) Mrykalo, PE, PTOE, Traffic Engineering Manager</b>
b.	Project Assignment: <b>Lead Traffic Engineer</b>
c.	Name of Firm with which you are now associated: <b>Dewberry Consultants LLC</b>
d.	<p>Years experience: With this Firm <b>8</b> Years With Other Firms <b>0</b> Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p><b>Dewberry Consultants LLC</b> <b>Traffic Engineering Manager / Traffic &amp; Roadway Design Engineer, 2006 - Present</b></p> <p>General responsibilities include signing and sealing traffic engineering discipline plans as the engineer of record, overseeing traffic engineering design and studies (including TMPs, TTC plans, signals, ITS, lighting, signing-marking, traffic analyses) and leading Dewberry's in-house VDOT approved work zone safety training program.</p> <ul style="list-style-type: none"><li>▪ <b>Gloucester Parkway Extension</b>, March 2014 to December 2014 – Lead Traffic Engineer</li><li>▪ <b>Route 7 – Westbound Truck Climbing Lane</b>, November 2013 to July 2014 (design) – Lead Traffic Engineer</li><li>▪ <b>Interstate 66 Widening</b>, September 2013 to June 2014– Lead Traffic Engineer</li><li>▪ <b>Route 29 Bridge over Little Rocky Run</b>, June 2013 to December 2013, - Lead Traffic Engineer</li><li>▪ <b>Telegraph Road and U.S. Route 1 Intersection at United States Marine Corps Base Quantico</b>, June 2013 to March 2013 – Lead Traffic Engineer</li><li>▪ <b>Sycolin Road Overpass Route 7-15 Bypass</b>, December 2012 to June 2013, - Lead Traffic Engineer</li><li>▪ <b>Intercounty Connector (ICC) Contract D/E</b>, January 2012 to March 2014, - Lead Traffic Engineer</li><li>▪ <b>Route 27/244 Interchange Modification</b>, July 2011 to November 2012, - Lead Traffic Engineer</li><li>▪ <b>Pacific Boulevard Extension</b>, July 2011 to August 2013 - Lead Traffic Engineer</li><li>▪ <b>University Boulevard Extension</b>, July 2011 to August 2012 - Lead Traffic Engineer</li><li>▪ <b>Route 50 Widening</b>, February 2011 to January 2012, - Lead Traffic Engineer</li><li>▪ <b>Waxpool Road/Loudoun County Parkway Intersection Improvements</b>, February 2010 to October 2010 - Lead Traffic Engineer</li><li>▪ <b>Fairfax County Parkway Phase III Improvements</b>, October 2009 to December 2012 - Lead Traffic Engineer</li><li>▪ <b>Pacific Boulevard Design-Build</b>, July 2008 to July 2012 - Lead Traffic Engineer</li><li>▪ <b>Intercounty Connector (ICC) Contract C</b>, February 2008 to November 2011 - Traffic Engineer</li><li>▪ <b>Route 7/659 Interchange</b>, February 2008 to July 2010 - Lead Traffic Engineer</li><li>▪ <b>Springfield Interchange Improvement Project (I-95/I-395)</b>, July 2007 to November 2008 - Traffic Engineer</li><li>▪ <b>Route 28 Corridor Improvements</b>, January 2006 to Present - Lead Traffic Engineer / Traffic Engineer</li><li>▪ <b>Route 29/Linton Hall Road Interchange</b>, January 2006 to January 2011, Construction Support thru August 2015 - Lead Traffic Engineer / Traffic Engineer</li><li>▪ <b>Woodrow Wilson Bridge Project (Telegraph Rd Interchange)</b>, January 2006 to September 2007 – Traffic and Roadway Design Engineer</li></ul>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Pennsylvania State University, University Park, PA / BS / 2005 / Civil Engineering</b>
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer / 2010 / Virginia #0402 047293</b> <b>Professional Engineer / 2011 / Maryland #39670</b> <b>Professional Engineer / 2011 / North Carolina #037670</b> <b>Professional Engineer / 2012 / Georgia #PE037238</b> <b>Professional Traffic Operations Engineer (PTOE) / 2013</b> <b>Virginia Advanced Work Zone Traffic Control Design Specialist (TCDS) / 2009 / #032409013</b> <b>Virginia Work Zone Traffic Control Training Instructor (Advanced, Intermediate, Basic)/ 2009 / #032409013</b>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, 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 project; projects older than 15 years will not be considered for evaluation.</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>

### **1. Interstate 66 Widening – Prince William County, Virginia**

#### **Dewberry Consultants LLC, Lead Traffic Engineer (September 2013 - June 2014)**

Jerry served as the Traffic Engineer-of-Record / Lead Traffic Engineer for the \$73 million widening of three miles of I-66 from Route 29 in Gainesville to west of Route 15 in Haymarket, from four lanes to eight, as well as interchange modifications at Route 15. The project includes significant maintenance-of-traffic roadway widening and two bridge replacements for over 55,000 cars a day through the project site. Innovative MOT phasing was also implemented utilizing temporary pavement to open an added lane early in the construction process, delivering relief to commuters earlier than planned. Responsibilities included oversight of the design of the maintenance of traffic plans, Transportation Management Plan (TMP), detour plans and temporary signal timings for a road closure, signing and pavement marking plans, traffic signal modification plans, and Intelligent Transportation Systems (ITS) plans. Jerry has also participated in Pardon our Dust meetings during design and construction to continue communication efforts with the local community.

### **2. Intercounty Connector (ICC) Contract D/E – Prince Georges County, Maryland**

#### **Dewberry Consultants LLC, Lead Traffic Engineer (January 2012 - March 2014)**

Jerry served as the Traffic Engineer-of-Record / Lead Traffic Engineer for the \$89 million Contract D/E of the Intercounty Connector (ICC) mega-project. This complex project included the construction of 0.9 miles of new four lane freeway, two interchange modifications along I-95, the construction of 2.4 miles of collector-distributor roadways along I-95, and the construction of an interchange directly on top of cross street while maintaining cross street traffic. Responsibilities included oversight of the design of for 26 overhead sign structures, signal design, maintenance of traffic design for seven stages of construction, and Transportation Management Plan (TMP) development. Additional design responsibilities included innovation construction safety strategies such as work zone Automated Speed Enforcement (ASE), as well as the re-configuration of major traffic patterns for four interchanges within the project limits. The fast-tracked schedule design required extensive coordination with owner, subconsultants, and contractors.

### **3. Route 27/ 244 Interchange Modification – Arlington County, Virginia**

#### **Dewberry Consultants LLC, Lead Traffic Engineer (July 2011 - November 2012)**

Jerry served as the Traffic Engineer-of-Record / Lead Traffic Engineer for the \$48 million capacity and safety improvement project at the Route 27/244 interchange, including complete bridge replacement and interchange ramp modifications at I-395. The project includes maintaining traffic throughout multiple stages of complex bridge, utility, and drainage construction, as well as safely accommodating pedestrians, bicycles, and buses through this densely populated urban area near the Pentagon. Responsibilities included oversight of the design of the maintenance of traffic plans, Transportation Management Plan (TMP), temporary on-site diversion (detour) plan design, traffic signal plans, temporary signal plans, and signing and pavement marking plans, and Intelligent Transportation Systems (ITS) plans for CCTV and LED signs associated with the project's variable lane use. Jerry also closely coordinated with the Arlington County department of Transportation, which operates the traffic signals and ITS devices constructed with this project.

### **4. Route 50 Widening – Fairfax & Loudoun Counties, Virginia**

#### **Dewberry Consultants LLC, Lead Traffic Engineer (February 2011 - January 2012)**

Jerry served as the Lead Traffic Engineer for the \$94 million complete reconstruction and widening of over three miles of Route 50 from Route 28 to South Riding, from four lanes to six, as well as interchange modifications at Route 28. The project included five stages of maintenance-of-traffic associated with profile adjustment and reconstruction of the existing high speed and high volume signalized arterial, utilizing temporary detour pavement constructed in both the median and outsides of Route 50 to maintain the existing four lanes continuously. Responsibilities included oversight of the design of the maintenance of traffic plans, Transportation Management Plan (TMP), detour plans, maintenance of driveway and intersection sight line design, temporary roadway plans (plan – profile), traffic signal plans, temporary signal plans, and signing and pavement marking plans. Jerry continues to coordinate with VDOT and the contractor (Shirley Contracting) to verify safety and mobility and maximized throughout construction.

### **5. Interstate 66 Improvements - Prince William County, Virginia**

#### **Dewberry, Lead Traffic Engineer (January 2006 - January 2011)**

Beginning as a traffic engineer, Jerry became Lead Traffic Engineer in 2010 and has worked on the design of the most complex facet of the project, which was the construction a single point urban interchange (SPUI) and railroad grade separation directly over top of the existing Route 29 intersection with Linton Hall Road. This interchange is located in the crowded commercial area of Gainesville, and included challenging multi-stage construction, temporary detour roadways, temporary signalization, and multiple overhead sign structures. As a traffic engineer, he was responsible for design of the maintenance of traffic plans, Transportation Management Plan (TMP), signing and pavement marking plans, traffic signal plans, and Intelligent Transportation Systems (ITS) plans. As Lead Traffic Engineer, he oversaw the completion of the traffic engineering plans in preparation for the December 2010 advertisement. He continues to coordinate with VDOT, the contractor (Shirley Contracting), and the public during construction to provide technical expertise prior to major traffic pattern changes.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Tadeusz (Ted) W. Lewis, PE, LEED, Principal</b>
b.	Project Assignment: <b>Lead Geotechnical Engineer</b>
c.	Name of Firm with which you are now associated: <b>GeoConcepts Engineering, Inc.</b>
d.	<p>Years experience: With this Firm <b>15</b> Years With Other Firms <b>12</b> Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p><b>GeoConcepts Engineering, Inc.</b> Principal/Owner, 1999 – Present</p> <p>Ted manages geotechnical engineering projects including overseeing field investigations, managing project staff, reviewing all deliverables, and maintaining schedule and budget. For construction inspection services, Ted oversees all testing and inspection services, addresses questions during construction, and provides final certification of the testing services at the completion of the project. Ted's expertise completing projects within geology similar to the Route 29 Solutions project site will be of value to the team. He has completed several transportation projects within the Blue Ridge Anticlinorium and the gneiss/granite bedrock types expected at the project site.</p> <ul style="list-style-type: none"><li>▪ <b>Route 29 Bridge over Little Rocky Run</b>, June 2013 to October 2015-Geotechnical Contract Manager</li><li>▪ <b>I-66 Widening from Route 15 to Route 29</b>, October 2013 to August 2016-Geotechnical Contract Manager</li><li>▪ <b>Sycolin Road Overpass/Route 7-15 Bypass</b>, February 2013 to August 2014-Geotechnical Contract Manager</li><li>▪ <b>Route 27/244 Interchange</b>, November 2011 to April 2011- Geotechnical Contract Manager</li><li>▪ <b>Route 50 Widening</b>, October 2011 to November 2015 - Geotechnical Contract Manager</li><li>▪ <b>Culpeper District Charlottesville Residency Bridge Replacement</b>, September 2011 to March 2015 Geotechnical Contract Manager</li><li>▪ <b>Staunton District Harrisonburg Residency Bridge Replacement</b>, June 2011 to December 2015 – Geotechnical Contract Manager</li><li>▪ <b>Route 603 Widening</b>, July 2010 to June 2012 (design and construction) - Lead Geotechnical Engineer</li><li>▪ <b>VDOT State Wide Pavement Design and Analysis</b>, June 2010 to April 2012- Geotechnical Contract Manager</li><li>▪ <b>Route 7/Route 607 Interchange</b>, January 2009 to December 2010- Geotechnical Contract Manager</li><li>▪ <b>Pacific Boulevard Extension</b>, July 2008 to June 2011 - Geotechnical Contract Manager</li><li>▪ <b>Oaklawn at Stratford Commercial Development</b>, January 2006 to November 2013- Lead Geotechnical Engineer</li><li>▪ <b>Monroe Avenue (Route 1) Bridge at Potomac Yard</b>, August 2005 to August 2009 – Geotechnical Reviewer</li><li>▪ <b>City Homes at Fort Lincoln</b>, February 2005 to February 2014 - Lead Geotechnical Engineer</li><li>▪ <b>Potomac Club Residential Development</b>, January 2005 to February 2011 - Lead Geotechnical Engineer</li><li>▪ <b>Dulles Town Center</b>, December 2003 to December 2014 - Lead Geotechnical Engineer</li><li>▪ <b>Potomac Yard Mixed-Use Development</b>, March 1999 to September 2005 - Geotechnical Reviewer</li></ul>
e.	<p>Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p><b>Averett College, Danville, VA / MBA / 1991 / Business Administration</b> <b>Virginia Polytechnic Institute and State University, Blacksburg, VA / MS / 1987 / Civil Engineering</b> <b>Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1986 / Agricultural Engineering</b></p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p><b>Professional Engineer / 1990 / Virginia #0402 021276 Professional Engineer / 2010 / West Virginia #013383 USGBC LEED Green Associate (2014), Virginia DCR Responsible Land Disturber (RLD) Certification</b></p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, 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 project; projects older than 15 years will not be considered for evaluation.</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. VDOT Culpeper District Charlottesville Residency Bridge Replacement Projects - Albemarle County, Virginia GeoConcepts Engineering, Inc., Geotechnical Contract Manager (September 2011 – March 2015)</b></p> <p>Ted served as Geotechnical Contract Manager for geotechnical engineering services provided for three bridge replacement projects in Albemarle County. The bridges were generally constructed of timber and steel, and were</p>

deteriorating quickly. The Route 616 and 677 bridges crossed over the Buckingham Branch Railroad track, and the Route 637 spanned Ivy Creek. GeoConcepts conducted preliminary and final geotechnical engineering investigations for the three projects. The projects were located within the same geology as the Route 29 Solutions project, the Blue Ridge Physiographic Province, with bedrock types including granite and gneiss. The preliminary studies involved conducting a small number of test borings and Electrical Resistivity Imaging (ERI) surveys to gain basic subsurface data on develop preliminary design recommendations. Based on this information, GeoConcepts returned to each site to conduct a more extensive subsurface investigation and develop a final geotechnical engineering report including recommendations for foundation design, earthwork, lateral earth pressures, and retaining walls.

## **2. Sycolin Road Overpass of the Route 7-15 Bypass Design-Build Project - Loudoun County, Virginia GeoConcepts Engineering, Inc., Geotechnical Contract Manager (February 2013 – August 2014)**

Ted served as Geotechnical Contract Manager for geotechnical engineering services for the design-build project involving constructing a grade separated bridge to replace the existing signalized intersection. Construction included sidewalks along the bridge, a shared-use path, MSE retaining walls, bridge abutment wingwalls, a 1,264-foot long noise wall, a triple box culvert, and several drainage pipes greater than 36-inches in diameter. Like the Route 29 Solutions project, the overpass is located within the Blue Ridge Province, which is documented with issues related to relatively shallow bedrock and high plasticity fine-grained overburden soils. Subsurface conditions were investigated by drilling 47 soil test borings and reviewing previously collected geotechnical data. Recommendations were provided regarding bridge foundations, bridge abutment retaining walls, noise barrier walls, pavements, pipe culverts, earthwork, rock excavation, and global and slope stability. During construction, GeoConcepts provided full and part time quality control testing services, utilizing VDOT certified field technicians, for foundations, earthwork and concrete.

## **3. Route 29 Bridge over Little Rocky Run Design-Build Project - Fairfax County, Virginia**

### **GeoConcepts Engineering, Inc., Geotechnical Contract Manager (June 2013 – October 2015)**

GeoConcepts provided geotechnical engineering design and construction materials testing services for the design-build project involving the replacement of the bridge with a new 6-lane bridge (2-span, 123-wide and 156-foot long) and approaches, which involved widening portions of Route 29. Construction also included a shared-use path, sidewalk, stormwater management facilities (grass swale), 36-inch diameter drainage pipe, and utility relocations. The subject site is located within the western Piedmont Physiographic Province of Virginia, with diabase and hornfels bedrock present. Subsurface conditions were investigated by drilling 25 test borings, three of which were performed as dilatometer tests. Recommendations were provided regarding foundations, pavements, drainage structures, earthwork, embankment fill and fill slopes rock excavation, global stability, and stormwater management by infiltration. Ted provided review during geotechnical design and is currently overseeing observation and testing services during the construction of the project.

## **4. Route 50 Widening, Design-Build Project – Fairfax and Loudoun County, Virginia**

### **GeoConcepts Engineering, Inc., Geotechnical Contract Manager (October 2011 – November 2015)**

GeoConcepts provided geotechnical engineering design and construction services for the federally funded design-build project to widen 3.6 miles of the 4-lane roadway to six lanes. Additional construction included two bridges, improvements to all connecting roads, a double box culvert, existing box culvert modification, six stormwater management (SWM) ponds, several drainage pipes, and a 500-foot long retaining wall. The site is located within the western portion of the Piedmont Physiographic Province, with four distinct and different bedrock types present throughout the project. The subsurface investigation involved 274 soil test borings and rock coring. Design recommendations were provided regarding foundations, pavements, retaining walls, SWM basins/pipe culverts, earthwork, and rock excavation. During construction, GeoConcepts personnel provided inspection and testing services to verify work is completed in accordance with project plans and specifications. Ted provided geotechnical engineering design review and oversaw inspection/testing services during construction.

## **5. I-66 Widening from Route 15 to Route 29– Prince William County, Virginia**

### **GeoConcepts Engineering, Inc., Geotechnical Contract Manager (October 2013 – August 2016)**

The design-build project involved the widening and resurfacing 3.25 miles of the roadway including adding one HOV and one regular lane in each direction, adding a ramp left-turn lane, reconstructing overpasses, 10-foot shared-use paths, storm drainage, stormwater management, retaining walls, and sound barriers. Subsurface conditions were investigated by drilling 252 test borings and utilizing previously collected geotechnical data. The project site is within the Piedmont Physiographic Province with bedrock consisting of Sandstone, Siltstone, and Basalt. Recommendations were provided regarding foundations, abutment wingwalls, barrier sound walls, pavements, pipe bedding, earthwork, settlement of embankment fill slopes, rock excavation, global and slope stability analyses, and stormwater management by infiltration. Ted was responsible for geotechnical design review during the design phase. He is currently overseeing observation and testing services during construction. Services include observations and testing of earthwork, shallow foundations, driven/auger cast pile foundations, MSE walls, cast-in-place concrete, structural steel, and asphalt.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position**

## 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, Contract Manager</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>13</b> Years With Other Firms <b>16</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Shirley Contracting Company, LLC</b> Contract Manager, June 2001 - Present Todd manages Shirley's utility relocation efforts for our design/build and design-bid-build projects. In this role, Todd is responsible for integrating the design with the existing utilities to determine conflicts; coordinating with the utility companies for their design, estimate, easements, and relocation construction; and scheduling and overseeing all relocations. He also coordinates closely with the right-of-way, permitting, safety, and QA/QC disciplines. <ul style="list-style-type: none"><li>▪ <b>Intercounty Connector Contract 'D/E' Design-Build Project</b>, January 2012 to November 2014 - Utility Manager</li><li>▪ <b>Pacific Boulevard Extension</b>, July 2011 to December 2015 - Utility Manager</li><li>▪ <b>Route 50 Widening</b>, March 2011 to September 2015 - Utility Manager</li><li>▪ <b>University Boulevard and Hornbaker Road</b>, February 2011 to Present - Utility Manager</li><li>▪ <b>Waxpool Road/Loudoun County Parkway Intersection Improvements</b>, February 2010 to October 2010 - Utility Manager</li><li>▪ <b>Fairfax County Parkway Phase III Improvements Project</b>, October 2009 to December 2012 - Utility Manager</li><li>▪ <b>Pacific Boulevard Design-Build Project</b>, July 2008 to August 2010 - Utility Manager</li><li>▪ <b>Intercounty Connector (ICC) Contract 'C'</b>, February 2008 to November 2011 - Utility Manager</li><li>▪ <b>Route 7/River Creek Parkway Interchange</b>, February 2008 to September 2009 - Utility Manager</li><li>▪ <b>Battlefield Parkway Design-Build Project</b>, July 2007 to September 2009 - Utility Manager</li><li>▪ <b>Dulles Greenway Capital Improvements Program</b>, March 2005 to September 2007 - Utility Manager</li><li>▪ <b>Route 28 Corridor Improvements Project</b>, September 2002 to December 2015 - Utility Manager</li></ul> Scheduling and Estimating, June 2001 - September 2002  <b>RF Kline Construction Company</b> Project Manager, June 2000 to June 2001 <ul style="list-style-type: none"><li>▪ <b>Urbana Water and Sewer Project</b>, June 2000 to June 2001 - Project Manager</li></ul> <b>Marjon Construction Company</b> Project Manager, 1999 to June 2000 <ul style="list-style-type: none"><li>▪ <b>Dulles Toll Road Widening</b>, 1999 - June 2000 - Project Manager</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 project, 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 project; projects older than 15 years will not be considered for evaluation.</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. Route 50 Widening - Fairfax &amp; Loudoun Counties, VA</b> <b>Shirley Contracting Company, LLC, Utility Manager (March 2011 - September 2015)</b> Todd 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. He analyzed utility designations and test pits to determine conflicts, developed utility avoidance strategies, and</p>

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 (ICC) Contract C - Montgomery and Prince Georges County, MD**

Todd served as the Project Utility Manager responsible for coordinating with the design-build team on this \$514 million design-build project. He worked with the roadway design engineers and all major utilities impacted by the project to develop a plan to mitigate the utility relocations. Todd 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**

### **Shirley Contracting Company, LLC, Utility Manager (September 2002 - December 2015)**

As Utility Manager, Todd was 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 \$398 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. He was responsible for coordinating over \$20 million of utility relocations by over 20 different utility owners. Todd'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**

### **Shirley Contracting Company, LLC, Utility Relocation Manager (July 2008 - August 2010)**

Todd 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. He also worked with the adjacent property owners to coordinate the location of utilities necessary for future development. Todd 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 owner's relocation plans. He 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**

### **Shirley Contracting Company, LLC, Utility Relocation Manager (July 2007- September 2009)**

As the Utility Manager, Todd 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. He 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 owner's relocation plans. He managed the construction process and the collection of data for the as-built construction drawings.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a.	Name & Title: <b>Sande Snead, Account Supervisor - Public Relations</b>
b.	Project Assignment: <b>Public Relations Manager</b>
c.	Name of Firm with which you are now associated: <b>Pulsar Advertising, Inc.</b>
d.	<p>Years experience: With this Firm <b>5</b> Years With Other Firms <b>25</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment 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. Project specific experience shall be included in Section (g) below):</p> <p><b>Pulsar Advertising, Inc.</b> Account Supervisor, April 2007-Present</p> <ul style="list-style-type: none"><li>▪ Developing strategic communications plans including budgets, writing creative briefs and working with client and creative team to develop public relations, marketing, branding, and advertising campaigns</li><li>▪ Working with the Southeastern Institute of Research to analyze quantitative and qualitative research to drive creative strategy direction.</li><li>▪ Managing multiple marketing, advertising and public relations accounts for various agency clients including the City of Richmond (Hull Street Corridor), Virginia Department of Taxation, TRAFFIX, the Virginia Department of Emergency Management, Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the Virginia Department of Motor Vehicles, and Virginia Megaprojects and Tectrans</li></ul> <p><b>Virginia Department of Transportation</b> Public Affairs Officer, July 2002-2007</p> <ul style="list-style-type: none"><li>▪ Managing development, implementation, and coordination of internal communications strategies</li><li>▪ Supervising Employee Communications staff and program including bi-monthly online newspaper, bi-weekly newsletter and Intranet communications</li><li>▪ Managing external communications strategies including media relations that generate positive national media coverage by the <i>Washington Post</i>, <i>Good Morning America</i> and <i>CBS Evening News</i></li><li>▪ Writing positive stories for national trade publications including cover story</li><li>▪ Providing strategic communications counsel to internal and external audiences</li><li>▪ Planning conference for 1,000 southeastern transportation professionals</li><li>▪ Special event planning for VDOT's 100<sup>th</sup> anniversary and the Interstate Highway System's 50<sup>th</sup> anniversary</li><li>▪ Communications plan writing for the interstate anniversary and Strategic Highway Safety Plan</li><li>▪ Administering Highway Safety Corridor grant including managing budget and ad agency</li><li>▪ Crisis communications and VDOT media spokesperson at the Virginia Department of Emergency Management in the aftermath of Hurricane Isabel and Tropical Storm Ernesto</li></ul> <p><b>Autorent</b> Director of Public Relations and Marketing, 1999-2002</p> <ul style="list-style-type: none"><li>▪ Supervising employee communications and providing public relations support for 10 car rental locations.</li><li>▪ Planning grand openings for new locations and special event marketing</li><li>▪ Web site design and updates; initiating e-mail newsletter and building to 4,000-subscriber customer database</li><li>▪ Generating strategic alliance opportunities with related companies</li><li>▪ Initiating utilization and revenue-generating strategies</li><li>▪ Managing community outreach and support activities</li><li>▪ Developing consistent key messages for company communications and generating positive media coverage</li><li>▪ Improved and promoted "Retail Car Sales" program reducing depreciation expense</li></ul>
e.	<p>Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p><b>BA, Communications Arts, James Madison University, 1982</b> <b>MS, Mass Communications, Virginia Commonwealth University, 1996</b></p>
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: <b>N/A</b>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each project, 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 project, projects older than fifteen (15) years will not be considered for evaluation.</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> <b>1. VDOT (Transcore) I-66 Active Traffic Management (2013-present)</b></p>

Sande currently manages the I-66 Active Traffic Management (ATM) project, attending monthly meetings and keeping VDOT Public Affairs staff apprised of progress, drafting press releases, tweets and other communications as needed. Sande is also responsible for homeowner and business outreach to inform stakeholders of traffic and other impacts. Sande worked with the VDOT videography team to produce a video update on project progress and is now working with the creative team to develop a graphic illustration that will be used in press releases to help motorists visualize what the system will look like once operational in early 2015.

## **2. VDOT (American Infrastructure) Middle Ground Blvd Extension (2013-14)**

Sande served as the lead to provide an effective public involvement/public relations communications plan that promotes involvement of all relevant stakeholders throughout construction of the Middle Ground Boulevard Extension project. Her leadership included coordinating and facilitating public information meetings as well as regular communications with affected residents and businesses. Strategies included traditional public relations, direct mail and digital.

## **3. City of Richmond (2012-2013) Hull Street Corridor Comprehensive Revitalization**

Sande was responsible for developing a Community and Stakeholder Outreach Plan, then implementing strategies designed to get the greatest possible public interest and involvement among its bilingual target audience. The project study area of Hull Street Road is a largely industrial, unsafe roadway, that covered 4.7 miles with Chippenham Parkway serving as the boundary between the two jurisdictions and generally dividing the study area in half. Strategies included:

- Engaging stakeholders early in the process, using diverse outreach methods and building support for the project
- Holding multiple events and opportunities for stakeholder feedback at school events, churches and other faith-based communities, the Hull Street Festival and more
- Conducting qualitative and quantitative research including focus groups, stakeholder interviews and online surveys to find out what matters most to residents and business owners in the corridor
- Developing documents in English and Spanish, having bi-lingual interpreters available at every outreach event

Tactics included:

- Developing a logo and graphics standards guide with a cohesive look and feel
- Developing a project web site in English and Spanish with maps, fliers, contacts and opportunity for comment
- Securing earned media in local newspapers, magazines, blog posts and TV talk shows
- Making strategic and targeted advertising buys including radio traffic tags, billboards and newspapers
- Using banner signs and distributing fliers in English and Spanish in key locales across the corridor
- Developing a social media calendar for the city of Richmond, Chesterfield County and other key players
- Designing branded giveaways including soccer balls and drawstring bags for public information meetings
- Providing logistical support at meetings including nametags, sign-in sheets, informational posters, PowerPoint presentations in English and Spanish

The Hull Street Corridor Comprehensive Revitalization Plan won an Outstanding Plan Award from the Virginia Chapter of the American Planning Association.

## **5. Hampton Roads Transit, The Tide (2009)**

The Tide light rail project was \$106 million over budget and 18 months behind schedule when it finally launched on Aug. 2011. Pulsar was challenged with helping to turn a negative public and media outlook to a positive. Research showed that there was nearly 100 percent awareness of light rail in the region. However, people didn't know where The Tide went, how to access it or how much it cost. Sande spearheaded the launch of The Tide light rail public relations, marketing and advertising campaign in Hampton Roads, including public outreach, media outreach, outdoor and transit advertising as well as radio, print ads and web banners. Pulsar recommended that the campaign be generate buzz and excitement surrounding the initial days and weeks of service. The "Get In On The Tide" campaign, combined with other marketing and grassroots outreach efforts resulted in an almost doubling of the goal of 2,900 daily riders on The Tide.

## **5. VDOT – Central Office of Public Affairs (2002-2007)**

Sande led multiple safety oriented initiatives including managing VDOT's Highway Safety Corridor grant and implementing strategies to bring greater awareness to the corridors and their significance in the Commonwealth. She also served on the interagency Strategic Highway Safety Plan Team that included high-level Virginia government, DMV, VDOT and State Police representatives to examine the data and focus on areas in need of greatest improvement. The team also developed strategies designed to reduce injuries and fatalities on Virginia's roadways. At VDOT, Sande was also responsible for cultivating media relations including writing press releases and pitching stories that generate positive national media coverage including the *Washington Post*, *Good Morning America* and *CBS Evening News*. Sande was a leader for Central Office crisis communications and provided assistance at the Virginia Department of Emergency Management in the aftermath of Hurricane Isabel and Tropical Storm Ernesto. Special event planning included commemoration of VDOT's 100<sup>th</sup> anniversary and the Interstate Highway System's 50<sup>th</sup> anniversary.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Not applicable for this position**

## 3.4.1 - Work History Forms

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

a. Project Name & Location ***	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)*	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value**	
Name: <b>Route 28 Corridor Improvements Project</b> (Submitted as a "Road" Project for Evaluation) 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>December 2015*</b>  <b>*Difference Due to Owner added scope</b>	<b>\$168,965</b>	<b>\$394,038*</b>  <b>*Difference Due to Owner added scope</b>	<b>\$394,038</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.

**Route 28 Corridor Improvements Project**



**RELEVANCIES TO ROUTE 29 SOLUTIONS PROJECT**

- Design-Build
- Multiple Grade-Separated Interchanges (10)
- Bridge Construction (20)
- Roadway Widening under Traffic
- Roadway Construction on New Alignment
- Extensive MOT Operations that Minimized Impacts to the Traveling Public
- Environmental Permitting
- Utility Relocations & Avoidance
- Right-of-Way Acquisitions
- QA/QC
- Public Outreach
- Multiple Third Party Stakeholder Communication & Coordination
- Team Experience Working Together (Shirley/Dewberry)
- Fast-Track Schedule
- Managed Calculated Risks
- Distinct Project Elements

**PROJECT NARRATIVE:** In 2002, the design-build team led by Shirley Contracting Company, LLC (and parent The Clark Construction Group), serving as the Lead Contractor, and Dewberry Consultants, 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 overall scope of the Project was comprised of individual and distinct elements and included:

1. Route 28/Westfields Blvd. Grade-Separated Interchange
2. Route 28/Willard Road Grade-Separated Interchange
3. Route 28/Air & Space Parkway Grade-Separated Interchange
4. Route 28/McLearen Road Grade-Separated Interchange
5. Route 28/Frying Pan Road Grade-Separated Interchange
6. Route 28 CIT Grade-Separated Interchange
7. Route 28/Old Ox Road Grade-Separated Interchange
8. Route 28/Sterling Blvd. Grade-Separated Interchange
9. Route 28/Rte. 625 Waxpool/Church Rds. Grade-Separated Interchange
10. Route 28/Nokes Blvd. Grade-Separated Interchange
11. Centreville Road Widening from 2 to 4 Lanes
12. Loudoun County Parkway Extension (4-Lanes w/ 2 Bridges on new alignment)
13. Pacific Blvd. Extension ( 3 distinct sections w/Bridge on new alignments)
14. Atlantic Blvd. Extension (4-Lanes w/Bridge on new alignment)
15. Davis Drive Extension (2-Lanes on new alignment)
16. Replacement Sully Access Road (2 lanes through historic park on new alignment)
17. Rte. 28 Bridge Widening over Dulles Toll Road (2 Bridges, construction ongoing)
18. Rte. 28 Widening from 6 to 8 Lanes (design complete, construction funding pending)

Shirley's scope of work includes all design and engineering, right-of-way acquisitions, utility relocations, permitting, QA/QC, construction, public outreach, and overall Project administration and management. Each distinct element was completed on a lump-sum basis and with a individual completion date that was subject to liquidated damages. To date, each and every component of work has been completed either on-time or ahead of schedule. Throughout the life of the Project, there have been no claims submitted and there are currently no issues outstanding or pending.

Shirley is responsible for leading several elements that have been critical to the Project's overall success including:

- **Maintenance of Traffic:** The Contract required that all existing traffic be maintained without any loss in capacity. With daily traffic volumes on Route 28 exceeding 100,000 vehicles, Shirley successfully developed MOT plans to meet this requirement for each segment and, in many cases, made improvements to existing conditions during construction such as adding/lengthening turn lanes. The use of detours was also an effective method of maintaining traffic and were designed to closely match the new roadway alignments. This greatly facilitated switching traffic from existing to proposed with minimal impacts.
- **Minimize Impacts to Businesses/Residents:** A key requirement has been to maintain access to businesses and residents at all times during construction. As commercial landowners are within the Tax District funding the Project, this is of particular importance. The Shirley Team developed our design, sequence and schedule around this requirement. Where access was impacted, it was replaced prior to removal.

- **Public Outreach:** Shirley led these efforts, in coordination with VDOT, by creating and maintaining a Project website; presenting to numerous groups including businesses, HOA's, trade groups, and associations; publishing articles with local media to alert the public; preparing and distributing flyers; planning and holding Groundbreaking and Ribbon-cutting ceremonies; and installing extensive signage.
- **Third-Party Coordination:** Shirley plays a key role by keeping various third-parties informed including the Route 28 Tax District Commission (funds 25% of Project cost), the Route 28 Landowner's Advisory Board, Loudoun County, Fairfax County, Metropolitan Washington Airports Authority (MWAA), Northern Virginia Regional Park Authority (NVRPA), Fairfax County Park Authority (FCPA), and the Northern Virginia Transportation Authority (NVTA).
- **Utility Relocations:** Shirley has complete responsibility for determining conflicts, coordinating with design, obtaining relocation plans and estimates, holding UFIs, determining prior rights, obtaining easements, and constructing the relocations. For the initially funding 6 interchanges, Shirley's lump sum price included the cost of utility relocations. Relocations to date have included 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.
- **Right-of-Way Acquisitions:** Managed by in-house resources, Shirley has successfully acquired over 300 properties in a timeframe to meet the Contract completion dates. Utilizing VDOT approved sub-consultants, responsibilities included appraisals, reviews, offers, negotiations, settlements, certificates, and title reports. The Team also supported VDOT's settlement efforts after certificate.
- **Environmental Permitting:** Shirley is required to obtain all permits necessary to complete the work, including risk of purchasing of mitigation credits as part of our fixed price for a majority of the segments. Various segments have required wetlands and waters of the US permits; Section 106 clearance; 4(f) clearance; Phase I, II, and III hazardous materials investigation and remediation including petroleum and solvent contaminated soil, and asbestos abatement; MWAA Work Permits; and Form 'C' approval.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. Winner of the **2004 Tower of Dulles Award** presented by the Committee for Dulles for outstanding contributions to Dulles International Airport.
2. Each and every component of **work has been completed either on-time or ahead of schedule, for a fixed price, and without any claims or other unresolved issues.**
3. Due in large part to the successful completion of the work by the Shirley Team, the Route 28 Tax District, VDOT, Fairfax and Loudoun Counties have obtained additional funding necessary to complete the majority of the scope of work included in the original contract. Shirley has continually supported efforts to obtain funding from a variety of sources including TPOF, VTIB, NVTA, private sector, and multiple public sources.
4. Met Project commitment of completing all work without any reduction in capacity.
5. There have been no permit violations or fines to date for any of the Segments.

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

<b>SIMILAR SCOPE AND COMPLEXITY TO ROUTE 29 SOLUTIONS</b>		
✓	<b>Delivering Multiple Projects Concurrently On Fast Track Schedule</b>	The Project scope included over 18 individual and independent segments of work. Each required a fast-tracked fixed completion date with liquidated damage penalties, and each were completed at a fixed price. Initial scope included the design/build completion of 6 grade-separated interchanges carrying the secondary road over Route 28 in 4 years, and included right-of-way acquisition, utility relocations, design, and permitting. The remaining 4 grade-separated interchanges were required to be completed in 2 years and included the same scope elements. Each secondary road improvement project also required the same scope and had a specific schedule requirement. To date, each individual Segment has been completed on time or ahead of schedule.
✓	<b>Delivering Projects In Developed Urban Corridors</b>	All improvements in the scope occur along corridors designated "urban". Route 28 currently carries over 100,000 vehicles per day.
✓	<b>Use Of Innovative Design Solutions And Construction Techniques</b>	To meet the Contract requirement of no loss in capacity during construction, Shirley and Dewberry developed maintenance of traffic designs that provided detours and matched the grades of detours closely to final pavement grades (ie: maintained signalized intersections while constructing grade-separation in roughly the same location). This greatly reduced traffic impacts when switching traffic. At the Sterling Boulevard Interchange, Shirley successfully developed a detour a construction sequence that allowed a 96" storm crossing, approximately 20 feet deep, to cross all 6 lanes of Route 28, with minimal disruptions to traffic. At the McLearn Road Interchange, the Team faced a costly and time-consuming conflict between the bridge and a jet-fuel transmission line servicing Dulles Airport. After extensive evaluation of options, we developed a design that allowed the bridge to span the line without any disturbance. At both the Waxpool Road Widening and Nokes Boulevard Interchange/Pacific Boulevard Projects, a 72" PCCP sanitary sewer owned by DCWASA required placement of excessive fills over the line. Given the condition of the line, DCWASA prohibited placement of these fills. Working with them, Shirley developed a design for protection slabs that allowed the fills to be placed without relocating the active sewer.
✓	<b>Previous Design-Build Experience</b>	All work included in the scope of the Route 28 Corridor Improvements Project has been performed under a design/build method of delivery. The Team has responsibility for completing design, construction, right-of-way acquisition, utility relocations, permitting, quality assurance/quality control, public outreach, and overall Project management.
✓	<b>Limiting Impacts To The Traveling Public And Affected Businesses And Communities, Including Commitments To Effective Strategies To Minimize Congestion During Construction</b>	All work was performed without the permanent removal of any existing travel lanes or a reduction in capacity. The process to plan for this requirement started in the design phase to maximize the amount of work that could be performed out of traffic and during off-peak hours. These efforts continued with the planning for traffic switches from existing signalized intersections to the grade-separated roadways where the Team adjusted road and ramp profiles to minimize grade differences. In several locations, such as the Willard Road Interchange, we designed additional turn lanes as part of the MOT design to provide additional turning movement capacity during construction. Access to local businesses and residents was maintained at all times, and at several locations, alternate access was created prior to impacting the existing access points. Because of issues between MWAA and Sully Historic Site operated by the FCPA, the Team worked closely with them over a several year period to develop a design and schedule to accommodate existing access until the Replacement Access Road could be completed.
✓	<b>Developing And Managing Effective Communication Strategies With Business Owners And Other Key Stakeholders</b>	The Team utilized several methods to communicate with the public throughout all phases of work. This included developing and maintaining a Project website that provided the scope, schedule, responsible parties, progress photos, relevant links, contact info, and a forum for the public to ask questions and receive a direct response from the Project Team. In addition, the Team attended public meetings, made presentations, prepared and distributed bulletins and flyers, published Project information in local news media outlets, and placed timely and appropriate signage along affected areas. The Team also hosted and attended stakeholder meetings including with emergency responders, local residences, businesses, County Boards of Supervisors, the Route 28 Tax District Commission, and the Route 28 Landowners Advisory Board. Finally, the Team planned and held public ceremonies at critical milestones, such as Groundbreakings and Ribbon-Cuttings, for each Project Segment
✓	<b>Previous Success In Taking And Managing Calculated Risks And Realizing Incentives</b>	While the Contract did not include specific completion incentives, the Team accepted and managed significant risks as part of the scope of work. For the initial work, all utility relocation and environmental mitigation costs and schedule were included in the fixed price. Each interchange had a defined completion date, which included the risk to acquire all rights-of-way and relocate all utilities within the allotted schedule. In addition, the Team included the initial substantial portion of the risk for unsuitable soil conditions.
✓	<b>Previous Success In The Coordination Of Complex Utility Relocation</b>	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. Our scope of work included all activities necessary to resolve all conflicts in a timeframe to meet the schedule including determining the location and conflicts with existing utilities, holding UFI's with each utility, obtaining design and estimates from each utility, determining prior rights, obtaining replacement easements and permits, and coordinating the relocations with the construction schedule.
✓	<b>Meeting Or Exceeding Required Disadvantage Business Enterprise Program Commitments</b>	Initial Project scope included a DBE goal of 8%. Team achieved an actual 8.6%.

\* If actual contract completion date is different from the original contract completion date (i.e. early or late), please explain under Section (h) above. If early completion was due to an incentive please provide details.  
 \*\* If actual contract value is different from the original contract value (i.e. more or less), please explain under Section (h) above.  
 \*\*\* For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

a. Project Name & Location ***	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)*	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value**	
Name: <b>Intercounty Connector, Contract 'C' (Design-Build)</b> <i>(Submitted as a "Road" Project for Evaluation)</i> Location: <b>Montgomery and Prince Georges County, MD</b>	Name: <b>Dewberry Consultants LLC</b>	Name of Client/Owner: <b>MD SHA</b> Project Manager: <b>Mark Coblenz</b> Phone: <b>(301) 586-9267</b> Email: <b>mcoblenz@iccproject.com</b>	<b>November 2011</b>	<b>November 2011</b>	<b>\$513,988</b>	<b>\$528,807*</b>  *Difference Due to Owner added scope	<b>\$528,807</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.



**RELEVANCIES TO ROUTE 29 SOLUTIONS PROJECT**

- Design-Build
- Multiple Grade-Separated Interchanges (3)
- Bridge Construction (20)
- Roadway Widening under Traffic
- Roadway Construction on New Alignment
- Extensive MOT Operations that Minimized Impacts to the Traveling Public
- Environmental Permitting with Incentives
- Utility Relocations & Avoidance
- Quality Control
- Public Outreach
- Multiple Third Party Stakeholder Communication & Coordination
- Team Experience Working Together (Shirley/Dewberry)
- Fast-Track Schedule
- Managed Calculated Risks
- Distinct Project Elements

**PROJECT NARRATIVE:**

In December 2008, ICC Constructors, A Joint Venture, with Shirley Contracting Company as the Lead Contractor, and Dewberry Consultants LLC as the Lead Designer, was awarded the \$513 million Contract 'C' of the Intercounty Connector. The overall 18 mile long Toll Road facility is located in Montgomery and Prince Georges County's, Maryland and was divided into multiple Contracts.

Contract 'C' was awarded to the Shirley Joint Venture that included Clark Construction Group, Trumbull Corporation and Facchina Construction. The Scope of work consisted of distinct elements including:

- 3.8 miles of new 6-lane toll road on a new alignment,
- Over 5 miles of improvements to existing State and County roads and I-95,
- Route 29 Grade-Separated Interchange (3 Levels),
- Briggs Chaney Road Grade-Separated Interchange,
- I-95 Grade-Separated Interchange (3 Levels).

Shirley's role in the Project was as the Sponsor of the Joint Venture. In this capacity, Shirley had overall responsibility and management of the complete scope of work including all design and engineering, utility relocations, permitting, quality control, construction, public outreach, and overall Project administration and management. Shirley was the primary point of contact with the Owner, and created and monitored the Project schedule.

The Project was completed on a fast-track basis and required all work for this \$513 billion Project to be completed in under 4 years. This fixed completion date was critical to MDSHA in order to open the entire toll road for revenue service and meet commitments made to the public. The Shirley Team exceeded this goal and completed this adjacent Contracts to achieve completion before we could open to traffic.

A unique element of the Contract 'C' Project was the incentive program for environmental compliance. On a weekly basis, representatives from the Owner and Contractor inspected and scored the entire Project for environmental compliance. These scores were compiled into a quarterly score and, if an 85 or higher was achieved, and incentive was awarded. The Shirley Team earned over \$4.7 million through this incentive program.

One of the major priorities on the Project was to minimize impacts to local businesses, residents and the surrounding communities that were impacted by this new facility. The Shirley Team developed a comprehensive approach to meet this objective by sequencing

the work to occur out of traffic and in off-peak hours, adjusting profiles to balance site earthwork activities and constructing temporary bridges crossing waterways to avoid "on-road" trucking, and establishing a Site Access Management Plan to designate specific access points, haul routes, staging areas, material and equipment storage areas, and restricted areas.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

- **2012 Award of Excellence in Heavy Construction** from the National Capital Chapter of American Concrete Institute
- Selected in 2011 by Roads & Bridges magazine as **Top Roads winner**
- This large and **fast paced project was completed on time, without claims, and with only minor change orders considering the large scope of the project.** Change orders consisted primarily of directed modifications to project scope.
- **Our Team earned over \$4.7 million in incentive payments** for environmental compliance, reflecting our commitment to the environmental objectives of the Project.
- The success of this project was largely due to significant innovations in design development. Specifically, the Joint Venture, **led by Shirley Contracting and Dewberry, employed several Alternative Technical Concepts to optimize the design and to reduce both the cost and duration of construction.** For example, the Project team:
  1. Optimized the RFP proposed interchange between MD 200 and I-95 through re-alignment and the incorporation of deep stabilization of unsuitable soils through the use of wick drains to effectively eliminate six complex bridge structures and simplify the interchange construction.
  2. Redesigned the interchange between MD200 and US-29 to eliminate 1 large fly-over structure and reduce impacts to the traveling public.
  3. Optimized the pavement structure through the incorporation of a California Bearing Ratio of seven (in lieu of MDSHA standard of three) and incorporated Falling Weight Deflectometer testing into the QC program to verify achievement of the elevated standards. This significantly reduced the amount of asphalt required for the project, effectively reducing cost and time of construction.
  4. Redesigned the I-95 Interchange which reduced right-of-way acquisition needs by 14 acres, reduced impacts to existing utilities and reduced the area of bridge deck by 32,000 s.f.

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

**SIMILAR SCOPE AND COMPLEXITY TO ROUTE 29 SOLUTIONS**

✓	<b>Delivering Multiple Projects Concurrently On Fast Track Schedule</b>	The original Contract included multiple independent and distinct Segments of work, including almost 4 miles of new 6-lane Toll road, 3 grade-separated interchanges, and nearly 5 miles of secondary road improvements. NTP was issued in January 2008 at an original Contract amount of \$514 million. Actual construction started in July, 2008 and completion was required by the "no-excuses" fixed completion date of November 2011 to allow MDSHA to open all phases of the entire 18-mile Toll Road facility from I-270 to I-95 for revenue service. This fast-track schedule required that the Team construct approximately \$134 million per year. The Team successfully finished Contract 'C' work several weeks ahead of schedule and awaited other phases (Contract 'B') to complete before opening the entire facility to traffic.
✓	<b>Delivering Projects In Developed Urban Corridors</b>	The entire Project is located in the "urban" corridors of Interstate I-95, Route 29, and Briggs Chaney Road.
✓	<b>Use Of Innovative Design Solutions And Construction Techniques</b>	Shirley Contracting and Dewberry developed several Alternative Technical Concepts (ATC's) to optimize the design and to reduce both the cost and duration of construction. These included performing ground improvements to highly unsuitable soil in the abandoned "wash pond" area between MD200 and I-95. By re-aligning the roadway and the extensive use of wick-drains and deep soil stabilization, we eliminated 6 bridge structures. The Team also redesigned the interchange between MD200 and US-29 to eliminate 1 large fly-over structure and reduce impacts to the traveling public. Optimized the pavement structure through the incorporation of a California Bearing Ratio of seven (in lieu of MDSHA standard of three) and incorporated Falling Weight Deflectometer testing into the QC program to verify achievement of the elevated standards. This significantly reduced the amount of asphalt required for the project, effectively reducing cost and time of construction. Redesigned the I-95 Interchange which reduced right-of-way acquisition needs by 14 acres, reduced impacts to existing utilities and reduced the area of bridge deck by 32,000 s.f. (whole project net)
✓	<b>Previous Design-Build Experience</b>	All work included in the scope of the Intercounty Connector Contract 'C' Project was performed under a design/build method of delivery. The Team was responsible for completing design, construction, utility relocations, permitting, quality control, public outreach, and overall Project management.
✓	<b>Limiting Impacts To The Traveling Public And Affected Businesses And Communities, Including Commitments To Effective Strategies To Minimize Congestion During Construction</b>	The Contract prohibited any loss of capacity to the existing roadways during construction. To meet this requirement, all work was designed and sequenced so that improvements could be made behind barrier and out of traffic. In areas where the existing road was replaced with an overpass to allow the new Toll Road to pass underneath, the Team designed the overpass either adjacent to the road so it could be built offline, or, in cases where this was not possible, detoured the roadway first and then constructed the overpass offline. A major concern for third parties and the surrounding communities was the impact that construction vehicles would have to access the site. To mitigate these concerns, the Team developed a detailed Site Access Plan that included many unique and effective strategies. This Plan designated specific and limited access points, haul routes, staging areas, and material storage locations. These points were well-signed in the field, and communicated to all involved. To minimize on-road trucking of earth material through communities, the Team developed a detailed earthwork (cut/fill) diagram and modified the roadway profiles to essentially "balance" the site. At several locations where existing streams needed to be crossed, we designed and constructed temporary bridge structures to eliminate the need for on-road trucking.
✓	<b>Developing And Managing Effective Communication Strategies With Business Owners And Other Key Stakeholders</b>	The Shirley Team included a Public Relations Manager to lead coordination efforts with MDSHA for the public outreach program. Early on, the Team developed the outreach plan and identified several measures that were implemented to reach affected stakeholders, residents, and businesses. As design progressed, we held several "Open House Forums" at the Project office with detailed displays and Team members available to discuss Project features, answer questions and establish contacts. Throughout construction, the Team supported the ICC Project website by providing progress updates, photos, and upcoming schedules. We attended numerous HOA and business meetings and created a quarterly newsletter that was mailed and hand-delivered to stakeholders to update information and progress. We also created numerous press releases to communicate upcoming events such as traffic switches and road openings.
✓	<b>Previous Success In Taking And Managing Calculated Risks And Realizing Incentives</b>	The largest risk taken by the Team centered around the ability to improve the ground conditions in the area of the abandoned wash ponds approaching I-95. The conceptual plans addressed this by spanning the unsuitable area with numerous costly and time consuming bridge structures. Our Team developed a concept to improve these ground conditions and construct a roadway embankment instead of the bridge structures. Ultimately the Team was successful with this approach. A second major risk concerned the storm sewer trunk line on the western end of the Project near Route 29. With very restrictive Contract requirements about the outfall and allowable SWM, the Team successfully addressed, pre-Bid and subsequently early in the design phase, the large volumes of water generated by an existing stream, surface runoff and new impervious drainage area. Complicating the issue was the need to construct the line as an initial activity because of the deep fills to be placed over it. An additional risk concerned the Project right-of-way to be acquired by MSHA. An anticipated schedule was provided which the Team had to accept and incorporate into our planning and schedule. Any needs beyond those rights-of-way, including utility easements, was the responsibility of the Team. Ultimately, utility easements were required in several locations for Pepco and the Team successfully acquired them within the schedule timeline without delay. Incentives offered in the Contract included over \$4.7 million for environmental compliance which the Shirley Team was successful in achieving.
✓	<b>Previous Success In The Coordination Of Complex Utility Relocation</b>	The fixed price Contract included the responsibility for relocating all utilities in conflict with the work. These were primarily located at the 3 grade-separated interchanges and included both overhead and underground electric (Pepco and BGE), overhead and underground Verizon, 7,000 lft of gas for Washington Gas, and almost 10,000 lft of fiber optic for Comcast, MCI, and AT&T.
✓	<b>Meeting Or Exceeding Required Disadvantage Business Enterprise Program Commitments</b>	The overall Contract DBE participation goal was 20%. Shirley exceeded this goal by achieving 21.3%.

\* If actual contract completion date is different from the original contract completion date (i.e. early or late), please explain under Section (h) above. If early completion was due to an incentive please provide details.  
\*\* If actual contract value is different from the original contract value (i.e. more or less), please explain under Section (h) above.  
\*\*\* For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

a. Project Name & Location ***	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)*	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value**	
Name: <b>Dulles Greenway Capital Improvement Program</b> <i>(Submitted as a "Bridge" Project for evaluation)</i> Location: <b>Loudoun County, VA</b>	Name: <b>Dewberry Consultants LLC</b>	Name of Client/Owner: <b>Toll Road Investors Partnership II (TRIP II)</b> Project Manager: <b>Thomas McKean</b> Phone: <b>703-668-0022</b> Email: <b>tmckean@dullesgreenway.com</b>	<b>December 2007</b>	<b>December 2007</b>	<b>\$64,994</b>	<b>\$71,084*</b>  *Difference Due to Owner added scope	<b>\$71,084</b>

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

**Dulles Greenway Capital Improvement Program**



**RELEVANCIES TO ROUTE 29 SOLUTIONS PROJECT**

- Design-Build
- Major Bridge Structures over Waterways (6)
- Multiple Grade-Separated Interchanges with Bridge Structures (7)
- Extensive MOT Operations that Minimized Impacts to the Traveling Public
- Roadway Widening under Traffic w/Mill & Overlay
- Roadway Construction on New Alignment
- Environmental Permitting
- Utility Relocations & Avoidance
- Multiple Third Party Stakeholder Communication & Coordination
- Team Experience Working Together (Shirley/Dewberry)
- Fast-Track Schedule
- Managed Calculated Risks
- Distinct Project Elements

**PROJECT NARRATIVE:**

Shirley Contracting Company LLC, (Shirley) was awarded the \$65 million Dulles Greenway Design-Build Capital Improvement Program Project by TRIP II in March 2005. The lump-sum, fixed date Contract included the design/build completion of the ultimate improvements to the Greenway in order to increase capacity, increase mobility, improve safety, and improve the operation efficiency of the toll road facility. The initial Project scope was comprised of eight distinct Project elements along the 14-mile toll road facility. These eight elements of the Project scope included:

1. Widening of twin 3-span bridge structures over Goose Creek;
2. New grade-separated interchange at Battlefield Parkway w/ new 2-span bridge and demolition of the existing bridge at Tolbert Lane;
3. Widening of the existing bridge, construction of new access ramps at Shreve Mill Road;
4. Expansion of the grade-separated interchange at Route 606 to 6-lanes;
5. Mainline widening from 4 to 6 lanes east of Goose Creek including twin 3-span bridges at Claiborne Parkway and Broadlands Boulevard;
6. Mainline widening from 4 to 6 lanes west of Goose Creek including twin 3-span bridges over Sycolin Creek and Sycolin tributary;
7. Expansion of the main Toll plaza from 14 to 18 lanes, including a connection access tunnel;
8. Construction of Ramp 'E' from the Greenway to Dulles International Airport.

The Shirley Team, comprised of Shirley as the Lead Contractor and Dewberry as the Lead Designer, was chosen by TRIP II in large part because of our highly successful experience working together as a design/build team, excellent safety record, partnering approach, and experience integrating all of the various Project elements. The scope of work included the integration of all design and engineering, road and bridge construction, permitting, utility relocations, maintenance of traffic, quality control, and construction administration. All work was completed to VDOT Standards and Specifications and VDOT took acceptance of all crossing roadways upon completion.

Critical elements of the scope required that all improvements be completed without any loss to the capacity of the toll facility, in a manner that maintained all existing access and traffic movements, and in a safe high-quality manner. With over 75,000 vehicles per day utilizing the facility, the Shirley Team successfully achieved each of the goals.

In recognition of the Owner's satisfaction with our Team's work, TRIP II awarded Shirley, mid-way through the Project schedule, a design/build change order to complete improvements to an additional interchange at Route 772. Shirley was able to fast-track these improvements and open the interchange concurrent with the original Contract completion date of December 2007.

All Project elements were completed on time, with the exception being the *mainline widening of the Greenway which was completed 6 months ahead of schedule.*

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

- Winner of the **2008 Regional Design-Build Excellence Award** for large transportation projects presented by the Design-Build Institute of America (DBIA).
- Excellent safety record with more than 300,000 manhours worked with no lost-time accidents.
- Successful development and implementation of a Traffic Management Plan that meet the Project goals of no reduction in toll revenue, travel speeds, or capacity during construction.
- Completed all work on or ahead of the Contract Completion Date. Notably, the widening of approximately 14 miles of mainline widening was completed 6 months ahead of schedule.
- Integrated a change order for additional interchange improvements without extending the Contract Completion Date.
- Partnered with the Town of Leesburg and the local community to temporarily avoid impacts to little league soccer fields needed as part of the Project right-of-way. 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. This schedule re-sequencing was completed at no cost to the Owner and without impacting the Project Completion date.

**WORK HISTORY EVALUATION (BRIDGE PROJECT):**

Similar to the proposed Berkmar Drive bridge over the Rivanna River, the Dulles Greenway Project included the design-build completion of a major bridge structure over Goose Creek. Features included:

- Twin 3-span bridges approximately 660 feet long,
- Height approximately 100 feet above Goose Creek,
- Cofferdam constructed in Goose Creek to provide access,
- Spread footing foundations,
- Structural steel superstructure,
- Demolition of the existing bridge parapets and deck overhangs,
- Environmental permitting and extensive erosion and sediment controls,
- Extensive geotechnical investigations and scour analysis,
- Complex and coordinated maintenance of traffic design and implementation,
- Successful schedule integration with the mainline roadway widening from 4 to 6 lanes such that all lanes were open to traffic 6 months ahead of schedule.

**Other Project bridges included:**

- Four additional mainline 3-span bridge widenings from 4 to 6 lanes including the Greenway over Claiborne Parkway, Broadlands Boulevard, Sycolin Creek and Sycolin tributary. Scope and complexity were similar to the Goose Creek bridges described above and completion of each was critical to the successful opening to traffic of the mainline widening 6 months ahead of schedule.
- A new 4-lane median divided bridge carrying Battlefield Parkway over the Greenway as part of the newly created interchange.
- Widening of the existing Shreve Mill Road overpass of the Greenway. This work was part of the conversion of the overpass to a new interchange with the Greenway.
- Widening of the existing Route 606 interchange bridge from 2 lanes to 6 lanes over the Greenway.
  - As part of a change order issued by TRIP II, construct a widening of the existing 2-lane bridge carrying Route 772 over the Greenway to create a 4-lane divided roadway interchange.
  - Demolition of the existing 2-lane bridge carrying Tolbert Lane over the Greenway in order to construct the new alignment for Battlefield Parkway

**ATTACHMENT 3.4.1(a)**  
**LEAD CONTRACTOR - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

<b>SIMILAR SCOPE AND COMPLEXITY TO ROUTE 29 SOLUTIONS</b>		
✓	<b>Delivering Multiple Projects Concurrently On Fast Track Schedule</b>	The Contract scope included eight distinct Project elements that were required to be completed concurrently by the same fixed completion date. Further, the Owner issued a change order for an additional element which the Shirley Team also completed without a time extension. Several of these distinct Projects included substantial bridge construction components, including major bridge structures over Goose Creek, and mandated that the Team assign dedicated manpower, equipment and other resources to meet the Owner's critical objective of increasing operation capacity, and therefore revenue service, as quickly as possible. The Shirley Team exceeded this objective by opening the mainline widening to traffic 6 months ahead of schedule. The balance of the work was completed on time by the Contract completion date.
✓	<b>Delivering Projects In Developed Urban Corridors</b>	The Greenway mainline is classified as an Principal Arterial roadway and carries approximately 75,000 vehicles per day. Several of the distinct component intersecting roadways, such as Route 606, Route 772, Claiborne Parkway, and Belmont Ridge Road, are classified as Urban Collectors and also carry substantial traffic volumes.
✓	<b>Use Of Innovative Design Solutions And Construction Techniques</b>	The erection of the major bridge structures at the Goose Creek crossing proved to be one of the most difficult challenges faced by the Team. To meet the goal of minimizing impacts to traffic, limited lane closures were allowed on the existing roadway and bridge structure, so the Team developed a solution to erect the structural steel from the Goose Creek level. To maximize the space to mobilize the crane needed for erection, the Team designed and permitted cofferdams in Goose Creek and explored several crane options. Even with these measures, tolerances for the crane swing were within inches of the existing bridge structure. Each individual bridge structure also had unique issues to address regarding shoring for the foundations. Shirley and Dewberry assigned key managers to review each individual situation and developed project specific shoring schemes for each. For the mainline roadway widening from 4 to 6 lanes, the Team developed strategies for completing the work productively, but without affecting the capacity and safety of the roadway. To accomplish this the design and construction teams developed a program to overlay the outside shoulder such that the cross-slope matched the existing travel lane. Traffic could then be shifted to the outside, barrier set in the median, and the median work prosecuted outside of traffic with minimal lane closures. Key to this was the detailed management of the earthwork activities so that on-road hauling was minimized. During design, the Team evaluated options for providing power to the new overhead sign structures. This became challenging to the remote location of several signs, the location of existing power sources, and the high prevalence of rock likely to be encountered during trenching. The ultimate solution, in coordination with the Owner, was to provide solar-powered electricity to the signs.
✓	<b>Previous Design-Build Experience</b>	The Greenway Project is a design/build Contract. Shirley Contracting Company, LLC was the Lead Contractor and Dewberry Consultants LLC was the Lead Designer.
✓	<b>Limiting Impacts To The Traveling Public And Affected Businesses And Communities, Including Commitments To Effective Strategies To Minimize Congestion During Construction</b>	Because the Greenway facility is a privately held toll road, the Contract terms placed very strict restrictions on the Team's ability to impact traffic, and thus revenue service, during construction. All work was required to be completed with no loss in capacity and daily lane closures were limited to off-peak hours. For the mainline widening from 4 to 6 lanes, the Team developed a sequence of work that completed an outside widening first that then allowed traffic to be shifted away from the median. Then, barrier could be placed and the median widening to 6 lanes could proceed with virtually no impact to traffic. This included construction of a majority of the bridge structures in the scope such as the major structures over Goose Creek, Sycolin Creek, Sycolin tributary, Broadlands Blvd., and Claiborne Parkway. Shirley completed this work 6 months ahead of schedule and relieved a common traffic bottleneck for mainline travelers. The remaining bridge widening construction at intersecting roadways was designed and sequenced to maintain all existing traffic movements during construction. This eliminated impacts to local businesses, residents and communities during construction. At the Battlefield Parkway interchange, the Shirley Team partnered with the Town of Leesburg and the local community to minimize impacts to existing soccer fields. Because Battlefield Parkway was a new roadway on a new alignment, right of way had long been reserved by the Town, but in the interim had been made available for little league soccer teams to use. To allow the community the opportunity to find replacement soccer fields, Shirley resequenced our initial schedule to shift this work to "off-season".
✓	<b>Developing And Managing Effective Communication Strategies With Business Owners And Other Key Stakeholders</b>	The primary stakeholders affected by the Project included TRIP II as the Owner, the Town of Leesburg at the Battlefield Parkway interchange, and the traveling public. From the outset of design activities, the Team developed an open communication strategy involving regularly scheduled progress meetings held on a weekly basis and involving all key personnel and the stakeholders. This proved enormously successful in quickly addressing issues and concerns that arose and was key to working with the parties to resolve the right of way conflict with the Town's soccer fields. These meetings also facilitated coordination for the Town's sanitary sewer relocation. To communicate with the traveling public, we partnered with the Owner to coordinate strategically placed and timed VMS boards to alert motorists to upcoming changes and milestones. We also supported TRIP II's efforts to communicate with their users through their website, newsletters and office.
✓	<b>Previous Success In Taking And Managing Calculated Risks And Realizing Incentives</b>	The Owner desired that the design/builder take the risk for all differing site conditions, hazardous materials, and utility relocations. The Shirley Team thoroughly reviewed these elements and accepted the risk for them in the Contract lump sum price and scope. Further, when the change order was issued for the Route 772 interchange, Shirley accepted the risk of completing the work without an extension to the Contract completion date, even though the work was added at the midpoint of the schedule. Each of these risks were successfully managed by the Shirley Team and resulted in no additional costs to the Owner or time extensions.
✓	<b>Previous Success In The Coordination Of Complex Utility Relocation</b>	A key effort on the part of the design/build team was to avoid utility relocations as much as possible. The Team was successful in avoiding conflicts at several major utilities including: Columbia Gas (2- 26" gas transmission), and several underground fiber optic utilities. At several of the intersecting roadway Project elements, the Team was responsible for the relocation of several conflicts including: Route 606 - Va. Power (OH electric), Verizon (UG copper); Route 772 - Va. Power (OH electric), Verizon (OH fiber optic, UG copper), Comcast (OH coax); Shreve Mill Road - Novac (OH electric), Verizon (UG fiber optic); Battlefield - Town of Leesburg (sewer).
✓	<b>Meeting Or Exceeding Required Disadvantage Business Enterprise Program Commitments</b>	As a privately held toll road facility, the Owner (TRIP II) did not require DBE participation on the part of the design/builder. However, the Team utilized DBE subcontractors for trades including concrete flatwork, reinforcing steel placement, clearing, landscaping, and trucking. These totaled approximately 3% of the construction cost.

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**ATTACHMENT 3.4.1(c)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

a. Project Name & Location ***	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated) *	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated) **	
Name: <b>Route 28 Corridor Improvements Project</b> Location: <b>Fairfax &amp; Loudoun Counties, VA</b>	Name: <b>Shirley Contracting Company, 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> Email: <b>Susan.Shaw@vdot.virginia.gov</b>	<b>May 2007</b>	<b>Aug. 2013 *</b>  * Difference due to Owner Added Scope	<b>\$168,965</b>	<b>\$356,153*</b>  *Difference due to Owner Added Scope	<b>\$31,400</b>

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



- RELEVANCIES TO ROUTE 29 SOLUTIONS PROJECT**
- Multi-phased project with concurrent delivery on a fast-track schedule
  - Widening and reconstruction of urban corridors (Centreville Road & Loudoun County Pkwy.)
  - Construction of Roadways on New Alignments (Atlantic Blvd. & Pacific Blvd.)
  - Construction of Grade-Separated Interchanges at the Exact Location of Existing Intersections
  - Improved Traffic Operations & Minimized Traffic Impacts During Interchange Construction Through Detailed MOT Plan Design
  - Multi-Agency Coordination
  - Public Outreach and Communication
  - Environmental Permitting and Studies
  - Utility Relocation Design
  - Design-Build delivery
  - Same Design Manager & Lead Structural Engineer

**PROJECT NARRATIVE & SCOPE:** In 2002, the design-build team of Shirley and Dewberry were awarded the contract for the Route 28 PPTA Improvements project. This project included the following project elements:

- 10 new interchanges at Westfields Boulevard, Willard Road, Air & Space Museum Parkway, McLearn Road, Frying Pan Road, Innovation Avenue, Route 606, Sterling Boulevard, Waxpool Road/Church Road, and Nokes Boulevard
- Widening of Centreville Road from 2- to 4-lanes
- Widening and Reconstruction of Loudoun County Parkway from 2- to 4-lanes
- Atlantic Boulevard Extension and Overpass of the W&OD Trail
- Pacific Boulevard

Project elements were phased such that 6 interchanges were completed as part of the initial stage, followed by the final 4 interchanges and additional roadway widening and reconstruction improvements.

At each of the project locations, construction was phased and temporary traffic plans developed so that access to all properties, businesses, and residences remained operational at all times. At three interchange locations (Westfields, Willard, and Route 606) advance detour plans were developed to temporarily relocate the existing intersection in order to maintain traffic during construction of the interchange in the exact footprint of the existing signalized intersection. Detour plans were developed to provide immediate traffic operation improvements at all three locations through construction of additional temporary turn lanes at the temporary detour intersection. Due to the completion of the interchange improvements, 15 signalized intersections were removed and Route 28 is now a limited access facility from just north of I-66 to Route 7.

The Route 28 project included the following major elements which are similar in scope to the improvements planned for the Route 29 Solutions Project:

- Design and construction of new interchanges in the same footprint/location of existing signalized intersections, similar to the Rio Road Interchange
- Widening of existing facilities (Centreville Road & Loudoun County Parkway), similar to the Route 29 Widening
- Design and construction of new roadways through undisturbed areas (Atlantic Boulevard and Pacific Boulevard) including a new bridge over the W&OD Trail, similar to Berkmar Drive Extension, and
- Bridges over water, including Horsepen Run at the Frying Pan Road Interchange and Broad Run as part of the Waxpool Road/Church Road Interchange, similar to

**DEWBERRY'S ROLE:** As the engineer of record, Dewberry's Fairfax, Virginia office was responsible for the following tasks:

- Field surveys
- Environmental permitting and public outreach efforts
- Roadway widening and reconstruction and interchange geometric design
- Structural design of 15 bridges and numerous retaining walls
- Stormwater management design, hydraulic and hydrologic analysis and modeling
- Temporary traffic control and sequence of construction plan design to maintain traffic volumes of over 100,000 ADT
- Water & sewer relocation designs (over 5 miles of relocation and betterment design)
- Lighting & electrical design
- Signing & marking plan design and traffic signal design
- Sub-consultant oversight and coordination for utility designations, test pits, and geotechnical testing and analysis

Design of each of the 10 interchanges was completed to accommodate the widening of Route 28 to 8-lanes and accommodate a 10-lane section below each overpass. Dewberry coordinated with water and sewer utility companies to complete all of the water and sewer relocation designs "in-plan" with the roadway improvement packages. Due to the length and size of the project, Dewberry directly coordinated and communicated with the following agencies:

- Fairfax County
- Loudoun County
- Metropolitan Washington Airports Authority (MWAA)
- Fairfax County Park Authority
- Northern Virginia Regional Park Authority
- Multiple property owners (resulting in dedication of right-of-way to VDOT)

Dewberry's Design Manager and Lead Structural Engineer proposed for the Route 29 Solutions Project each served in these same roles throughout the duration of this project.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

- Every component of work was completed either on or ahead of schedule for a fixed price.
- Due in large part to the successful completion of the work, the Route 28 Tax District, VDOT, Fairfax, and Loudoun Counties have obtained additional funding necessary to complete the majority of the scope of work included in the original contract.

**ATTACHMENT 3.4.1(c)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

<b>SIMILAR SCOPE AND COMPLEXITY TO ROUTE 29 SOLUTIONS</b>		
✓	<b>Delivering Multiple Projects Concurrently On Fast Track Schedule</b>	The initial contract required the design of six (6) interchanges simultaneously. Due to the successful on-time completion of those interchanges, VDOT, Fairfax, and Loudoun Counties added the final four (4) interchanges to the contract which were also designed simultaneously and completed on schedule. In addition to the Route 28 Improvements, additional scope for the Centreville Road Widening, Loudoun County Parkway Widening & Reconstruction, Atlantic Boulevard, and Pacific Boulevard was added to the contract, all of which was completed simultaneously with the interchanges.
✓	<b>Delivering Projects In Developed Urban Corridors</b>	The entirety of the Route 28 Corridor can be considered an “urban” corridor based on the proximity to adjacent development. Several interchanges, including Westfields, Willard, Route 625, Sterling Boulevard, and Nokes Boulevard were modified from the concepts identified in the early 1990’s to avoid impacts to adjacent development and recognize traffic growth which required interchange modifications. Centreville Road was completed in a highly developed corridor, and several stormwater management facilities were designed in coordination with adjacent developments so that the project footprint could be reduced while still accommodating planned and future land development along the corridor.
✓	<b>Use Of Innovative Design Solutions And Construction Techniques</b>	In order to maintain the project schedule, advance steel packages and maintenance of traffic packages were developed to allow initial construction activities to begin prior to final design plans being approved. Advance maintenance of traffic plans included detour routes to facilitate construction of the interchanges in the exact location of the original intersection. At several locations (Westfields, Willard, Route 606), the maintenance of traffic plans incorporated increased turning capacity by adding turn lanes on Route 28 in an effort to improve traffic operations even before the final interchange was completed or opened to traffic.
✓	<b>Previous Design-Build Experience</b>	The Route 28 Corridor Improvements Project was the first PPTA completed in the Commonwealth of Virginia, and the Team proposed for the 29 Solutions project has remained in-tact since that time. The Design Manager and Lead Structural Engineer proposed for the 29 Solutions project served in these same capacities for the Route 28 PPTA project.
✓	<b>Limiting Impacts To The Traveling Public And Affected Businesses And Communities, Including Commitments To Effective Strategies To Minimize Congestion During Construction</b>	Temporary traffic control plans were developed in a way such that access to all businesses, properties, and residences was maintained through each stage of construction at every project location. Temporary entrances were provided where necessary, and openings in temporary barriers were provided and analyzed to ensure proper sight lines were maintained for safe ingress and egress. At the Westfields, Willard Road, and Route 606 Interchanges, advance detour plans were developed to facilitate construction of each interchange, and additional left turn lanes were added along Route 28 on an interim basis to help reduce the queuing experienced in the original single-left turn lane configurations. Positive feedback was received from the public that these advance detours configurations with additional turn lanes greatly improved the operation of Route 28 during construction, even before the interchanges were completed. Finally, interchange designs were coordinated directly with adjacent landowners in several locations such that right-of-way and easements were dedicated at no cost to VDOT. At the Westfields Boulevard Interchange, the entirety of right-of-way required for construction was dedicated to VDOT.
✓	<b>Developing And Managing Effective Communication Strategies With Business Owners And Other Key Stakeholders</b>	Throughout design and construction of each of the 10 interchanges and multiple parallel road improvements, public outreach efforts were maintained with the Counties, adjacent properties, and the community at large. Public Hearings and citizen information meetings were held as additional project elements were added to the contract. Significant coordination was undertaken with the Northern Virginia Regional Park Authority, MWAA, and Fairfax County Park Authority since several of the projects directly impacted their properties or facilities. The close coordination with these agencies ensured that all projects were completed on-time and within budget.
✓	<b>Previous Success In Taking And Managing Calculated Risks And Realizing Incentives</b>	Although there were no financial incentives on this contract, our Team realized that additional work such as the final four (4) interchanges and parallel road improvements would only be added based on the successful completion of the original interchanges and earned respect from the funding agencies. Our Team’s work ethic and responsiveness is what has led to the 28 PPTA continuing to be a successful project for all involved parties.
✓	<b>Previous Success In The Coordination Of Complex Utility Relocation</b>	The construction of each of the project improvements required the coordination with and relocation of numerous utilities. Water and sewer improvements, comprised of more than 10 miles of water main and sanitary sewer relocations and betterments, were completed as part of the roadway design packages, all of which was completed on-time and within budget.
✓	<b>Meeting Or Exceeding Required Disadvantage Business Enterprise Program Commitments</b>	The initial project scope identified a DBE goal of 8% which our Team exceeded by achieving an actual DBE amount of 8.6%.

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**ATTACHMENT 3.4.1(c)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

a. Project Name & Location ***	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated) *	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated) **	
Name: <b>Interstate 66 Improvements</b> Location: <b>Prince William County, VA</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client/Owner: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Amir Salahshoor</b> Phone: <b>(703) 259-1957</b> Email: <b>A.Salahshoor@vdot.virginia.gov</b>	<b>2004</b>	Phase I – 2008 Phase II – 2006 Phase III – Aug. 2010 Phase IV – Oct. 2011 Phase V – June 2015 (Estimated)	<b>\$3,609</b> <b>(design contract value)</b>	Phase I - \$40,000 Phase II - \$12,000 Phase III - \$81,430 Phase IV - \$9,315 Phase V - \$74,400	<b>\$10,007 *</b>  * Difference Due to Owner Added Scope

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.



**RELEVANCIES TO ROUTE 29 SOLUTIONS PROJECT**

- Multi-phased project
- Widening of heavily travelled Principal Arterial (Route 29) and Interstate (I-66) Facilities (over 100,000 ADT)
- Design of a New roadway alignment and multi-span bridge (University Boulevard)
- Design of Interchange Improvements in Exact Footprint of Existing Intersections
- Improved Traffic Operations & Minimized Traffic Impacts During Construction Through Complex Maintenance of Traffic Design
- Multi-Agency Coordination
- Multi-phased Public Outreach
- Same Design Manager, Lead Structural Engineer & Lead Traffic Engineer

**PROJECT NARRATIVE & SCOPE:** In 1997, Dewberry's Fairfax, Virginia office entered into contract with the Virginia Department of Transportation to design the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville, VA (Exit 43, Route 29). The project included the following elements:

- Widening of I-66 for over 4 miles from 4- to 8-lanes, including one HOV lane in each direction
- Ramp modifications at the Route 234 Business Interchange
- Ramp modifications at the Route 234 Bypass Interchange
- Complete reconstruction of the Route 29 Interchange in Gainesville
- Traffic analysis and modeling for additional improvements in Gainesville to improve the operation of I-66

The traffic analysis and modeling completed for the Gainesville and Route 29 Corridor identified the need for a new interchange at the existing intersection of Route 29 and Linton Hall Road, grade separations of two at-grade railroad crossings along Route 29 and Gallagher Road, and a new overpass (University Boulevard) over I-66 and Norfolk Southern Railroad. 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 completed.

Due to funding constraints, what was originally planned to be a two-phase construction contract was separated into 5 plan packages and construction phases. The widening of I-66 was separated into two plan sets and advertised in stages, and the Route 29/Linton Hall Interchange was converted from metric units to English units, separated, and advertised as three construction packages. Dewberry worked with VDOT to identify appropriate packaged elements so that phased improvements and added capacity could be completed as quickly as possible while recognizing funding challenges faced by Virginia at the time.

This project included the following elements which are similar in scope to the Route 29 Solutions Project:

- Design of a new interchange and complex temporary traffic control plans for the Route 29/Linton Hall Road Interchange, including a complete intersection detour plan, to facilitate construction in the same footprint of the existing intersection, similar to the Rio Road Interchange
- Roadway widening from 4- to 6-lanes on Route 29 and from 4- to 8-lanes on I-66, similar to the widening of Route 29

**DEWBERRY'S ROLE:** As the engineer of record, Dewberry was responsible for the following tasks and services:

- Field surveys
- Environmental permit plate preparation and coordination with VDOT Environmental Division staff
- Traffic and operational analysis and documentation (IJR)
- Roadway and interchange design, including more than 4 miles of Interstate widening
- Structural design, including ten (10) new Interstate and interchange bridges
- Traffic management system (TMS) design
- Transportation Management Plan and temporary traffic control plan design
- Lighting and electrical design and traffic signal design
- Public meeting preparation, attendance, and support

In addition to providing all design services, Dewberry prepared presentations and graphics for multiple public hearings, public meetings, and citizen outreach meetings, provided support to VDOT right-of-way acquisition and negotiation staff during property acquisitions, and coordinated with Norfolk Southern Railroad for the retaining wall and drainage improvements to avoid impacts to the railroad property. Complex temporary traffic control plans were developed for the Route 29/Linton Hall Interchange to ensure that detour alignments were coordinated with two temporary at-grade railroad crossings, and that all businesses and properties remained accessible through each of the five stages of construction. Dewberry remained involved during construction through shop drawing reviews, responding to RFI's, and attending monthly coordination meetings and topic specific coordination meetings.

Dewberry's Design Manager, Lead Structural Engineer, and Lead Traffic Engineer proposed for the Route 29 Solutions Project each served in these same roles throughout the duration of this project.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

- Advertisements for each Phase of the project were delivered on-time with successful construction bids received below the Engineer's estimate.
- During construction, VDOT determined that several bridges which were to be rehabilitated (deck overlays and widenings) required more significant improvements. Dewberry completed designs for the complete reconstruction of the bridge decks (including structural steel) and replacement of all bridge piers. Revised plans were completed and released following coordination with the contractor such that construction was completed *without delaying the project schedule*.

**ATTACHMENT 3.4.1(c)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

<b>SIMILAR SCOPE AND COMPLEXITY TO ROUTE 29 SOLUTIONS</b>		
✓	<b>Delivering Multiple Projects Concurrently On Fast Track Schedule</b>	As construction funding was identified for each of the project segments, final design plans were accelerated and design elements were separated on a fast-track process so that phased construction could be completed in compliance with political and funding requests. The widening of I-66 was successfully separated into two (2) advertisement packages, and the Route 29/Linton Hall Interchange was separated into three (3) advertisement packages. All advertisements were finalized on-time and bids received within budget.
✓	<b>Delivering Projects In Developed Urban Corridors</b>	The Route 29/Linton Hall Interchange was modified several times due to continued development along the corridor. Several large retaining walls were added to avoid impacts to a large retail development which was allowed to be completed without reserving the required space for the interchange embankment, and other retaining walls were added through coordination and supplemental funding of adjacent property owners to reserve space for planned development. Coordination with Norfolk Southern resulted in bridges over NS railroad property being lengthened to accommodate future expansion of the railroad from a single track to four (4) tracks. Details such as roadway lighting, traffic signals, landscaping, and structural architectural treatments were coordinated with adjacent developers so that the finished project was consistent with adjacent aesthetics near the interchange.
✓	<b>Use Of Innovative Design Solutions And Construction Techniques</b>	With the Route 29/Linton Hall Interchange, the major elements of the detour roadways were separated into an “advance” plan set and advertised while utility relocations were still underway. By completing this “advance” project, the initial phase of interchange construction was accelerated by nearly 12 months, ultimately helping to complete construction ahead of the originally planned schedule. The bridge which carries Route 29 over the Norfolk Southern Railroad also required significant complex details due to limitations in the vertical profile due to the close proximity of the I-66 and Linton Hall Road interchanges. Framing patterns on the bridge were modified to reduce the structure depth in order to provide the required vertical clearance over the railroad while reducing impacts to adjacent roadways and developments.
✓	<b>Previous Design-Build Experience</b>	Although this was not a design build contract, the scope of the design work is consistent with that required on a design build contract, including public outreach participation. Additionally, Shirley Contracting was awarded contracts for completion of 2 of the major project elements, and our working relationship and cooperation has helped lead to the success of both projects.
✓	<b>Limiting Impacts To The Traveling Public And Affected Businesses And Communities, Including Commitments To Effective Strategies To Minimize Congestion During Construction</b>	Significant temporary traffic control plans were developed to ensure all travel lanes remained open to the public throughout construction of each phase of the improvements. At the Route 29/Linton Hall Interchange, plans were revised after preliminary engineering to coordinate with planned development of adjacent properties. Retaining walls were added to avoid planned parking and building improvements, and access points during construction were modified to ensure no businesses were impacted. Regular coordination meetings were held with adjacent property owners and managers to explain upcoming traffic pattern changes and to alert them of work within temporary easements on their properties. In order to improve traffic operations in and around Gainesville, the University Boulevard project was separated into a stand-alone plan set and completed in advance of the 29/Linton Hall Interchange.
✓	<b>Developing And Managing Effective Communication Strategies With Business Owners And Other Key Stakeholders</b>	Significant public outreach efforts were undertaken for each phase of construction, and continue through construction with “pardon our dust” meetings prior to every major traffic pattern change/switch. Adjacent developers and landowners are coordinated with in advance of any temporary traffic disruptions to allow roadway tie-in work to be completed.
✓	<b>Previous Success In Taking And Managing Calculated Risks And Realizing Incentives</b>	There were no monetary incentives associated with this design contract, however through coordination with VDOT, Dewberry worked to identify accelerated schedules for each of the five (5) construction advertisements. Commitments were made to local communities, elected officials, and the general public, and work was then accelerated and completed in a manner to ensure on-time delivery of each project phase. Detailed design of the I-66/Route 29 Interchange and coordination with VDOT also led to the successful advance completion of improvements for the northbound Route 29 to eastbound I-66 travel movement, for which the contractor received early completion incentive payment.
✓	<b>Previous Success In The Coordination Of Complex Utility Relocation</b>	Construction of the I-66 widening improvements required extensions of a major utility tunnel and relocation of other power facilities. Extension of the utility tunnel was coordinated so that temporary bypass facilities could be installed through new roadway drainage facilities, avoiding additional jack and bore utility work. At the Route 29/Linton Hall Interchange, significant coordination was completed with the utility owners to identify common utility “corridors” which reduced the utility easement footprint, avoided additional property acquisition and building demolitions, and allowed for utility relocations to be completed in a more streamlined manner through the installation of a joint duct bank which followed the same alignment as relocated power and gas facilities.
✓	<b>Meeting Or Exceeding Required Disadvantage Business Enterprise Program Commitments</b>	A specific DBE requirement was not identified in the original contract, but DBE sub-consultants were used to achieve DBE participation which received approval from VDOT when the contract was signed in 1997. DBE participation included all roadway and drainage design for University Boulevard and roadway and bridge design on I-66 at Route 234 Business.

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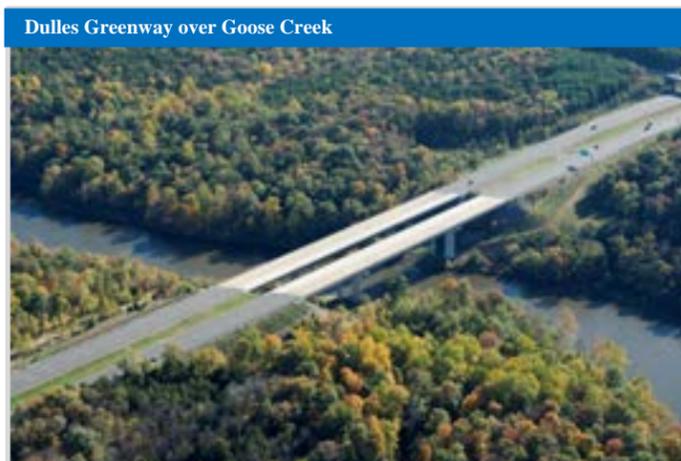
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**LEAD DESIGNER - WORK HISTORY FORM**  
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a. Project Name & Location ***	b. Name of the prime/general contractor responsible for overall construction of the project.	c. Contact information of the Client 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/Owner: <b>Toll Road Investors Partnership II (TRIP II)</b> Project Manager: <b>Mr. Thomas McKean</b> Phone: <b>703-668-0022</b> Email: <b>tmckean@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.



**RELEVANCIES TO ROUTE 29 SOLUTIONS PROJECT**

- Multi-phased project with concurrent delivery on a fast-track schedule
- Widening of a principal arterial
- Large (660') multi-span bridge over Goose Creek, a State Scenic River
- Minimized traffic impacts during construction of interchange expansions and modifications
- Multi-Agency Coordination
- Environmental Permitting
- Utility Avoidance & Relocations
- Experience of Team Working Together
- Same Design Manager & Lead Structural Engineer

**PROJECT NARRATIVE & SCOPE:** Beginning in 2005, the design-build team of Shirley and Dewberry began work on the Capital Improvement Program for TRIP II to complete eight (8) of the "ultimate" improvements which TRIP II was obligated to complete under its agreement with the Commonwealth of Virginia. These improvements included:

- Widening of the Greenway from 4- to 6-lanes for over 6 miles (2 phases), including widenings of parallel bridges at Claiborne Parkway, Broadlands Boulevard, Sycolin Creek, and Sycolin Tributary
- Widening of the 660' 3-span bridge over Goose Creek (a State Scenic River), with pier heights of approximately 100'
- Widening of Route 606 and interchange ramp improvements
- Widening of Route 653 and interchange ramp improvements
- New interchange at Battlefield Parkway and demolition of the Tolbert Lane Bridge
- Direct ramp access from EB Dulles Greenway to Dulles Airport ("Ramp E")
- Expansion of the Mainline Toll Plaza from 14 to 18 lanes

Design of each of these improvements was completed simultaneously so that all project elements were completed and opened to traffic in under 3 years. Since the Greenway is a private toll road, significant care was taken to sequence the work and develop temporary traffic control plans to ensure operations, capacity, and toll revenues were not impacted during construction. During design of the original 8 elements of the project, TRIP II requested that our Team increase the scope of the project to widen the Route 772 bridge over the Greenway and make "ultimate" ramp modifications at the existing interchange. Our Team was able to incorporate the added scope of this 9<sup>th</sup> project element without impacting the contract completion date.

Many of the elements of this project are very similar in scope and complexity to the elements of the Route 29 Solutions project, including:

- Widening of the Greenway from 4- to 6-lanes, similar to the Route 29 Widening
- Widening of the twin 3-span bridges over Goose Creek Bridge with pier heights of approximately 100', similar to Berkmar Drive Extension over the South Fork of the Rivanna River
- Two new interchanges and three interchange modifications completed in the same location as existing roadways, overpasses or interchanges, similar to the Rio Road Interchange

**DEWBERRY'S ROLE:** As the engineer of record, Dewberry's Fairfax, Virginia office was responsible for the following tasks and services:

- Field surveys
- Roadway geometric design
- Structural design of bridges and retaining walls
- Drainage and stormwater management designs
- Temporary traffic control and transportation management plan design
- Signing and pavement marking plans and traffic signal designs
- Sub-consultant oversight and coordination for utility designations, test pits, and geotechnical testing and analysis

Since the Greenway is a privately maintained roadway, improvements were treated as a "developer" project instead of a VDOT project, and additional coordination and permits were required prior to plan approval and construction. Plans were developed in VDOT format, and coordination meetings were held with the following agencies:

- Loudoun County
- The Town of Leesburg
- Federal Aviation Administration (for the Leesburg Executive Airport)
- Metropolitan Washington Airports Authority

Dewberry's Design Manager and Lead Structural Engineer proposed for the Route 29 Solutions Project each served in these same roles for this project.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

- Early completion of several of the Capital Improvement designs led the Owner to add the Route 772 Interchange improvements to the project as a contract modification. Plans were completed without requiring an extension of the contract duration.
- "Repeat business" is the best evidence of good performance. After completion of the Capital Improvements, Dewberry continues to be the engineer of record for the Greenway, and is currently working on pavement overlay plans and traffic counts, proving that the service provided by Dewberry is valued by TRIP II.

**ATTACHMENT 3.4.1(c)**  
**LEAD DESIGNER - WORK HISTORY FORM**  
**(LIMIT 2 PAGE PER PROJECT)**

<b>SIMILAR SCOPE AND COMPLEXITY TO ROUTE 29 SOLUTIONS</b>		
✓	<b>Delivering Multiple Projects Concurrently On Fast Track Schedule</b>	The Dulles Greenway Capital Improvement Program is a perfect example of delivering multiple projects concurrently. The original scope of the project included eight (8) projects, but our Team was able to incorporate a new interchange modification project (Route 772) at the request of the Owner without extending the contract duration. Multiple teams of designers worked concurrently, all with oversight of the Design Manager, to ensure each phase of the project was completed on-time and concurrently with other elements of the project. In just over 2 years, all nine projects were designed, approved, constructed, and opened to traffic in their final configurations.
✓	<b>Delivering Projects In Developed Urban Corridors</b>	Each of the improvements was completed on corridors which carry some of the heaviest traffic volumes in Northern Virginia, including the Greenway and Route 606. Development of the interchange modifications at Route 606, Route 772, Route 654, and Route 653 were coordinated with adjacent developers and landowners to minimize impacts to existing property and development, and receive dedication of property for the proposed interchange improvements.
✓	<b>Use Of Innovative Design Solutions And Construction Techniques</b>	Unique and innovative design solutions incorporated on this project included the realignment of the direct access ramp to Dulles Airport to re-use an existing bridge which was retained from previous road configurations. This was done to minimize impacts to an existing floodplain and avoid additional environmental impacts. Other solutions included design of retaining walls which matched architectural treatments of adjacent developments and re-sequencing of work packages to avoid impacts to traffic which would have resulted from shoulder demolition and repaving operations prior to widening of the Dulles Greenway.
✓	<b>Previous Design-Build Experience</b>	The Lead Contractor and Lead Designer proposed for the 29 Solutions Project are the same that completed the Capital Improvements Program for TRIP II, and the Design Manager and Lead Structural Engineer proposed served in those same capacities for the Capital Improvement Program.
✓	<b>Limiting Impacts To The Traveling Public And Affected Businesses And Communities, Including Commitments To Effective Strategies To Minimize Congestion During Construction</b>	One of the most critical elements of this project was to limit impacts to the travelling public, since increased delays would result in a loss of Toll revenue to the owner. Significant temporary traffic control plans were developed to ensure each interchange movement was maintained during interchange modifications, and widening of the Greenway was completed on a fast-track basis to limit the impacts to the travelling public. Construction hours were adjusted based on updated traffic counts collected prior to construction.
✓	<b>Developing And Managing Effective Communication Strategies With Business Owners And Other Key Stakeholders</b>	Our Team used targeted communications with specific property owners to discuss project elements and potential impacts before they were experienced during construction. Coordination with landowners also included specific discussions of landscaping and architectural treatments, as well as detailed design modifications such as the use of permanent easements in lieu of right-of-way acquisition which enabled the property owners to dedicate the necessary easements for the improvements. Public outreach efforts were also coordinated with the Owner so that messages regarding upcoming traffic impacts and traffic pattern changes were disseminated to the travelling public through their website.
✓	<b>Previous Success In Taking And Managing Calculated Risks And Realizing Incentives</b>	Although there were no specific incentives for this project, the speed at which our Team was able to simultaneously initiate work on each of the 8 elements of the contract led the owner to add a ninth project to the contract. Work began on that element immediately as well, which allowed all nine of the project elements to be completed without an extension of the contract time.
✓	<b>Previous Success In The Coordination Of Complex Utility Relocation</b>	A successful way of managing utility relocations is through avoidance of impacts to existing utilities. The entirety of the Capital Improvement Program was completed without any significant utility relocations. Grading plans and interchange improvements were developed to avoid transmission power and gas lines, and no water mains or sanitary sewer relocations were required by the proposed design and construction improvements. This success in avoiding utility impacts is what helped to accelerate many of the individual elements of the project.
✓	<b>Meeting Or Exceeding Required Disadvantage Business Enterprise Program Commitments</b>	As a privately held toll road facility, the Owner (TRIP II) did not require DBE participation on the part of the design/builder. However, the Team utilized DBE subcontractors resulting in a DBE participation of approximately 3%.

\* If actual contract completion date is different from the original contract completion date (i.e. early or late), please explain under Section (h) above. If early completion was due to an incentive please provide details and if design was a factor in achieving the incentive.  
 \*\* If actual contract value is different from the original contract value (i.e. more or less), please explain under Section (h) above and if design was a factor.  
 \*\*\* For multiple phase projects, only single phase of construction (or single contract) will be considered as a Project. If additional phases are shown under the same Work History Form, only the first phase (or contract) listed will be evaluated.