ORIGINAL

Response to Request for Qualifications

I-95 at Temple Avenue Interchange Improvements

A Design-Build Project

From: 0.041 Miles West of Hamilton Avenue

To: 0.069 Miles East of Existing I-95 Ramp

Colonial Heights, Virginia

State Project No.: 0095-106-122

Federal Project No.: NH-095-1(328)

Contract ID Number: C00085623DB74

Submitted To: VDOT

Submitted By: SHIRLEY CONTRACTING COMPANY, LLC

In Association With: Dewberry

3.2 Letter of Submittal

SHIRLEY
CONTRACTING COMPANY, LLC

November 25, 2013

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

RE: I-95 at Temple Avenue Interchange Improvements
From: 0.041 M. West of Hamilton Avenue To: 0.069 Mi. East of Existing I-95 Ramp
Colonial Heights, Virginia
Contract ID Number: C00085623DB74
3.2 Letter of Submittal

Dear Mr. Arel:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our Letter of Submittal in response to your Request for Qualifications for the I-95 at Temple Avenue Interchange Improvements Design-Build Project (the Project). For this pursuit, we have assembled a Team with unparalleled experience and expertise in the industry to assure VDOT that the Project will exceed all expectations.

3.2.1 The full legal name and address of the Offeror is as follows:
Shirley Contracting Company, LLC
8435 Backlick Road
Lorton, Virginia 22079

3.2.2 Our Point of Contact is:

Mr. Garry A. Palleschi
Vice President
Shirley Contracting Company, LLC
8435 Backlick Road
Lorton, Virginia 22079
(P) 703-550-3579 (F) 703-550-9346
gpalleschi@shirleycontracting.com

3.2.3 Our Principal Officer is:

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

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

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

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

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

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

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

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

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

I personally commit to VDOT that Shirley will achieve a DBE participation goal of 12% for the entire value of the contract:

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

On behalf of our Team, we thank the Virginia Department of Transportation for the opportunity to submit this SOQ to the Request for Qualifications and we look forward to your review of our submittal.

Sincerely,

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

Attachments:
Affiliates and Subsidiaries 3.2.6
Certification Regarding Debarment Forms
Evidence of Prequalification
Surety Letter
SCC Registrations
DPOR Registrations

3.3 Offeror's Team Structure

3.3 Offeror's Team Structure

INTRODUCTION

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to effectively manage all design-build elements of the I-95 at Temple Avenue Interchange Improvements Project (the Project). Shirley is committing Team Members and Key Personnel to the Project that have been responsible for managing more than $500 million of design-build roadway and bridge projects in Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Fort Lee Roundabout Design-Build, Fairfax County Parkway Phase III Design-Build, I-64 Exit 91 Interchange Design-Build, Sycolin Road Overpass Design-Build, Route 50 Widening Design-Build, and Pacific Boulevard Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry Consultants LLC (formerly Dewberry & Davis LLC) was the Lead Designer. Further, each of these design-build projects have been, or will be, completed on or ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for over 11 years, we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduces project risk.

3.3.1 KEY PERSONNEL

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

Design-Build Project Manager:	Charles "Chuck" Smith	Shirley Contracting Company, LLC
Quality Assurance Manager (QAM):	Kaushik Vyas, P.E.	Quinn Consulting Services, Inc.
Design Manager:	Timothy "Tim" Belcher, P.E.	Dewberry Consultants LLC
Construction Manager:	Tony Jefferys	Shirley Contracting Company, LLC

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

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

Right-of-Way Manager - (Seth Bourne): A critical service that our Team brings to the Project and VDOT is our in-house capability of managing the acquisition of the right-of-way and easements needed to clear the Project for construction. While most other firms must bring in an outside consultant for right-of-way acquisition management, Shirley can provide this service and expertise in-house, eliminating any inefficiency regarding the right-of-way needs of the Project. If the needs of the Project dictate changing the

priority of acquisitions, having this function in-house allows us to react quickly and maintain the goals and schedule for the Project. It also provides a much greater level of coordination between the design, utility, permitting, and construction disciplines. Our Right-of-Way Manager, Seth Bourne will be involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching proffers, keeping landowners informed, maintaining the ROW budget. As the Project progresses through the acquisition phase, Seth will manage our VDOT prequalified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

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

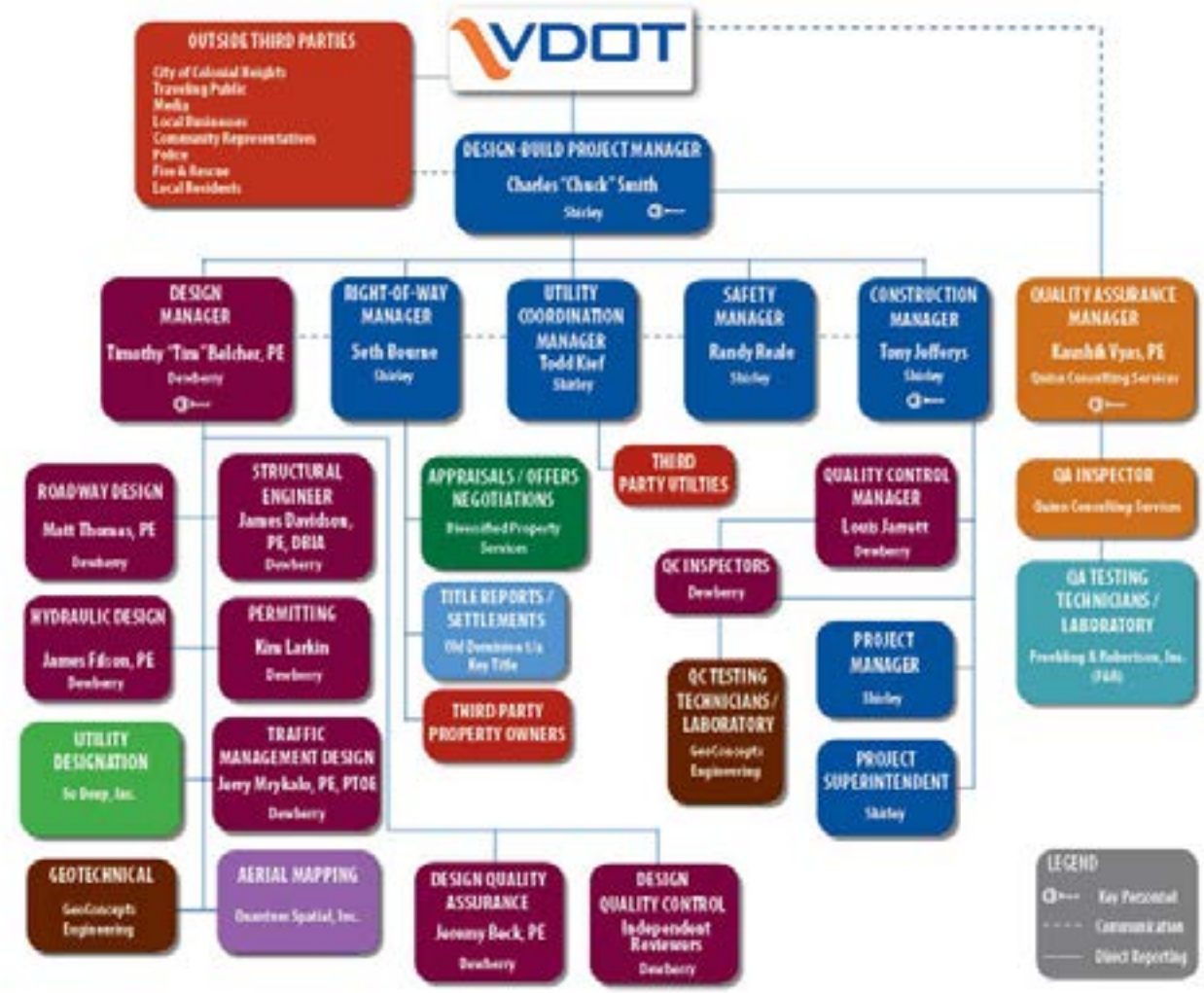
Utility Coordination Manager - (Todd Kief) A design-build project as important as the I-95 at Temple Avenue Interchange Improvements Project cannot be successful without effectively managing the necessary utility impacts. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Our Utility Coordination Manager, Todd Kief has managed the utility relocations for nearly $500 million in design-build construction in Virginia over the last 11 years. More importantly, his relationship with the individual utility owners potentially impacted by this Project will be a significant benefit. Todd's design-build experience has enabled him to cultivate close relationships with the representatives of over 25 public and private utilities, including many of the known utilities located in the vicinity of the I-95 at Temple Avenue Interchange Improvements Project.

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

The keys to successfully managing utility relocations on the I-95 at Temple Avenue Interchange Improvements Project will be first, to have a Team that has performed this function on time and on budget on previous design-build projects, and second, to have a Team in place with established, positive relationships with the involved utility companies. Our Team excels in both of these criteria.

3.3.2 ORGANIZATIONAL CHART

The Shirley Team's Organizational Chart for the Project is described narrativley and graphically below. The "chain of command" is depicted on the chart by solid lines, which represent the primary reporting relationships, and by dashed lines, which represent communication relationships, between the major project disciplines and participants.



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

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

****Design-Build Project Manager (Chuck Smith):*** This Key Personnel position on our Team is tasked with full and complete authority over all aspects of the Team's responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, the Design-Build Project Manager (D-B PM) has ultimate responsibility for contract management and to coordinate and integrate the various project disciplines successfully, including design, construction, quality control, right-of-way, utilities, and safety. The D-B PM will also serve as the primary support to VDOT's efforts to communicate with certain third-

party stakeholders, and at VDOT's discretion, can take the lead effort in communicating and coordinating with these third parties. Mr. Smith, as the Design-Build Project Manager, has managed a significant number of Shirley Contracting Company's most challenging design-build projects. He brings over 25 years of experience to the Design-Build Project Manager role and has delivered each of his design-build projects either ahead of or on schedule and on budget.

Design Manager (Tim Belcher, P.E.): Reporting to the D-B PM, this Key Personnel position has overall responsibility for management of all aspects of the design process, including roadway, structural, hydraulic analysis, permitting, traffic analysis, and geotechnical investigations and recommend actions. In addition, the Design Manager will establish and oversee the Design QA/QC program. The Design Manager will ensure that the design QA and QC functions shall be exclusively designated to such and shall not be assigned to perform conflicting duties or production work, as outlined in the updated version (January 2012) of the *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects.* Of vital importance is the Design Manager's role in integrating the various design disciplines with the construction, right-of-way, utility, and safety elements. Mr. Belcher has designed several VDOT design-build projects including the Route 28 Corridor Improvements Project and was most recently the Lead Designer on the I-64 Exit 91 Interchange. Other non-VDOT design-build projects that he provided design for are the Dulles Greenway/Battlefield Interchange and Loudoun Water Treatment Plant Access projects, where he served as Design Manager. Mr. Belcher is a 2012 graduate of VDOT's Transportation Project Management Institute (TPMI).

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

Quality Assurance Manager (Kaushik Vyas, PE): In this Key Personnel role, the Quality Assurance Manager (QAM) reports directly to the D-B PM and is completely independent from the construction operations and the QC process. Mr. Vyas has worked as QAM on multiple VDOT design-build projects with the Shirley/Dewberry Team. The QAM has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and will direct the QA inspections by the QA inspector and independent QA testing technicians from Froehling & Robertson, Inc. (F&R). This position is unique in that the QAM has the autonomy to report findings directly to VDOT in addition to the D-B PM, and if the work is not in compliance with the Contract documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

Traffic Management Design (Jerry Mrykalo, P.E., PTOE): Reporting to the Design Manager, the Traffic Management Designer will be responsible for developing the Temporary Traffic Control (TTC) plan and the Transportation Management Plan (TMP). These plans will be coordinated with the design for the various stages of construction. Aside from having performing traffic management design on all of the

Interstate design-build projects built by the Shirley/Dewberry Team, Mr. Mrykalo is a Professional Traffic Operations Engineer (PTOE) and certified VDOT Work Zone Traffic Control instructor.

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

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

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

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

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

****Denotes Key Personnel***

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

INTRODUCTION

The Shirley Team, with more than 11 years of experience on VDOT design-build projects, believes risk assessment and their mitigation to be one of the more important aspects that determine a project's success. With our Team's extensive experience of different size and types of design-build projects, we understand that a proactive approach is the key when identifying risks, understanding their impacts, and developing a strategy to avoid or mitigate each risk. Our method has reduced the risk for VDOT and the public resulting in all of our design-build projects being completed on-time and within budget, ultimately reducing costs to VDOT with respect to right-of-way, utility relocations, and construction costs while satisfactorily addressing the needs and concerns of the involved stakeholders.

In preparation of this Statement of Qualifications (SOQ), we have carefully reviewed all of the documents provided with the RFQ package as well as recognizing the concerns that have been raised in the past by the public during the preliminary development of this Project. It is apparent and agreed upon by the public, that a change to the interchange is needed to reduce the impacts on the safety and mobility of the system's users. Based on the concerns of the public and our experience in the completion of interchange projects and roundabouts, we have identified the following three risks which our Team will focus on during plan development, final design, and construction. Keeping these risks at the forefront throughout the Project will help ensure that impacts are identified early and minimized or avoided to the extent possible. As requested for each risk, we have identified why the risk is critical, the impact it could have on the Project, our Team's strategies to minimize or eliminate the risk, and the role we anticipate VDOT or other agencies may have in addressing these risks.

CRITICAL RISK #1 – TEMPORARY TRAFFIC CONTROL

The Temple Avenue Interchange is a major access point for motorists from Interstate 95 to reach the Southpark Mall, Colonial Heights, and Fort Lee in Hopewell. Temple Avenue (Route 144) is a primary route carrying over 35,000 vehicles per day with deficiencies in capacity, geometry, and safety as identified in the Interchange Modification Report (IMR). High volumes exceeding the existing roadway capacity has direct impacts on I-95 motorists by introducing large queues that routinely extend onto the I-95 thru lanes during peak times. This creates public safety issues and other unintended consequences such as use of residential neighborhoods for cut-through traffic, loss of business, delays to construction, and an erosion of public support. Additionally, there are few alternate routes which can be utilized by motorists to avoid the Project site during construction, eliminating the potential to reroute traffic out of the construction site during significant work operations such as removal of the existing bridges and phased construction of the roundabout. Because of these challenges, the Shirley Team has identified temporary traffic control (TTC) as a critical risk to the Project.

To mitigate the temporary traffic control risk, the Shirley Team will use our experience of over 11 years on design-build work zone implementation to design and implement safe and efficient construction phasing. In design, our Certified VDOT Advanced Work Zone Traffic Control Design Manager and Traffic Engineer will work closely with Shirley to develop a sequence of construction that will minimize conflict points and delays during construction. The TTC plan and Transportation Management Plan (TMP) will be developed in accordance with VDOT IIM-LD-241.5 and the Manual of Uniform Traffic Control Devices (MUTCD), Virginia Work Area Protection Manual, and traffic analysis software such as Synchro and QuickZone.

With an open line of communication that includes VDOT and the City of Colonial Heights, our Team will identify critical traffic patterns during the peak periods to identify opportunities to prioritize construction activities so that key project elements can be completed to provide advanced traffic relief and mobility improvements prior to substantial completion of the Project. Similar to our Team's efforts on past projects, our Team will investigate the potential to adjust vertical alignments to minimize the amount of reconstruction required since this has the potential to require significant construction phasing/staging and added temporary impacts to the travelling public. Changes in traffic pattern will be communicated with all stakeholders such as Central Region Operations, local fire and rescue, and the public school system. Our Team will maintain contact and email distribution lists to be able to quickly and completely disseminate information to a large number of motorists, residential communities, businesses, and travelers who use the roadways within the limits of this Project.

Sub-standard sight distance is one of the leading causes of work zone crashes. Having recently completed several roadway widening projects on high-volume roadways, and with our continued operations on the Route 50 Widening Design-Build, our Team understands the need for careful planning in order to safely maintain all necessary intersections and driveways thru all stages of construction. Sight distances will be checked for all stages of construction to ensure features such as temporary barrier, stockpiles, and construction equipment do not block sightlines. In addition to making adjustments to temporary barrier locations and potentially entrance operations, we will also indicate in the plans where restrictions for construction materials storage are required, to prevent blockages of sight-lines. These restrictions will include indicating that no material can be stored within the deflection area of temporary concrete barrier. Also, the work to install, maintain and remove all traffic control devices during all phases of the work will be performed by dedicated maintenance of traffic (MOT) crews. Doing so will insure that all devices are consistent, in accordance with the MUTCD and other standards, timely, and coordinated with all work activities.

Consistent with the coordination our Team is undertaking on the Route 50 Widening Design-Build Project, we will look for ways to improve access on the Project for the public during construction. On Route 50, the Shirley Team modified the plans and coordinated with VDOT to maintain three lanes of traffic at the east end of the project as opposed to two lanes as was originally planned in the RFP. This example of improving access is the type of improvement our Team will look to bring to the I-95 at Temple Avenue Interchange Improvements Project.

VDOT'S AND OTHER AGENCIES' ROLE

Consistent with normal processes for VDOT-managed projects, we expect VDOT's role to be associated with review and approval of the TTC and TMP plans. At the outset of the Project we will establish open lines of communication with key VDOT staff who were involved in the public outreach and coordination efforts during development of the RFP plans to ensure that all past commitments are honored and maintained during development of final design plans and through construction. VDOT and other review agencies role will be to maintain their existing tools of communication (website, Twitter, etc.) with regular updates provided by the Shirley Team. The Shirley Team will also hold a "Pardon our Dust" meeting in close coordination with Richmond District Public Affairs staff.

CRITICAL RISK #2 – HYDRAULICS AND STORMWATER MANAGEMENT

Hydraulics and stormwater management are a critical risk to the Project because treatment methodology is dependent on the new stormwater regulations and possible impacts to a Zone AE FEMA floodplain according to Flood Insurance Rate Map number 5100390019D dated August 2, 2012. The stormwater management design can be designed per VDOT IIM 195.7 (draft 195.8) and VDOT Drainage Manual which addresses the performance based criteria. The Team is aware that on July 1, 2014, DEQ will be

requiring stormwater management (SWM) to be addressed by the Virginia Runoff Reduction Method (VRRM). Our Team is very familiar this both criteria and understand that additional treatment will be required to achieve the new regulations. With this Project being in a well developed area, the areas available to treat project stormwater without extensive right-of-way acquisition is limited, and is further complicated due to the existing quarry pond adjacent to both the existing interchange ramp and proposed/relocated interchange ramp. Under the new SWM regulation the practice to use BMP facilities that promote infiltration to strongly encouraged. Without proper soils, over excavation to install media to address the water quality element may have more impacts on the Project. Additionally, some of the conceptual areas for Best Management Practice (BMP) features are located near potential hazardous material areas. In addition to these constraints, there are existing hydraulic challenges associated with Old Town Creek immediately north of this project, and construction of the new fill or retaining wall for the roundabout could have an impact on the existing FEMA-regulated floodplain.

This risk could have several effects on this Project. First, adverse impacts to the existing Old Town Creek floodplain could cause flooding and damage to adjacent properties upstream of the Project. Any additional fill or encroachment into a floodplain may increase the 100-year water surface elevation and make it difficult to comply with VDOT "no-rise" policy. The loss of hydraulic conveyance may increase flow velocities and cause erosion of the stream bank. Encounters with hazardous materials could put workers at risk, require environmental cleanup activities and/or additional coordination with permitting and regulatory agencies, and potentially adversely impact the project schedule. Finally, impacting the existing quarry pond could result in the design being modified to cope with unanticipated soil properties or contaminants.

To mitigate this risk, our Team will investigate the use of alternate stormwater management treatment facilities and strategies to avoid the right-of-way and environmental concerns identified above. We have experience working with the newly implemented stormwater regulations and will carefully select the appropriate type of BMP and locate them to avoid areas of concern to the maximum extent possible. The Shirley Team has completed several design-build projects crossing major floodplains and we will document the required hydraulic information on the necessary LD-293 series of forms. HEC-RAS modeling software will be employed to follow VDOT's no rise policy which implies that "no rise" has a 0.05' tolerance depending on adjacent impacts. This information will be developed to advance the proposed retaining wall layout and associated grading to avoid adverse impacts to adjacent property owners and to the environment. Shirley also has a safety plan to educate workers on how to identify hazardous situations and who to notify if the situation is encountered.

Given this Project is slated to receive federal funds, the final design concept should be reevaluated to determine if changes or updates are needed on the existing FHWA NEPA documents. Our environmental staff has conducted and assisted VDOT and FHWA with similar reevaluations on projects such as I-64 Exit 91 Interchange Design-Build and Battlefield Parkway Design-Build and will bring that experience to this Project.

VDOT'S AND OTHER AGENCIES' ROLE

Consistent with normal processes for VDOT-managed projects, we expect VDOT's role to be associated with review and approval of the hydraulic analysis. The Shirley Team will coordinate with the VDOT District Environmental staff to ensure that the commitments in the Categorical Exclusion are followed and the proper forms (such as the EQ-103 checklist) are filled out at the appropriate milestones.

CRITICAL RISK #3 – UTILITIES

The key to the successful completion of utility relocations within the Project schedule is having the experienced resources and relationships in place at the time the Project starts. Through our long history of completing design-build projects for VDOT and other Owners, the Shirley Team has gained extensive experience working with and coordinating relocations for over 25 different public and private utility owners, including all of the utility owners affected by this Project. In addition to the multitude of utility conflicts that we have avoided through alternate design solutions, our Team has successfully completed the relocation of utilities totaling more than $25 million on our design-build projects over the last 11 years. This direct experience has allowed us to form close relationships and a working knowledge of the individual utility companies, their processes and procedures. It is because of this experience that we have learned first-hand the importance of avoiding utility conflicts and relocations altogether. This will be our first priority throughout the design and construction phases of the Project. If conflicts cannot be avoided by design, then we will work diligently to minimize these relocations through a combination of design and/or protection improvements for the utilities in place. Only as a last resort will we relocate utilities to eliminate conflicts with the new construction.

Utilities have the potential to significantly impact the project schedule and cost and because of this, they are a critical risk to the Project. On design-build projects this risk is even greater for several reasons. First, at this stage of the Project's development, the roadway plans are at a very preliminary level of completion and utility test pits have not been performed. It is difficult at this stage to determine the accurate location of the existing facilities or the full extent of the impact the design will have on them. From the information provided, it appears that there is an existing sanitary main on the south side of the proposed roundabout that will, at a minimum, require an adjustment to the existing manhole. Additionally, overhead power and communication poles are in conflict with the proposed construction and will likely require relocation or adjustment. An existing cellular communications tower is also within the Project limits but appears not to be in conflict with the construction, however it will require that access be maintained to it. At this point, the majority of the utility companies have not begun their design and analysis of the cost and schedule for their potential relocations. Finally, there is limited leverage available to the design-builder to affect the utility companies to complete their work within the overall project schedule.

Relocating utilities and acquiring the associated right-of-way are significant, interconnected schedule risks, and reliant upon third party cooperation. Utility relocation routes have to be finalized in order for easements to be determined. Electric and communication utility owners often have regional, instead of local, representatives and can be subject to reassignment in the event of emergencies. Acquiring right-of-way and easements from individual landowners requires either their consent or a longer process of condemnation. If the adjacent property owners are not cooperative, the acquisition process will quickly affect the Project critical path.

It is precisely our Team's experience managing these risks that has lead to the successful completion of every one of our design-build projects for VDOT. We have a proven strategy for mitigating these risks, one that VDOT can count on the Shirley Team implementing on the I-95 Temple Avenue Interchange Project. These strategies include:

- Designating a full time Utility Coordination Manager whose primary focus is to manage the utility scope of the Project from concept to completion.
- Completely integrating utilities with all other project disciplines including design, right of way, permitting, construction, and QA/QC.
- Prioritizing any relocation based on the lead time required.

- Creating a realistic project schedule with input from the utility and other disciplines.
- Holding weekly (at a minimum) Construction Progress Meetings on the jobsite.
- Supplementing and assisting the Utility companies with their work, including provide some utility designs "in-plan".

VDOT'S AND OTHER AGENCIES' ROLE

VDOT's role will be to review any proposed relocations and administer the necessary VDOT and Federal documentation. We have extensive experience successfully using the VDOT Utility Manual for utility relocations and familiarity with the 2011 changes with regard to prior rights. Right-of-way and utility easement acquisitions will have to follow the VDOT Right-of-Way Manual of Instructions due to federal funding requirements. Finally, we will work with the VDOT Richmond District and Central Region Right-of-Way and Utility staff to ensure that proper procedures are followed for reimbursement of federal funding.

SUMMARY

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

Attachments

2.10 C-78 Form

ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00085623DB74

PROJECT NO.: 0095-106-122

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 10/15/2013
   (Date)
2. Cover letter of Addendum #1 11/12/2013
   (Date)
3. Cover letter of _____
   (Date)

SIGNATURE

11/26/13
DATE

3.1.2 SOQ Checklist

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	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
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-7
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	5-7

ATTACHMENT 3.1.2

Project: 0095-106-122

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	N/A
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-12

3.2.6 Affiliated and/or Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0095-106-122

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.

☐	**The Offeror does not have any affiliated or subsidiary companies.**
X	**Affiliated and/ or subsidiary companies of the Offeror are listed below.**

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

ATTACHMENT 3.2.6

State Project No. 0095-106-122

Affiliated and Subsidiary Companies of the Offeror

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

3.2.7 Debarment Forms

ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0095-106-122

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

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

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

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

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

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

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

Signature Date

President/CEO/Manager
Title

Shirley Contracting Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-106-122

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	November 14, 2013 Date	Executive Vice President Title

Dewberry Consultants LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No: 0095-106-122

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 proposal.

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.

W. J. McKeague	11/13/13	Vice President
Signature	Date	Title

AeroMetric, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-106-122

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.

11/15/2013 President

Signature Date Title

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-106-122

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.

Samuel H. Kreay Jr. 11/19/2013 President

Signature Date Title

Froehling & Robertson, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-106-122

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.

	11/12/2013	President
Signature	Date	Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-106-122

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.

[illegible]	11-18-13	Settlement office
Signature	Date	Title

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

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-106-122

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.

Elizabeth Quinn November 15, 2013 President

Signature Date Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0095-106-122

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

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

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

Mark A. Wanh 11/13/2013 Vice President - Business Development

Signature Date Title

So. Deep, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No: 0095-106-122

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 proposal.

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.

William J. McTeague	11/13/13	Vice President
Signature	Date	Title

Quantum Spatial, Inc.
Name of Firm

==========

S1060
SHEPAUL ENTERPRISES, INC.
PREQ. EXP : 09/30/2014

--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

TRAVELERS

One Tower Square
Hartford, CT 06183

November 19, 2013

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

Re: Request for Qualifications - Contract ID Number: C00085623DB74 - A Design-Build Project
I-95 at Temple Avenue Interchange Improvements - From: 0.041 Mi. West of Hamilton Avenue
To: 0.069 Miles East of Existing I-95 Ramp
Estimated Contract Value: $12,000,000

Dear Mr. Arel:

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 $150,000,000 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 the above named Contractor, Travelers Casualty and Surety Company of America, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project, subject to acceptable review of the contract documents and bond forms, financing, availability of reinsurance, and Shirley Contracting Company, LLC continuing to satisfy other underwriting considerations at the time the bonds are requested.

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

Sincerely,

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

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

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

TRAVELERS

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. 005601735

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Diana L. Parker, and Karen C. Bowling

of the City of Columbia, State of Maryland, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 16th day of August, 2013

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company
St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

State of Connecticut
City of Hartford ss.

By: Robert L. Raney, Senior Vice President

On this the 16th day of August, 2013, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2016.

Marie C. Tetreault, Notary Public

58440-8-12 Printed in U.S.A.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

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.

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 4th day of November, 20 13

Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

3.2.10 SCC & DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0095-106-122

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-2	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Business Entity-Class A Contractor	2705071652	October 31, 2014
Dewberry Consultants, LLC	S044733-6	Limited Liability Co.	Active	8410 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2013
GeoConcepts Engineering, Inc.	516767-1	Corporation	Active	19955 Highland Vista Drive Ste. 170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2013
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2013
Froehling & Robertson, Inc.	0027221-2	Corporation	Active	3-15 Dumbarton Road Richmond, VA. 23228	Business Entity	0407000098	December 31, 2013
Diversified Property Services, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Timonium, Md. 20193	Real Estate Appraiser Business	4008001190	November 30, 2014
Old Dominion Settlements, Inc. (Key Title)	0243891	Corporation	Active	n/a			
Quantum Spatial, Inc.	F113594-8	Corporation	Active	45180 Business Court Suite 800 Dulles, VA. 23005	Business Entity	0407005489*	December 31, 2013
So-Deep, Inc.	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA. 22111	Business Entity	0407002900	December 31, 2013

ATTACHMENT 3.2.10

State Project No. 0095-106-122

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	**Individual's Name**	**Office Location Where Professional Services will be Provided (City/State)**	**Individual's DPOR Address**	**DPOR Type**	**DPOR Registration Number**	**DPOR Expiration Date**
Dewberry Consultants, LLC	**Timothy Belcher**	**Fairfax, Va.**	**13808 Fount Beattie Court Centerville, Va. 20121**	**Professional Engineer**	**0402041949**	**June 30, 2014**
Quinn Consulting Services, Inc.	**Kaushik Vyas**	**Gordonsville, Va.**	**10170 Spring Drive Gordonsville, Va. 22942**	**Professional Engineer**	**0402039004**	**June 30, 2014**

*Note: Aero-Metric, Inc. is in the process of changing their business name to Quantum Spatial, Inc. At the time of this submission, they have completed the registration with the Virginia State Corporation Commission (SCC) and were in the process of converting their Virginia Department of Professional and Occupational Regulation (DPOR) registration number.

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

Commonwealth of Virginia
State Corporation Commission

11/18/13
15:24:18

LLCM3220 LLC DATA INQUIRY

LLC ID: S082038 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/01/02

LLC NAME: Shirley Contracting Company, LLC

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

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX 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
13	50.00			

(Screen Id:/LLC_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

Commonwealth of Virginia
State Corporation Commission

11/18/13
15:24:50

LLCM3220 LLC DATA INQUIRY

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

LLC NAME: Dewberry Consultants LLC

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

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

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

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
14	50.00			50.00

(Screen Id:/LLC_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

Commonwealth of Virginia
State Corporation Commission

11/18/13
CISM0180 CORPORATE DATA INQUIRY 15:26:34

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

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

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
19955 HIGHLAND VISTA DR #170
CITY: ASHBURN STATE : VA ZIP: 20147
R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
ACCEPTED AR#: 213 02 3773 DATE: 01/17/13 LOUDOUN COUNTY
CURRENT AR#: 213 02 3773 DATE: 01/17/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

S
Cor

Virg

11/18/13

CISM0180 CORPORATE DATA INQUIRY 15:27:01

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08

CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:

R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134

R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106

ACCEPTED AR#: 213 12 8953 DATE: 08/21/13 ARLINGTON COUNT

CURRENT AR#: 213 12 8953 DATE: 08/21/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

Commonwealth of Virginia
State Corporation Commission

11/18/13
CISM0180 CORPORATE DATA INQUIRY 15:28:11

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

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

STREET: 8397 EUCLID AVENUE AR RTN MAIL:

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

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

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

Commonwealth of Virginia
State Corporation Commission

11/18/13
15:28:37

CISM0180 CORPORATE DATA INQUIRY

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#: 213 10 8592 DATE: 07/05/13 FAIRFAX COUNTY
CURRENT AR#: 213 10 8592 DATE: 07/05/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

Commonwealth of Virginia
State Corporation Commission

11/18/13
CISM0180 CORPORATE DATA INQUIRY 15:28:55

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 05/22/97
CORP NAME: OLD DOMINION SETTLEMENTS, INC.

DATE OF CERTIFICATE: 07/08/1983 PERIOD OF DURATION: INDUSTRY CODE: 35
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: RONALD H. LAZARUS

STREET: 7010 LITTLE RIVER TURNPIKE, SUITE 240 AR RTN MAIL:

CITY: ANNANDALE STATE : VA ZIP: 22003
R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129
ACCEPTED AR#: 213 08 5532 DATE: 05/16/13 FAIRFAX COUNTY
CURRENT AR#: 213 08 5532 DATE: 05/16/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	220.00					25,000

(Screen Id:/Corp_Data_Inquiry)

Please note: The SCC website will be unavailable Thursday, November 21, from p.m. for system maintenance. We apologize for the inconvenience and appreciate patience.

Commonwealth of Virginia
State Corporation Commission

11/18/13
15:43:59

CISM0180 CORPORATE DATA INQUIRY

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
13	1,700.00					1,100,000

(Screen Id:/Corp_Data_Inquiry)

Commonwealth of Virginia
State Corporation Commission

11/25/13
CISM0180 CORPORATE DATA INQUIRY 10:26:00

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
CORP NAME: Quantum Spatial, Inc.

DATE OF CERTIFICATE: 02/09/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: WI WISCONSIN STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX 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 02 6031 DATE: 01/23/13 HENRICO COUNTY
CURRENT AR#: 213 02 6031 DATE: 01/23/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

Details of license number 2705071652

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

No Open Complaints

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

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 2013-11-17.

Details of license number 0407003966

print

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0401008756 (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
0406000847 (licenseDetail.cfm?lrn=0406000847)	COUTURE, DENNIS M	Landscape Architect License	2014-03-31

Showing 1 to 4 of 4 entries

First Previous 1 Next Last

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

Details of license number 0407003733

print

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402026380 (licenseDetail.cfm?lrn=0402026380)	VICINSKI, JOHN KEVIN	Professional Engineer License	2015-08-31
0402039004 (licenseDetail.cfm?lrn=0402039004)	VYAS, KAUSHIKKUMAR BHUPENDRAPRASAD	Professional Engineer License	2014-06-30

Showing 1 to 2 of 2 entries

First Previous 1 Next Last

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

Details of license number 0407004404

print

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402021276 (licenseDetail.cfm?lrn=0402021276)	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	2014-04-30
0402021556 (licenseDetail.cfm?lrn=0402021556)	BURKART, PAUL EDWARD	Professional Engineer License	2014-03-31

Showing 1 to 2 of 2 entries

First Previous 1 Next Last

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

Details of license number 0407005489

print

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0408000008 (licenseDetail.cfm?lrn=0408000008)	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	2015-02-28

Showing 1 to 1 of 1 entries

First Previous 1 Next Last

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

Details of license number 0407002900

print

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402022310 (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

First Previous 1 Next Last

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

Details of license number 4008001190

print

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

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

Details of license number 0407000098

Name:	FROEHLING & ROBERTSON INC	print
License Number:	0407000098	
License Description:	Business Entity Registration	
Address:	3015 DUMBARTON ROAD RICHMOND, VA 23228	
Initial Certification Date:	1982-08-05	
Expiration Date:	2013-12-31	

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402008502 (licenseDetail.cfm?lrn=0402008502)	KIRBY, S H JR	Professional Engineer License	2015-05-31

Showing 1 to 1 of 1 entries

First Previous 1 Next Last

No Open Complaints

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

Details of license number 0402041949

print

Name:	BELCHER, TIMOTHY LAMONTE
License Number:	0402041949
License Description:	Professional Engineer License
Address:	CENTREVILLE VA, 20121
Initial Certification Date:	2006-06-26
Expiration Date:	2014-06-30

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

Details of license number 0402039004

print

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

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0407003733 (licenseDetail.cfm?lrn=0407003733)	QUINN CONSULTING SERVICES INC	Business Entity Registration	2013-12-31
0411000920 (licenseDetail.cfm?lrn=0411000920)	QUINN CONSULTING SERVICES INC	Business Entity Branch Office Registration	2014-02-28

Showing 1 to 2 of 2 entries

First Previous 1 Next Last

No Open Complaints

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

The information on this page was last updated on 2013-11-17.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Charles "Chuck" Smith, Vice President**

b. Project Assignment: **Design-Build Project Manager**

c. Name of Firm with which you are now associated: **Shirley Contracting Company, LLC**

d. Years experience: With this Firm **24** Years With Other Firms **1** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Shirley Contracting Company, LLC - Vice President 2004–Present

- **USCG Saint Elizabeths West Site Access Road,** June 2010 to 2013 - Design Assist/Construction Manager for $32 million roadway and utilities for main entrance into DHS/USCG Headquarters Campus for GSA.
- **Fort Lee 'A' Gate Roundabout,** June 2011 to February 2013 - Design-Build Project Manager for $2.3million entrance gate improvements at US Army Base Ft. Lee for FHWA/EFLHD.
- **Fairfax County Parkway Phase III,** January 2010 to December 2012 – Design-Build Construction Manager for this $27.7 million design-build project for FHWA/EFLHD & VDOT.
- **Washington Headquarters Service DoD BRAC 133,** December 2008 to August 2011 – Design-Build Construction Manager on the $143 million design-build for the WHS Mark Center Site/Civil Construction Project.
- **I-95 4th Lane Widening, March** 2008 to September 2011 – Construction Executive in charge of $91million highway and bridge widening project for VDOT.
- **New Campus East – NGA Fort Belvoir**, May 2008 to January 2011 – Design-Build Construction Manager for three contracts for the overall site infrastructure for the US Army Corps of Engineers: North Loop Road and Bridge $36 million, West North Loop Road $16M, South Loop Bridge over Wetlands $3M.
- **Spotsylvania County Infrastructure Improvements,** October 2007 to Present – Design-Build Project Manager - $91million design-build contract for 17 individual projects for Spotsylvania County VA.
- **Dulles Greenway Improvements,** May 2005 to July 2008, Construction Manager - $74 million design-build project for private toll road facility.
- **Quantico Bridge 15 Replacement**, June 2008 to November 2010 – Construction Executive for $6 million bridge demo and re-build for NAVFAC at MCB Quantico.
- **Monroe Avenue Bridge**, February 2006 to October 2009 – Design-Build Project Manager for $43 million bridge and roadway infrastructure at the Potomac Yard Alexandria development for Pulte Homes.
- **Telegraph Road Advance Utility Project**, August 2005 to December 2007 – Construction Manager for $25 million utility and interim improvements at I-95 & Telegraph Road Interchange for VDOT.

Shirley Contracting Company, LLC - Contract Manager 2000–2004

- **I-95 Springfield Interchange Phase IV,** November 2000 to July 2004 **-** Contract Manager for $139 million improvements to east portion of Springfield Interchange for VDOT.
- **I-95/Woodrow Wilson Bridge Corridor Projects**, 2002 to 2004 – Contract Manager for multiple Projects. Route 1 Ground Improvements $33 million, Telegraph Road Ground Improvements $3.5 million
- **Potomac Yards** 2003 to 2005 – Contract Manager for $11 million site improvements for Crescent Resources.

Shirley Contracting Company, LLC - Senior Project Manager 1997-2000

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987

f. Active Registration: Year First Registered/ Discipline/VA Registration #: **None**

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each assignment.*

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

1. Fort Lee A Gate Roundabout- Prince George, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (2011-2013)

Design-Build Project Manager responsible for the overall management and oversight of all design-build disciplines. The Fort Lee project included design and construction of a $2.3M roundabout and supporting roadways at the entrance to the US Army's Fort Lee Base in Petersburg Virginia. Mr. Smith and his Team coordinated the design elements with Army representatives, VDOT, FHWA-EFLHD and the County of Prince George, Virginia. Four private properties were

impacted as part of the project requiring partial ROW acquisitions, as well as the transfer of Army property to VDOT. He managed the development of solutions to avoid impacts to Prince George Electric and Columbia Gas utilities. He also served as the Construction Manager for the project which included relocated security fencing for the Army Base, imported soils to replace challenging in-situ conditions and over 3,000 tons of bituminous asphalt concrete. The successful on-time completion of the project was reached in February 2013.

2. Fairfax County Parkway Phase III Improvements- Springfield, VA

Shirley Contracting Company, LLC, Design-Build Construction Manager (2010 to 2012)

Served as Design-Build Construction Manager and primary point of contact to FHWA for construction of the $27.7M Design-Build project. Mr. Smith was responsible for the design coordination, utility relocation process, environmental permitting, and constructability oversight of the bridge and roadway design. He performed the budgeting and scheduling of the project as the design was advanced and construction began in late 2010. Phase III of the Fairfax County Parkway Extension project represents the final segment of the Parkway through the Fort Belvoir Engineering Proving Grounds east of I-95. The scope of work includes 1.4 miles of six-lane divided, limited access highway and includes ramp improvements to the Franconia Springfield Parkway interchange. The relocation of Hooes Road and a new bridge carrying relocated Rolling Road over the Fairfax County Parkway was necessary for the construction improvements as well as over 25,000 square feet of noise barrier walls. Mr. Smith worked with VDOT and FHWA to incorporate the addition of the Saratoga Park and Ride Facility as a Change Order the Contract. Shirley was able to meet the project budget and schedule constraints of VDOT, FHWA, Fort Belvoir and Fairfax County including the additional work.

3. DoD/BRAC 133 Washington Headquarters Services - Alexandria, VA

Shirley Contracting Company, LLC, Construction Executive (2008 to 2011)

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

4. New Campus East - NGA Fort Belvoir North Area Infrastructure - Ft. Belvoir, VA

Shirley Contracting Company, LLC, Design-Build Construction Manager (2008 to 2011)

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

5. Monroe Avenue Bridge Replacement - Alexandria, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (2006-2009)

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Kaushik Vyas, P.E., Quality Assurance Manager**

b. Project Assignment: **Quality Assurance Manager**

c. Name of Firm with which you are now associated: **Quinn Consulting Services, Incorporated**

d. Years experience: With this Firm **3** Years With Other Firms **24** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Quinn Consulting Services, Inc.,
Quality Assurance Manager, March 2010 to Present

- As quality assurance manager, worked exclusively on VDOT design-build projects in lead QA and QC roles.

TRC, formally Site-Blauvelt, Transportation Engineer
Transportation Engineer, April 2001 to March 2010

- As Transportation Engineer, performed overall Quality Assurance Control, in line with VDOT PPTA Project QA/QC Guidelines.Pacific Boulevard Design-Build Project, July 2008 to August 2010, Design-Build Project Manager.

Gujarat Electricity Board
Civil Engineer, June 1985 to July 2000

- As Civil Engineer, Worked as a Civil Engineer in Power Plants (Generation Wing), dealt with construction, maintenance of plant and technical matters of Thermal power plant project.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Gujarat University, Ahmedabad, India / BS / 1983 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
Professional Engineer VA 2004 / Civil Engineer / 0402 039004

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each assignment.*

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

1. Sycolin Road Overpass Design-Build Project, Loudoun County, VA
Quinn Consulting Services, Inc., Quality Assurance Manager, (2013 to Present)
The Project is located at the intersection of Sycolin Road with the Route 7-15 Bypass in the Town of Leesburg in Loudoun County, Virginia. This project will improve safety and operations along the Route 7-15 Bypass by building a grade separated bridge for Sycolin Road over the Route 7-15 Bypass and removing the existing signalized intersection. Sycolin Road will be reconstructed as a four-lane undivided overpass with no direct connection to the Route 7 Bypass after the Project is complete. Pedestrian access will be provided on the proposed bridge with a sidewalk on the south side of Sycolin Road and a shared-used path on the north side of Sycolin Road. The shared-use-path will be barrier-separated from the vehicular traffic across the bridge. As the Quality Assurance Manager (QAM), Kaushik is responsible for the Quality Assurance of the roadway, bridge and other physical construction operations, including the QA testing technicians. The QAM has the authority and responsibility to stop any work not being performed in accordance with the Contract requirements or lacking the QA/QC documentation necessary to prove that the work meets the Contract requirements. The QAM will determine and certify to VDOT whether the materials and work comply with the Contract Documents. The QAM will conduct preparatory inspection meetings in accordance with Section 5.3.3 of the VDOT's Minimum QA/QC Requirements Manual prior to the start of any new work. Kaushik is also responsible for overseeing and directing the independent quality assurance testing and inspections, comparing the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual, and certifying that the work is completed in accordance with the Contract Documents.

2. I-495 HOT Lanes Design-Build Project, Fairfax County, VA
Quinn Consulting Services, Inc., Resident Area Engineer, (2010 to 2013)
Resident Area Engineer on this nearly $2 billion dollar public-private Capital Beltway Project that includes widening of approximately 14 miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and

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

3. Design-Build, Route 15 Widening, Prince William County, Virginia
TRC (formally Site-Blauvelt), Quality Control Manager, (2007 to 2010)
Project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involves Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and public relations in regards to the project.

4. Design-Build, Route 895 (PPTA) Project, Richmond, Virginia
TRC (formally Site-Blauvelt), Quality Control Manager, (2001 to 2002)
Project involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork. Responsible for studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings in order to methodically check and inspect the reinforcement of the critical river crossings. Also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data.

5. Linton Hall Road Widening, Prince William County, Virginia
TRC (formally Site-Blauvelt), Quality Assurance Control Manager, (2007 to 2010)
Project included bridge over Broad Run Creek and Roadway Widening up to Route 28. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Also worked closely with utility companies during facility relocations and addressed public inquiries as related to the project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Timothy "Tim" Belcher, PE, Associate**

b. Project Assignment: **Design Manager**

c. Name of Firm with which you are now associated: **Dewberry Consultants LLC**

d. Years experience: With this Firm **11** Years With Other Firms **1** Years
Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Dewberry Consultants LLC, Road Design, 2002 to Present

Responsible for coordinating all sub-consultant work on each of these projects, including aerial mapping, utility designations and test pits, and geotechnical engineering; ensuring proper maintenance of with other design disciplines such as lighting and electrical plans, structural plans, stormwater management designs, and signing and marking plans. Tim has worked closely with all divisions of VDOT. He is currently serving on the Transportation Research Board (TRB) Utilities Committee, AFB70 and was a 2012 graduate of VDOT's Transportation Project Management Institute (TPMI).

Project/Design Manager

- I-64 Exit 91(Route 285) Interchange Design-Build – 2012 to 2013
- LoudounWater Water Treatment Plant Access Design-Build – 2013 to Present
- Crosstrail and Kincaid Boulevard - 2009 to Present
- Crosstrail Access from Dulles Greenway Interchange Justification Report – 2012 to 2013
- Liberty Crossing Interchange Justification Report - 2008 to 2011
- Route 7/607 (Loudoun County Parkway) Interchange - 2004 to 2010
- Route 7/Ashburn Village Boulevard Interchange – 2007 to 2009

Lead Roadway Engineer

- Allder School Road Improvements - 2009 to 2013
- Greenway/Battlefield Interchange - 2005 to 2007

Federal Highway Administration – Eastern Federal Lands Highway Division, 1999 to 2001

Responsible for various assignments in the three programs. During the Road Inventory assignment, Tim led the effort to summarize two-year cycle data and presented it to the National Park Service. This earned him an on-the-spot award from the Division Administrator.

Engineering Co-Op/Intern

- Bridge Inspection Program
- Road Inventory Program
- Project Development

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic Institute and State University / Blacksburg, VA / BS / 2002 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #:
2006 / Professional Engineer / VA # 041949 (Also: MD)
2005 / Virginia Erosion and Sediment Control Combined Administrator
2010 / Advanced Work Zone Traffic Control Training

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

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

1. I-64 Exit 91 (Route 285) Interchange Design-Build Project - Augusta County, Virginia

Dewberry Consultants LLC, Lead Designer (2012 to 2013)

Lead Designer responsible for coordinating roadway design, structural design, environmental permitting, utility relocation design, and survey for 1.1 miles of widening of Route 285 and improvements to the existing interchange with I-64 at a cost of $21.0M. The project involved MOT on the Interstate and coordinated construction sequencing to have all of those impacts at the same point in time. Extensive environmental coordination was performed as the improvements required right-of-way from the National Register of Historic Places listed Tinkling Springs Presbyterian Church. Mr. Belcher was involved in public outreach, especially to the adjacent regional hospital and expo center.

2. Allder School Road Improvements - Loudoun County, Virginia

Dewberry Consultants LLC, Deputy Project Manager (2009 to 2013)

Deputy Project Manager responsible for design and coordination of 1.6 miles of improvements to existing gravel-surfaced Allder School Road between Woodgrove Road and Hillsboro Road. The design included drainage improvements, a new bridge, and utility relocations. Mr. Belcher worked with County staff to support two public meetings to gain public support for the project. In response to the resdients' concern about the potential for increased traffic volumes and speeding, a new roundabout was designed at the intersection of Allder School and Short Hill Roads that required no impacts to two adjacent farm ponds.

3. Crosstrail and Kincaid Boulevard, Dewberry - Loudoun County, Virginia

Dewberry Consultants LLC, Project Manager (2009 to Present)

Project Manager responsible for design and coordination of a new 2.4-mile segment of Crosstrail Boulevard between Sycolin Road and Russell Branch Parkway. The project involved coordinating the roadway design with several ongoing elements on the County Government Support Center site including: construction of Philip A. Bolen Park, design and construction of sanitary sewer by the Town of Leesburg, master plan and special exception for the site, design and construction of a transit facility, recordation of preservation areas for Bolen Park permitting, site plan for Juvenile Detention Facility, coordination with the Town of Leesburg for the future relocation of Sycolin Road. Mr. Belcher coordinated with Loudoun Water's ongoing Raw Water Transmission project that runs adjacent to the future roadway.

4. Route 7/607 (Loudoun County Parkway) Interchange - Loudoun County, Virginia

Dewberry Consultants LLC, Project Manager (2004 to 2010)

Project Manager Performed highway design, drainage design, pavement design, erosion and sediment control, MOT, signing and marking, utility relocation coordination, right-of-way acquisition, and coordination with Loudoun County and VDOT, and also spoke at public meetings. Included in the project are new and modified traffic signals, MOT, erosion and sediment control, stormwater management, and lighting. Utility relocations on the project were extensive including 2,200 LF of 24-inch gas transmission line replacement, 2,800 LF of 30-inch water line replacement and upgrade, one 48-inch waterline casing open cut across Route 7, and 6,000 LF of communication duct bank. With the initial bid price of $23.3M, this project was the first interchange advertised under the bond program for Loudoun County. He continued to assist Loudoun County throughout construction by attending bi-weekly construction meetings, responding to contractor questions, and reviewing shop drawings. With the addition of the George Washington Boulevard/Richfield Way intersection closure, he assisted the County with negotiating change orders.

5. Dulles Greenway Capital Improvements Program Design-Build Project, - Loudoun County, Virginia

Dewberry Consultants LLC, Lead Roadway Engineer (2005 to 2007)

Lead Roadway Engineer for nine improvement projects to the Dulles Greenway, including two phases of mainline widening from four to six lanes, improvements to the Route 606 and Route 772 interchanges, two new interchanges at Route 653 and Route 654, widening of the mainline toll plaza from 14 to 18 lanes, and a new direct ramp to Dulles Airport. The design-build team was responsible for design and construction of the improvements, as well as utility relocations, toll plaza design, and utility tunnel design at the mainline toll plaza. The Dewberry design team received the Award of Excellence from the Design-Build Institute of America (DBIA) for their work on this project. Mr. Belcher led the design effort for the Dulles Greenway/Battlefield Parkway Interchange.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **Tony Jefferys, Senior Project Superintendent**

b. Project Assignment: **Construction Manager**

c. Name of Firm with which you are now associated: **Shirley Contracting Company, LLC**

d. Years experience: With this Firm **13** Years With Other Firms **25** Years

Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):

Shirley Contracting Company, LLC - Senior Project Superintendent, 1999–Present

- **USCG Saint Elizabeth's West Site Access Road,** 2011 to 2013 - Superintendent and Construction Manager for $32 million roadway and utilities for main entrance into DHS/USCG Headquarters Campus for GSA.
- **Washington Headquarters Service DoD BRAC 133,** December 2008 to August 2011 – Construction Manager for the $143 million design-build for the WHS Mark Center Site/Civil Construction Project.
- **I-95 4th Lane Widening,** March 2008 to September 2011 – Project Superintendent in charge of $91 million highway and bridge widening VDOT project.
- **Dulles Greenway Capital Improvements, Leesburg, VA,** 2006-2008 - Superintendent on this $75 million design-build project that included the widening of 14 bridges, construction of over six miles of mainline widening, and expansion of the mainline toll plaza, and improvements to existing Greenway interchanges.
- **Route 606 Interchange Project, Loudoun County, VA,** 2005-2006 - Superintendent on one of the individual design-build components of the Route 28 Corridor Improvements Project, this new interchange at the intersection of Route 28 and Route 606 in Loudoun County consisted of construction of a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting, and signalization.
- **Remote Access Facility, Secure Access Lane – Pentagon, Arlington, VA,** 2001-2002 – Superintendent for the Secure Access Lane and Remote Delivery Facility roadway and security improvements project.
- **Potomac Yard Offsite Sanitary Truck Sewer – Alexandria, VA,** 2002-2003 **–** Superintendent for 8,300 L.F. 30" diameter micro-tunnel sewer project.
- **I-95 Interchange Phases II/III & IV, Springfield, VA,** 1999 - 2003 – Superintendent for the construction of $200+ million reconstruction of interchanges, including 15 bridges, and 6 miles of interstate widening.

The Lane Construction Corporation – Foreman 1974-1999

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: **None**

f. Active Registration: Year First Registered/ Discipline/VA Registration #: **Will obtain Virginia Department of Conservation and Recreation DCR RLD and Virginia Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.**

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each assignment.*

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

1. Saint Elizabeths West Site Access Road - Washington, DC - Construction Manager (2011 to 2013)

Responsible for Construction Management of the West Site Access Road for the new Saint Elizabeths West Campus Improvements as part of the new USCG/DHS Headquarters facility for GSA. Shirley Contracting Company, LLC is constructing the 3,000 foot long West Access Road which will serve as the Main Entrance into the Campus. Mr. Jefferys is responsible for the entire construction effort which is highlighted by the construction of over 55,000 SF of a tied-back retaining wall system supporting the new roadway adjacent to the I-295 corridor. Managing three utility crews working simultaneously in order to meet schedule demands, Mr. Jefferys managed the successful installation of over 4,000 LF of stormwater piping and 2,500 LF of new waterline serving the campus. He also coordinated with DC Water in order to perform the tie-in connections to the existing watermains along Firth Sterling Avenue and I-295. Mr. Jefferys managed Shirley's earthwork and grade crews who have moved and disposed of over 150,000 cubic yards of soil, much containing contaminated fly ash materials in order to meet final roadway elevations. Stormwater systems including the use of Bio-Retention Basins and Storm Filters are being installed by Mr. Jefferys crews. Mr. Jefferys is also serving as Construction Manager for the new Intersection of the West Campus Access Road and Firth Sterling Avenue.

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

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

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

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

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

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

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

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

3.4.1 Work History Forms

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Fort Lee Garrison Design Build "A" Gate Roundabout** Location: **Prince George, Virginia**	Name: **Dewberry Consultants LLC (formerly Dewberry & Davis LLC)**	Name of Client: **FHWA - Eastern Federal Lands Highway Division** Project Manager: **Mr. James S. Gray, P.E.** Phone: **703-404-6269** Email: **James.Gray@dot.gov**	**December 2012**	**February 2013*** ***Due to owner added scope**	**$2,294**	**$2,388*** *** Difference due to Owner added scope**	**$2,388**

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

The Shirley Design-Build Team with Shirley Contracting Company (Shirley) as the Lead Contractor and Dewberry Consultants LLC (Dewberry) as the Lead Designer was selected by the Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) to construct a $2.3 million Fort Lee Garrison Design-Build "A" Gate Roundabout and realignment of the highly traveled Jefferson Park Road, Allin Road, Bull Hill Road and Adams Avenue which connects the traveling public from the I-295 corridor to Route 460 and Interstate 95.

Located near the "A" Gate entrance to Fort Lee, the Roundabout Project included removal and replacement of permanent security fencing; clearing and grubbing, erosion & sediment controls, placing 7000 cubic yards of imported fill, storm basin, roadway lighting, and a roadway sections including aggregate base and asphalt, curb and gutter, median, sidewalk, and stamped colored brick concrete truck apron. The project scope also included right-of-way acquisition; utility coordination and relocation of Prince George County Water/Sewer facilities, and Prince George Electric CO-OP relocation of overhead lines impacting the work.

The Shirley Team developed a staging plan that was able to maintain all four legs of the existing intersection during construction. The Project involved constrained limits of construction with high voltage Dominion Transmission towers, a cemetery and residential housing on three sides of the site. Shirley accelerated the schedule by modifying the staging of construction. In the first stage, the Shirley Team used a temporary detour of Adams Avenue to shift the existing intersection slightly more than was depicted in the RFP documents. This shift allowed the entire roundabout to be built safely out of traffic in one stage of construction versus two stages that were identified in the RFP documents. In the subsequent stages, the Shirley team used pavement that was originally scheduled for demolition as a temporary detour of Allin and Bull Hill Roads during off-peak hours so that permanent work could again be built safely out of traffic. Finally, in Stage 3, our construction crews accelerated the work by placing temporary pavement markings so that two-way traffic was maintained allowing both sides of each leg to be under construction at the same time versus the originally planned one side at a time. Shirley's staging plan for this Project will be similar to what is required for the I-95 at Temple Avenue Interchange Improvements Project in order to construct as much of the roundabout as possible while maintaining existing traffic.

This successful design-build project benefits multiple end users including the traveling public and US Army personnel. The site is a major entrance to the US Army Garrison at Fort Lee and the Shirley Team effectively engaged all stakeholders throughout the three design phases and further adapted to owner directed changes. The Shirley Team created a fully-integrated and collaborative team with FHWA EFLHD and VDOT, Prince George County, and adjacent property owners, which resulted in innovative solutions and minimized impacts.

The Team that we are proposing for the I-95 at Temple Avenue Interchange Improvements Project is one that has worked together on multiple VDOT design-build projects together and includes Shirley as the Offeror and Lead Contractor, Dewberry as the Lead Designer, Diversified Property Services, for right-of-way acquisition, and GeoConcepts Engineering for geotechnical investigations and QC. Our Team has proven experience working together, as a team, in the fast paced design-build environment as is ready to provide this same level of service to the I-95 at Temple Avenue Interchange Improvements Project.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Fairfax County Parkway, Phase III Design-Build** Location: **Springfield, Virginia**	Name: **Dewberry Consultants LLC (formerly Dewberry & Davis LLC)**	Name of Client: **EFLHD FHWA** **21400 Ridgetop Cir., Sterling, VA 20166** Project Manager: **Robert Morris** Phone: **703-404-6302** Email: **robert.morris@dot.gov**	**July 2012**	**July 2013 *** *** Due to Owner Added Scope**	**$ 21,910**	**$ 28,135*** * Difference due to Owner added scope	**$ 28,135**

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

Shirley Design/Build, LLC, with Shirley Contracting Company, LLC as the Lead Contractor and Dewberry Consultants LLC (formerly Dewberry & Davis LLC) as the Lead Engineer was selected by the Eastern Federal Lands Highway Division of the Federal Highway Administration (EFLHD FHWA) in September 2009 to design and construct the Fairfax County Parkway Phase III Project. The Shirley Team was responsible for all aspects of the design-build process including design, environmental permitting, utility relocations, public relations, construction, safety, and quality assurance and quality control. The project included the modification of the southern half of the Fairfax County Parkway/Franconia Springfield Parkway/Rolling Road Interchange including widening the ramp carrying southbound Fairfax County Parkway to two lanes, constructing a loop ramp from southbound Fairfax County Parkway to Rolling Road, and reconstructing and realigning the ramp from NB Fairfax County Parkway to Franconia Springfield Parkway. The project also included the complete reconstruction and widening of 0.5 mile of Fairfax County Parkway from Franconia Springfield Parkway to the South, and the realignment of Hooes Road and Rolling Road including a new 2-span 220' long bridge over Fairfax County Parkway. Other project elements included environmental mitigation, two SWM Ponds, three new signals, three noise barriers, sidewalk and shared use path construction, eight new overhead sign structures, lighting and extensive landscaping.

During the proposal preparation phase of the project, the Shirley/Dewberry Team proposed an alternate design concept that included realignment of the ramps in the south east quadrant of the interchange and their connections to Rolling Road, Hooes Road and Barker's Court. The revised design concept eliminated a 5-legged intersection and provided an improved alignment and higher capacity for the ramp from northbound Fairfax County Parkway to Franconia Springfield Parkway, which carried the highest traffic volumes at the intersection. Other changes to the design concept included modifications to the proposed alignment of Fairfax County Parkway and Rolling Road that resulted in significantly reduced right-of-way impacts to Fort Belvoir. As a result of these changes to the design concept, our Team prepared and obtained approval of a revised environmental document for the project. This process that required a great deal of public outreach and coordination with the permitting agencies, Fairfax County Board of Supervisors, VDOT and FHWA was completed during the design phase of the project with no delay to the construction of the project allowing for the completion of all of the original contract scope ahead of the July 2012 original contract completion date.

During the design phase of the project we held a public hearing and met individually with all of the adjacent home owners associations to generate support for the project and the revised design concept. These meetings included the Presidential Hills HOA, Bethelan Woods, Spring Woods, Donegal Oaks, Saratoga, Crosswinds, West Springfield, representatives of the Community of Faith Baptist Church among other stakeholders. The extensive public outreach completed during the design phase of the project highlighted the intense public interest in the project and set the stage for a detailed public relations effort during construction. During construction we maintained a project website that provided monthly updates of the project schedule, notices, and photos of ongoing construction activities. We sent mailings of notices for meetings and traffic detours, and we held regular pardon our dust meetings to keep the public informed of the project's status. Our Team has the demonstrated previous experience with public outreach and will utilize this experience for the public outreach required for the I-95 at Temple Avenue Interchange Improvements project.

Construction of the median at the Rolling Road/Fairfax County Parkway tie-in to the Bridge over Franconia Springfield Parkway required an adjustment and extension of the concrete median of the Rolling Road Bridge. This bridge median is proposed to be partially demolished and reconstructed again to add a lane in the northbound direction as part of the future Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project. Shirley and VDOT recognized an opportunity to avoid reconstructing this median twice and coordinated a design solution that would allow the construction to proceed on the Fairfax County Parkway Phase III Project while minimizing the re-work that would be needed for a future Loop Ramp Project. As a result of this coordination Shirley constructed the ultimate median through the tie-in area and installed a widened temporary raised median on the North Bound side which can be removed with minimal impact to the bridge superstructure during the future Rolling Road/Franconia-Springfield Parkway Interchange Improvements Project**.** This coordination resulted in no impact in cost to VDOT.

As part of the Phase III Project Shirley constructed a widening of the Fairfax County Parkway SB Ramp and a eastbound auxiliary lane under the Rolling Road Bridge. During the project, FWHA, VDOT and the Shirley/Dewberry Team identified a concern with the original design concept that provided a single lane exit to southbound Fairfax County Parkway that then opened to two lanes on the ramp. Noting that the traffic volumes are higher for SB Fairfax County Parkway movement than the Fairfax County Parkway to Franconia Springfield Parkway through movement, the Project Team agreed to modify the final signage and striping to provide a dual lane exit for Fairfax County Parkway. Our Team provided a plan revision that also included some construction modifications to the gores and additional overhead sign structures to accommodate this improved traffic configuration with no delay to the completion of the original contract scope of work. This revised configuration also required the construction of two overhead sign structures including new foundations in the median of Fairfax County Parkway.
During the final year of the project, EFLHD FHWA and the Shirley Team agreed on a change order to design and construct the Saratoga Park and Ride Facility at the Fairfax County Parkway / Barta Road Interchange. The change order extended the contract completion date for only the added scope of work. This scope included construction of a 535 space parking lot, bus loop with shelters, new signal at Barta Road, lighting, new ramp to Fairfax County Parkway, and modification of an existing SWM Pond. Our Team held a public hearing for the project and completed the design, environmental permitting, and construction of the facility in just 11 months.

For the I-95 at Temple Avenue Interchange Reconstruction Project we are proposing to use many of the same organizations that successfully completed the Fairfax County Parkway Phase III Project. The organizations include Shirley Contracting Company, LLC as the Lead Contractor, Dewberry Consultants LLC for design and quality control inspections, GeoConcepts Engineering for geotechnical investigations and QC testing, Quinn Consulting Services for Quality Assurance, Aero-Metric, Inc. for mapping, and So-Deep for utility designations and test pits.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: **Pacific Boulevard Design Build Project** Location: **Loudoun County, Virginia**	Name: **Dewberry Consultants LLC (formerly Dewberry & Davis LLC)**	Name of Client: **VDOT** Project Manager: **Christiana Briganti-Dunn, PE** Phone: **703-259-2960** Email: **Christiana.briganti@VDOT.Virginia.gov**	**August 2010**	**August 2010**	**$18,977**	**$19,294** *** Difference due to Owner added scope**	**$19,294**

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

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

As planned, the project was segmented into three areas, the area south of the W&OD Trail, the area north of Cabin Branch and the area between the two bridge crossings. The only available access to the area between the two bridges within right-of-way was by crossing the W&OD Trail or installing a extensive temporary stream crossing of the environmentally sensitive Cabin Branch. In order to minimize environmental impacts at Cabin Branch and the avoid crossing the W&OD Trail, a crossing that was precluded by the project's environmental document, Shirley coordinated with an adjacent property owner to obtain a right-of-entry agreement that allowed for construction of a 1300 LF temporary access road from Route 28. Although this access Road was expensive to construct and maintain it allowed the project to comply with environmental commitments at the W&OD Trail, minimize anticipated environmental impacts at Cabin Branch and enabled the construction Team to advance the construction of the center section of the Project ahead of schedule. This type of property owner coordination and focus on reducing environmental impacts will also be an important part of the I-95 at Temple Avenue Interchange Improvements Project.

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

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

The Team that we are proposing for the I-95 at Temple Avenue Interchange Improvements Project is one that has worked together on multiple VDOT design-build projects together and includes Shirley as the Offeror and Lead Contractor, Dewberry as the Lead Designer, Diversified Property Services, for right-of-way acquisition, and GeoConcepts Engineering for geotechnical investigations and QC. Our Team has proven experience working together, as a team, in the fast paced design-build environment and is ready to provide this same level of service to the I-95 at Temple Avenue Interchange Improvements Project.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Fort Lee Garrison Design Build "A" Gate Roundabout** Location: **Prince George, VA**	Name: **Shirley Contracting Company, LLC**	Name of Client: **FHWA – Eastern Federal Lands Highway Division** Project Manager: **Mr. James S. Gray, P.E.** Phone: **703.404.6269** Email: **James.Gray@dot.gov**	**December 2012**	**February 2013*** * Difference due to Owner added scope.	**$2,294**	**$2,388*** * Difference due to Owner added scope.	**$267**

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

In 2011, the Design-Build team was selected by the Federal Highway Administration's (FHWA) Eastern Federal Lands Highway Division (EFLHD) to design and construct a single lane roundabout at Fort Lee "A" Gate, a major entrance to Fort Lee. As part of this design-build project, Jefferson Park Road, Allin Road and Adams Avenue approaches were realigned and approximately one mile of Bull Hill Road was relocated. The $2.4 million project was successfully completed, and will benefit multiple end users including Army personnel and the traveling public. The Design-Build team created a fully-integrated and collaborative partnership with FHWA EFLHD, VDOT, Prince George County, and adjacent property owners. This not only allowed the Team to adapt quickly to owner directed changes, but also resulted in innovative solutions and minimized impacts to deliver the Fort Lee "A" Gate Roundabout.

Out of the Glen Allen and Fairfax offices, Dewberry was responsible for the complete design of the roundabout including utility adjustments and coordination; water quality permit acquisition; cultural resources; maintenance of traffic; roadway design; pavement design; drainage and stormwater management design; and signing and marking. Dewberry also provided construction administration and QC inspection on-site through the duration of the project. The Project design and construction were constrained by cemeteries, residential housing, and major utility infrastructure in close proximity. Construction work included permitting; avoidance of cemetery sites; protection of Columbia Gas Transmission lines; demolition of existing structures; temporary roadway pavements to maintain access to Fort Lee; clearing and grubbing; E&S controls and maintenance; placement of permanent security fences beyond the relocated roadway prior to security fence removal for construction; 7,000 cubic yards of imported fill; stormwater management basin; roadway lighting; aggregate base; new asphalt paving along with mill and overlay; curb and gutter; median; sidewalk; stamped colored brick concrete truck apron; quality assurance and quality control; and overall project management.

Careful planning of the design, sequence of construction and the maintenance of traffic were necessary to construct the project efficiently and effectively while minimizing impacts to the local residents and the travelling public. Dewberry, with input from the Shirley Constructability Review Team, performed the design in such a way that the traffic circle and relocated Bull Hill Road were able to be phased and constructed while all legs remained open to two-way traffic until such a time that the circle could be opened. Since the "A" Gate is a major entrance to Fort Lee, the maintenance of traffic had to be thoroughly designed and executed with heavy coordination between the Design-Build Team and major stakeholders. Through discussions with the Fort and VDOT, the Team understood that most closures would occur at night due to large volumes of traffic using the Gate during the day as well as this Gate is the only entrance available to school buses.

These two approaches to design and construction will be similar to the I-95/Temple Avenue project in a way that will allow for as much of the roundabout to be constructed as possible while nearby lanes remain open to traffic. Any closures will be coordinated between the Team and VDOT to minimize the impact to motorists not only within the intersection but also the thru traffic on I-95 at the peak times.

Dewberry maintained traffic flow throughout the duration of the roundabout construction, minimizing delays to motorists.

Completion of the roundabout simplified intersection geometry while maintaining proper clearances from Dominion and Columbia Gas transmissions.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name**: I-64 Exit 91 (Route 285) Interchange Design-Build Project** Location: **Augusta County, VA**	Name: **Shirley Contracting Company, LLC**	Name of Client: **VDOT Staunton District Office** Project Manager: **Wayne Nolde, P.E., CCM** Phone: **540-332-9047** Email: **wayne.nolde@vdot.virginia.gov**	**August 2015**	**August 2015 (Estimated)** **Design Complete July 2013**	**$21,073**	**$21,073**	**$1,465**

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

Dewberry, partnered with Shirley Contracting Company on the Design-Build team, designed improvements to the Interstate 64 Exit 91 interchange with Route 285 (Tinkling Spring Road) in Augusta County, Virginia. The purpose of this Federal Oversight Project was to modify the existing interchange to increase capacity and address existing access-management issues on the Route 285 corridor. Improvements included widening the existing ramps, replacing the Route 285 Bridge with a wider bridge and widening 1.1 miles of Route 285 from a two-lane (primarily) rural-section to a four-lane urban roadway, including adding median acceleration lanes and modifying four existing signals. The project limits on Route 285 extend from 0.70-mile north of I-64 to 0.43-mile south of I-64. Dual turn-lanes and dual receiving lanes were provided at both I-64 on-ramps. Dual left-turn lanes were also built at Route 636 to accommodate traffic growth from the nearby hospital complex.

Dewberry was the Lead Design Firm responsible for coordinating roadway design, structural design, environmental permitting, utility relocation design, and survey out of the Fairfax, Glen Allen, and Gainesville offices. The project involved temporary traffic control on the Interstate and coordinated construction sequencing to have all of those impacts at the same point in time. Similar to the I-95/Temple Avenue Project, multiple traffic shifts were required on a high-volume primary State route. Also, traffic needed to be shifted over in order to have a phase to demolish the existing Route 285 bridge over I-64. The major cause of congestion for this interchange was traffic backups from the existing bridge only having the width to accommodate one through lane in each direction and therefore shortened left turn lanes could not begin until the ends of the bridge. Dewberry's temporary traffic control plan and bridge sequence plan allowed for enough of the new bridge to be built the first stage of the project to allow a full-width turn lane. Therefore, the turn lanes provided in the interim condition already exceed the length of the existing turn lanes and should result in an immediate benefit to the public.

Extensive environmental coordination was performed as the improvements required right-of-way from the National Register of Historic Places listed Tinkling Springs Presbyterian Church. Significant impacts were required on this property because the existing Tinkling Springs Drive needed to be relocated approximately 350' to the west to improve access management and intersection operation. The Shirley/Dewberry Team worked closely with VDOT Staunton District Environmental staff and the Church trustees to ensure that all commitments made by VDOT in the Categorical Exclusion were honored, such as complete avoidance of an adjacent stone wall around the historic cemetery containing graves over 200 years old.

In addition to outreach with the Church, the Shirley/Dewberry Team assisted VDOT with public outreach including holding a well attended "Pardon our Dust" meeting at a nearby firehouse. With the adjacent parcels being mostly zoned commercial/industrial, Dewberry did extensive research with Augusta County to understand future site plans and the status of their approvals. As on the I-95/Temple Avenue Interchange, the knowledge of adjacent developer's approved plans helped us to create our design in a way that would not preclude future work while not adding cost to the project.

The project featured two unique intersection design elements. First, a new dual-right turn "spur" was designed on Route 636 to accommodate the heavy volume of traffic leaving the nearby regional hospital. The spur had a large radius in order to accommodate a WB-67 design vehicle and therefore required a separate signal mast arm. Second, Dewberry designed two median acceleration lanes to allow traffic at two unsignalized intersections to merge onto Route 285 at a safer speed. This also improves operations of the side roads because drivers only have to look in one direction to find an acceptable gap to begin their turning maneuver.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: **Sycolin Road Overpass of the Route 7/15 Bypass in Leesburg Design-Build** Location: **Loudoun County, Virginia**	Name: **Shirley Contracting Company, LLC**	Name of Client: **VDOT** **Northern Virginia District** Project Manager: **Mr. Sanjeev Suri, PE, PMP, CCM** Phone: **703-259-2232** Email: **Sanjeev.Suri@VDOT.Virginia.gov**	**October 2014**	**October 2014 (Estimated)** **Design Complete May 2013**	**$12,186**	**$12,186**	**$1,058**

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

Dewberry Consultants LLC (Dewberry), serving as the Lead Designer for the Shirley/Dewberry Team, completed the design of the Sycolin Road Overpass plans to allow for elimination of the existing signalized intersection on the Route 7/15 Bypass at Sycolin Road. Out of their Fairfax, Virginia office, Dewberry was responsible for all elements of the project design including roadway, structural, drainage, stormwater management, temporary traffic control, transportation management plan development, traffic signal modifications, signing and marking, utility relocations (water and sanitary sewer), noise barrier design, and roadway lighting. Additionally, Dewberry completed all wetland and stream delineations, permit documentation, field surveys, right-of-way plats, noise barrier public surveys and notifications, and permit monitoring, and oversaw and coordinated sub-consultant services including geotechnical investigations, utility designations and test pits, updated traffic counts (for use in TMP development), and final noise analysis.

The major elements of the Sycolin Road Overpass project were design and construction of the new Sycolin Road Bridge over the Route 7/15 Bypass and design of a new multi-cell pipe culvert to convey a tributary of Tuscarora Creek below Sycolin Road immediately adjacent to the proposed bridge abutment. Prior to placement of the triple 84" culvert, the existing box culvert was required to be removed, and the location of the new pipe culvert was selected to reduce utility and right-of-way impacts, allow for phased installation to maintain flow through the box culvert during construction, and accommodate installation of piles for the bridge abutment sub-structure. The bridge was designed to accommodate a future widening of the Route 7/15 Bypass from a 4-lane section to a 6-lane section plus an auxiliary lane in the northbound direction, and the profile was further complicated by the recent installation of overhead electric transmission lines immediately adjacent to the southern bridge abutment.

One of the most critical elements of this project was the schedule. Due to the existing alignment of Sycolin Road, proximity of adjacent developments and Tuscarora Creek, construction of the new overpass required full closure of Sycolin Road. Closure of the roadway had been closely coordinated with the Town of Leesburg and Loudoun County since it would impact operation of school bus routes and require a significant temporary detour. The schedule identified in the RFP and contract required closure of the road to occur after the end of the 2012-2013 school year, and required the road to be re-opened to traffic prior to the 2014-2015 school year, leaving only 14 months for construction of all of the project elements. In order to achieve this schedule, Dewberry worked closely with VDOT and the Town of Leesburg to accelerate design to allow for approval of right-of-way acquisition plans less than four months after the contract was awarded. With right-of-way plans approved in March of 2013, acquisitions and utility relocations were able to begin prior to the roadway closure in late June, 2013, allowing construction of the major project elements to begin immediately following closure of the roadway.

Even without completion of the Sycolin Road Overpass, this project has already had a significant beneficial impact to the commuting public. Prior to elimination, the signalized intersection on the Route 7/15 Bypass at Sycolin Road represented the only signalized intersection on the Bypass west of the Business Route 7 Interchange. The signal was located at a low point between two major interchanges (Route 7 Business and the Dulles Greenway) and routinely experienced rear-end collisions due to the vertical grades approaching the intersection and the high volume of traffic using the Route 7/15 Bypass (59,700 ADT in 2011). With elimination of this signal, the safety concerns associated with queuing traffic have been eliminated, and traffic is now free-flow from the Route 7 Business Interchange to points well west of the Town of Leesburg. Additionally, congestion on local roads which was anticipated by VDOT and the Town of Leesburg due to the temporary closure of Sycolin during construction never materialized, primarily due to the significant public outreach and detour signing which was undertaken by the Shirley/Dewberry Team in coordination with VDOT and the Town. This is a perfect example of how a project with the potential for a large impact to traffic can be successfully implemented and constructed without significant impacts through proper development and implementation of a well designed temporary traffic control plan, TMP, and coordinated and thorough public outreach effort similar to what will be required on the I-95/Temple Avenue Project.