

RESPONSE TO REQUEST FOR QUALIFICATIONS

Fall Hill Avenue Widening and Mary Washington Boulevard Extension

A DESIGN-BUILD PROJECT

FREDERICKSBURG, VIRGINIA

State Project No.: U000-111-233, P101, R201, C501, B609 UPC 88699

Federal Project No.: STP-5A01()

Contract ID Number: C00088699DB59



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:





May 2, 2013

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

**RE: Fall Hill Avenue Widening and Mary Washington Boulevard Extension
City of Fredericksburg, Virginia
Contract ID Number C00088699DB59
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 Fall Hill Avenue Widening and Mary Washington Boulevard Extension Design-Build Project (the Project). For this pursuit, we have assembled a Team with unparalleled experience and expertise in the industry to assure VDOT that the Project will exceed all expectations.

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

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

Our Point of Contact for this Project will be:

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

The Principal Officer for this Project will be:

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

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

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

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

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

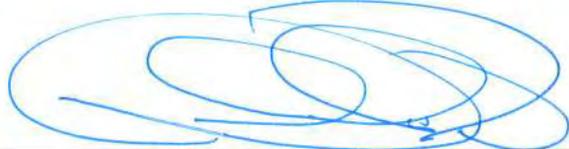
Shirley Contracting Company, LLC is currently Prequalified (active status) with VDOT. Our Vendor Number is **S018**. A screen shot print out from VDOT's on-line Prequalified List is attached.

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

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

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

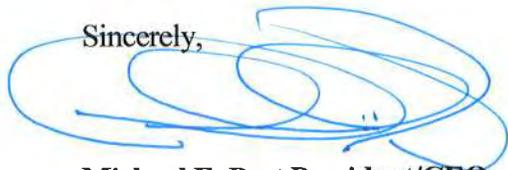
I personally commit to VDOT that the Shirley Team will achieve a DBE participation goal of 15% for the entire value of the contract:



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

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

Sincerely,



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

Attachments:

- Affiliated and/or Subsidiary Companies, Attachment 3.2.6
- Certifications Regarding Debarment Attachments 3.2.7(a), and 3.2.7(b)
- Evidence of Prequalification
- Surety Letter
- SCC and DPOR Information Attachment 3.2.10
- SCC and DPOR Licenses and Registrations

3.3 Offeror's Team Structure

INTRODUCTION

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to effectively manage all of the design-build elements of the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Route (the Project). Shirley is committing Team Members and Key Personnel to the Project that have been responsible for managing more than \$500 million of design-build roadway and bridge projects in Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Fort Lee Roundabout, Battlefield Parkway Design-Build, and Pacific Boulevard Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry Consultants LLC (formerly Dewberry & Davis LLC) was the Lead Designer. Further, each of these design-build projects have been completed on or ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for over 10 years now, we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduces project risk.

3.3.1 KEY PERSONNEL

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

<i>Design-Build Project Manager</i>	Chuck Smith	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM)</i>	Kaushik Vyas, P.E.	Quinn Consulting Services, Inc.
<i>Design Manager</i>	Steve Kuntz, P.E., DBIA	Dewberry Consultants LLC
<i>Construction Manager</i>	Tony Jefferys	Shirley Contracting Company, LLC
<i>Lead Environmental Manager</i>	Kim Larkin	Dewberry Consultants LLC
<i>Lead Right-of-Way Manager</i>	Debra Moore	Volkert, Inc.

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

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

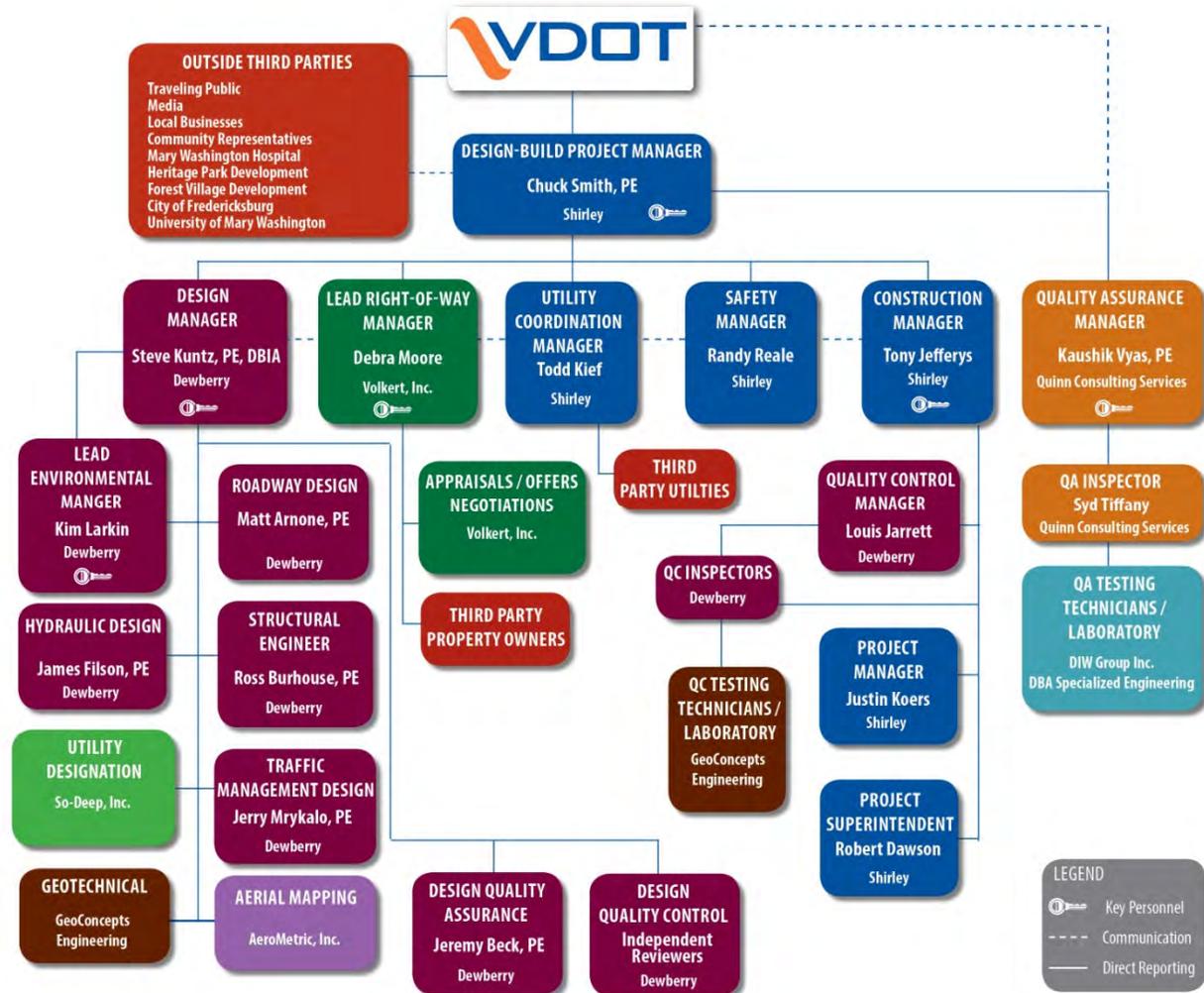
Utility Coordination Manager - A design-build project as important as the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Project cannot be successful without effectively managing the associated utility impacts. Shirley is in an excellent position to expedite this work because of our 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 10 years through his work on the Route 28 Corridor Improvements, Dulles Greenway Capital Improvements, Battlefield Parkway, Route 50, and Pacific Boulevard Projects. More importantly, his relationships with the individual utility owners 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 Fall Hill Avenue Widening and Mary Washington Boulevard Extension 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 Fall Hill Avenue Widening and Mary Washington Boulevard Extension 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. The Shirley Team excels in both of these criteria.

3.3.2 ORGANIZATIONAL CHART

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



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

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

***Design-Build Project Manager (Chuck Smith):** This Key Personnel position on our Team is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, the Design-Build Project Manager (D-B PM) has ultimate responsibility for Contract management and to coordinate and integrate the various project disciplines successfully, including design, construction, quality control, right-of-way, utilities, and safety. The D-B PM will also serve as the primary support to VDOT's efforts to communicate with certain third-party stakeholders, and at VDOT's discretion, can take the lead effort in communicating and coordinating with these third parties. Mr. Smith, as the Design-Build Project Manager, has managed a significant number of Shirley Contracting Company's most challenging design-build projects. He brings over 25 years of

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

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

***Design Manager (Steve Kuntz P.E.):** Reporting to the D-B PM, this Key Personnel position has overall responsibility for management of all aspects of the design process, including roadway, structural, hydraulic, permitting, traffic, and geotechnical. In addition, the Design Manager will establish and oversee the Design QA/QC program. Of vital importance is the Design Manager's role in integrating the various design disciplines with the Construction, Right-of-Way, Utility, and Safety elements. Mr. Kuntz is an experienced Design Manager with 14 years of experience including several design-build projects where he worked as the Design Manager and Dewberry and Shirley have teamed together.

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

***Lead Environmental Manager (Kim Larkin):** Reporting directly to the Design Manager, the Lead Environmental Manager will be closely involved with design staff during plan development to ensure that environmental, cultural, and historical impacts are avoided and minimized from the outset, continuing through development of final design and construction details. Her involvement will also ensure compliance with the Section 106 Memorandum of Agreement, Final Section 4f documents, and FHWA's Finding of No Significant Impact, Final Environmental Assessment requirements. She will oversee delineation of wetlands and Waters of the United States (WOUS) limits, confirm impacts required for the project are properly identified, and will be responsible for submission of all necessary environmental permits and documents. During construction, she will oversee permit inspections to ensure compliance with regulatory agency requirements and to ensure permitted impacts are not exceeded. Regular monitoring will be completed under her guidance in accordance with the frequency required by the environmental impact permits and approvals.

The Lead Environmental Manager has the necessary experience with the National Environmental Policy Act documents, Section 4f of the Transportation Act of 1996 including amendments, Section 106 of the National Historic preservation Act and amendments, Clean Water Act and all other applicable federal and state regulations and has served in this role on each of the design-build projects our Team has successfully completed for VDOT.

****Lead Right-of-Way Manager (Debra Moore):*** 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, including acquisitions on historically and culturally encumbered properties. The ROW Manager will be responsible for managing staff performing appraisals, appraisal reviews, title reports, offers, negotiations, and settlements. The ROW Manager will facilitate communication with the affected landowners and will at all times maintain the status of the process for VDOT. The ROW Manager will coordinate closely with the Design, Utility, and Construction disciplines. Ms. Moore's firm Volkert, Inc., is a member of VDOT's prequalified right-of-way contracting consultants.

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, Permitting, Right-of-Way, Safety, and Construction Managers and disciplines. He will serve as the liaison with each individual utility company to ensure that utilities are integrated into the Project. He will review relocation plans and will verify that they match field conditions, and coordinate adjustments as necessary. Working with the design team, the 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.

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

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.

****Denotes Key Personnel***



3.4 Experience of Offeror's Team

Please see Attachment 3.4.1(a) for the Lead Contractor and Attachment 3.4.1(b) for the Lead Designer Work History Forms.



3.5 Project Risks

INTRODUCTION

The Shirley Team, with more than 10 years of experience on VDOT design-build projects, believes risk assessment to be one of the most important aspects that determines a project's ultimate success. We therefore take a very proactive approach when evaluating risks, understanding their impact, and developing strategies to avoid or mitigate them. Our approach is proven to achieve positive results by the simple fact that every one of our design-build projects has completed on time or ahead of schedule, and without any claims or other outstanding issues. These efforts have reduced the risks to VDOT and the public; resulted in project savings with respect to right-of-way, utility, and construction costs; and satisfactorily addressed the needs and concerns of each of the affected parties.

The first step to assessing the risks of any project is to understand the project's goals, needs and requirements. The second is to have a team with an outstanding track record of working together on VDOT design-build projects that understands what it takes to assess, plan for, and mitigate project risk in a design-build environment. Finally, having a solid team that integrates all of the various project disciplines and elements into a single, cohesive project, working in partnership with all involved, will only serve to reduce overall project risks. The Shirley/Dewberry Team excels in each of these categories.

In preparation of this Proposal, we have thoroughly and carefully studied the documents provided in order to develop an understanding of both the intent and limitations of the Project's objectives. The Shirley/Dewberry Team have more long-term experience working together on VDOT's design-build projects than any other team. Our experience and success has resulted in a significant, detailed, and thorough understanding of not only potential project risks, but how to foresee, address and mitigate those risks. Finally, the Shirley Team has demonstrated time and again that our approach provides comprehensive, successful design-build services to VDOT and all project stakeholders in a partnering environment.

As a result of the above, the Shirley Team has identified the following three critical risks for the Project, their potential impact, our strategies for mitigation or avoidance of the risk, and the role VDOT and others may play in addressing them.

CRITICAL RISK #1 – UTILITY RELOCATIONS AND RIGHT-OF-WAY ACQUISITION

The acquisition of the Project right-of-way and easements and relocation of utilities in conflict with the work are very much inter-related and represent one of the biggest risks and challenges to the Project's success. One of the benefits of the design-build process is that these risks are in large part transferred to the design-build Team. In order to mitigate and reduce this risk, the Team must fully integrate these disciplines throughout all phases of the work. The Team needs to accurately identify the existing utilities which will be impacted, efficiently design the Project elements and utility relocations, determine the appropriate easements needed for utility relocations, acquire the right-of-way based on the Project Schedule priorities, and sequence the construction activities appropriately. From a utility impact and

potential relocation standpoint, this project can be separated into two main components:

- The widening, reconstruction, and realignment of Fall Hill Avenue and new bridge over I-95;
- The extension of Mary Washington Boulevard and improvements on Route 1.

Both of these project components have unique risks with respect to utility impacts and relocations. On **Fall Hill Avenue**, the widening and realignment will impact the existing utilities on both sides of the roadway. This will include the overhead power and communication on the north side of the road, and the underground fiber optic and communication on the south side of the road. Water and sewer facilities may be impacted and require relocation where the roadway transitions to a new alignment. The challenge for this portion of roadway is that existing utilities appear to be in conflict on both sides of the roadway, so construction can't be sequenced "simply" to build one side of the road first prior to utilities being relocated. Initial utility relocations will need to be completed before the roadway widening can be started. For the extension of **Mary Washington Boulevard**, multiple gas and communication facilities may be impacted in the vicinity of the proposed roundabout, and power poles and overhead facilities may be impacted by the roadway extension. While the majority of the transmission towers will not be impacted based on the preliminary design, there are several towers which are noted to be relocated by Dominion Virginia Power (DVP) near Hospital Drive, and the design will need to be coordinated with DVP to determine when the tower relocations will be completed. Based on our past experience in working adjacent to transmission towers, we understand that relocation of towers is not only required by direct, physical impacts, but can also be required if the surrounding grounding grid is compromised by grading and/or construction activities. Tower relocations can also only be completed at off-peak demand times, so relocations will need to be coordinated with the power company to avoid the hottest weather periods.

Because work on both portions of this project requires relocation of significant amounts of utilities, a risk to the project is that utility owners will not relocate their facilities in a timely manner, potentially causing schedule delays to construction. To mitigate this risk, our Team will focus on the following:

Early Identification of Existing Utilities – One of the first steps our Team will take is delineate all of the existing utilities within the limits of the project. We will then coordinate our design with this information to determine where test pitting is required. During this process, our Utility Coordination Manager will closely coordinate with each utility owner to verify their facilities.

Avoidance and/or Minimization of Conflicts - As potential conflicts with the design are identified, the Team will focus on design and construction solutions that avoid, or if not possible, minimize the needed relocations. The Utility Coordination Manager will work closely with the utility owners to develop cost and schedule effective relocation plans.

Phased Construction – Following discussions with the utility owners, our Team will determine which utility relocations can occur earlier in the process, which will allow construction to be phased within the project footprint. Construction of the Mary Washington Boulevard extension could be accelerated to an initial phase of construction while the more significant utility relocations are occurring along Fall Hill

Avenue. The relocations on Fall Hill Avenue can also be prioritized such that a “corridor” is established where the first stage of widening and reconstruction can occur. The final phase of utility relocations can then be completed while construction is underway, but prior to construction of the final widening and realignment of Fall Hill Avenue.

Partnership with the Utility Companies – Our Team has significant experience in working with each of the utility companies who will be involved with this project. Our past experience with these companies, and the trust they have in our Team’s work, will allow us to help them with their relocations. For example, on the Route 50 Widening Project, our Team developed the relocation alignment plan for DVP and Verizon, identified their proposed pole locations, and established the easements they needed for the project. This advanced identification of easement needs allowed right-of-way acquisitions to be accelerated. In addition to our cooperation during the design process, we also have a great working relationship in the construction phase. On several design-build projects, we have received authorization from the utility companies to install the conduit systems required for their relocations. This has allowed us to accelerate their work, and reduced the amount of time and effort required by the utility company.

The utility risk identified above goes “hand-in-hand” with the right-of-way risk to a design-build project. Accurately developing the right-of-way requirements and prioritizing the acquisition of these properties is critical to creating a realistic Project Schedule and maintaining it throughout. To mitigate the right-of-way risk on the Fall Hill Avenue project, the Shirley Team plans to focus on the following steps as part of the right-of-way acquisition process:

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

Identification of Critical Properties – The Design-Build Project Manager will be responsible for integrating the design, utility, permitting, right-of-way, and construction disciplines in order to develop an accurate and realistic Project Schedule. As part of this process, properties critical to the Schedule will be identified and prioritized. As we have done on many projects, we will reach out to impacted property owners early in the process to determine what their concerns may be and to determine if minor changes in the plans would address the concerns, leading to quicker acquisition of the property, or agreement on the value of the impact to their property.

Pursuit of Right-of-Entry Agreements – The current right-of-way regulations and requirements indicate that a right-of-entry cannot be agreed to until after a formal offer has been made to an impacted property owner. The identification of critical properties discussed above will allow these offers to be made as quickly as possible, and the discussions and open dialogue we will have with the adjacent property owners will help to determine where right-of-entry agreements can be pursued. The right-of-

entry agreements will allow us to begin critical construction activities which will help accelerate construction, provide for improved access for utility relocations, and potentially accelerate phases of construction which are critical to the completion of the project.

Acquisition of Historic Properties and Culturally Sensitive Sites – Our Team has significant experience in designing and constructing improvements on sensitive cultural resource properties and is aware of the multiple sites along the proposed roadway corridor. To avoid challenges to the project, we will ensure that the design incorporates all of the requirements of the 4(f) and Section 106 documents, and will investigate ways improve on the preliminary design to ensure concerns such as view-shed, direct, and indirect physical impacts are avoided.

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

CRITICAL RISK #2 – MAINTENANCE OF TRAFFIC

The scope of this Project will impact a broad spectrum of the public including a hospital, residential, commercial, education, and Interstate I-95 travelers. Each will be affected in a unique way and have different challenges and concerns that the Project Team will need to address. Of paramount importance will be the safety of each of these stakeholders, as well as the safety of the construction workers, VDOT representatives and inspection staff. Proper identification of critical project areas during development of the temporary traffic control (TTC) plans, transportation management plan (TMP), and sequencing of construction will be a constant focus of the Team in order to mitigate this critical risk.

Further, as noted in the Section 4(f) Evaluation provided with the Project information, the Project design must address the following existing safety concerns:

- The lack of pedestrian accommodations on Fall Hill Avenue connecting apartments, townhomes and other recent development on the corridor, and poor sight distances, which create “significant pedestrian hazards”;
- Safety and congestion issues associated with uncontrolled vehicle access points.

Additionally, our Team understands that the following items are risks that must be addressed in order to make the Project a success:

- Access to Mary Washington Hospital – Of critical importance will be unimpeded access at all times to the Hospital. Modification of the existing median, closure of access points, and reconfiguration of the Hospital Drive and Sam Perry Boulevard Intersections will all need to be

coordinated with the hospital and emergency staff, fire and rescue, and the police to ensure that access, and proper advanced notice of changes in access, is clearly identified and communicated. The entire Team will make this a priority focus and will establish clear lines of communication from the earliest stages of design.

- Maintenance of Access and Parking for Private Developments – The improvements shown on the conceptual plans identify significant access changes and parking modifications that may be required for the Heritage Park and Forest Village residential developments. Close coordination will be required with these properties to ensure that safe, continuous access is maintained at all times throughout construction, and that parking capacity is not adversely affected.
- Entrance and Intersection Access During Construction – A potential risk that the Team needs to avoid is the introduction or worsening of sight distance and clear zone issues along the corridor. Maintenance of access points during construction will require a detailed understanding of vertical and horizontal restrictions, such as barrier placement and construction material storage, to ensure that clear zones are maintained and sight distances are provided at all times.
- Sight Distance Improvements – The existing portion of Fall Hill Avenue between Weston Lane and the proposed roundabout has limited horizontal sight distances and significant tree and brush growth adjacent to the road and within the clear zone. We will need to ensure that these elements are not exasperated during construction through placement of temporary barrier or introduction of additional distractions within the work zone.

Understanding these critical project areas at the outset of the project, and our Team's design-build experience, will lead to development of a comprehensive and detailed TTC and TMP plan package which will mitigate the risk of safety and operational concerns. Not only does our Team have significant experience in developing TTC and TMP plans for phased widening of heavily travelled roadways (such as Route 50, Centreville Road, I-66, and Route 28), we also have extensive experience implementing safety and operational improvements in an interim condition to provide immediate improvement prior to completion of the ultimate improvements. The following outlines several efforts the Shirley Team will undertake in order to mitigate the risks associated with safety and temporary traffic control during construction of the project improvements:

Identification of Proper Intersection and Entrance Sight Lines – 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 Route 50, 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. Where conflicts are identified, we will take appropriate measures, such as tapering the barrier away from the travel lanes to allow for increased sight distances, or indicating in the plans where restrictions for construction materials storage is 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.

Development of a Detailed TTC and TMP Plan – Our Team has extensive relevant experience in developing detailed TMP and TTC plans in accordance with VDOT IIM-LD-241.5. All of our roadway engineers are certified through VDOT’s Advanced Work Zone Traffic Control Training, and are well versed in development of plans in accordance with the Manual of Uniform Traffic Control Devices and Work Area Protection Manual requirements. Detailed TTC plans will be developed for each phase of construction, and will include temporary pavement marking and signing plans, limits and locations for all temporary barrier and impact attenuators, as well as all necessary temporary drainage improvements needed to maintain a safe corridor during construction. Advance signage will be identified to alert motorists to upcoming access points, and portable changeable message sign text will be prescribed to ensure the messages are clear, concise, and accurate to the changing roadway condition.

On I-95, TTC plans will be developed for the demolition and construction of the Fall Hill Avenue Bridge over the Interstate. Lane closure times will be established in accordance with the allowable VDOT lane closure times, and traffic volumes will be utilized to determine if adverse travel impacts or queuing will be caused from the temporary lane closures. Based on the proposed and existing span arrangements, we believe that demolition and reconstruction of the piers can be completed without shifting travel lanes, reducing travel lane widths, or implementing temporary lane shifts. Demolition protection will be provided to prevent falling debris from becoming a concern for motorists, and erection of new girders will be done during temporary short-term traffic stoppages during overnight periods.

On Fall Hill Avenue, we will complete a detailed analysis of the proposed profile to determine if adjustments can be incorporated to avoid significant cuts and/or fills and in an effort to reduce or eliminate impacts to utilities. The profile will also be analyzed to ensure that temporary connections are provided with acceptable vertical profiles, and that sight lines are maintained throughout construction for all turning and thru movements.

Comprehensive Public Outreach – Our Team will undertake a thorough public outreach program with sensitive and critical property owners and stakeholders near the project site. As identified previously, maintaining access to Mary Washington Hospital, and providing continuous updates and advance notification of access changes, will be required. We will establish an open line of communication with all stakeholders to ensure that access changes are identified and discussed well in advance of construction activities. Other access changes, such as closure of median openings on Route 1 and access changes on Fall Hill Avenue, will be clearly explained to the public through citizen outreach and “Pardon Our Dust” meetings which will be held throughout the Project. Additional meetings will be held as necessary for larger developments, such as for HOA or apartment complexes, so that their residents and staff are aware of the changes in advance of implementation.

During development of the TTC and TMP plans, we expect VDOT’s role to be associated with review and approval of the plans. We will also look to VDOT to provide information relative to past discussions with adjacent developments, hospital staff, and other stakeholders so that prior commitments are incorporated into the appropriate plan packages. VDOT, as the owner, will remain involved in the public outreach process during design and construction as they feel is appropriate. During construction, we

anticipate that VDOT will remain active on site, and will alert our Team to any issues that may arise with respect to maintaining a safe work site for motorists, construction, and inspection staff.

CRITICAL RISK #3 – PUBLIC INVOLVEMENT

The documents provided with the RFQ package indicate there is widespread support for this Project. We understand that the ultimate success of the project will fall on the partnership between the design-build Team and VDOT, and will be measured in terms of responsiveness to public questions and comments, maintaining open and honest lines of communication with the public, and how fast the improvements are implemented. The risk to any project with respect to public involvement is that failing to communicate properly, effectively, and timely can lead to an erosion of support.

The approach our Team has used successfully on previous projects will be continued on this Project, and we understand that there are both specific and general coordination aspects to public involvement. Specific coordination will be required with each of the individually impacted property owners. General coordination will be required for the larger public audience who uses the facility on a regular basis, as well as those property owners impacted through changes in access to their developments.

Our Team firmly believes in the concept of maintaining open lines of communication with all stakeholders. Each and every one of our projects has been successful, with many of them gaining support from even the “toughest” of citizens. For example, on the Fairfax County Parkway Phase III project, numerous citizens were concerned and upset about access to their community, impacts to adjacent forest property, and noise impacts of the increased traffic following construction. Our Team was able to alleviate these concerns by eliminating a stormwater management pond, avoiding clearing of approximately 5 acres of forest behind a subdivision. Noise barriers and additional landscaping elements were installed to help buffer noise and headlight concerns associated with the roadway traffic, and the alignment of the local roadway and a new overpass were changed to improve access to the communities and eliminate a complex 5-way intersection and steep grades into residential areas.

The experience gained from our Team’s design-build projects will help lead to the successful completion of this project. We recognize that the widening and new access is the main purpose of the project, but that some of the more intricate details of the project will ultimately help define if the project is deemed as “successful”. Provided below is a list of items which are identified in the conceptual plans that will be coordinated with the public to ensure continued support for the project:

Landscaping – The single comment made by the majority of those responding to the public hearing plans and presentation was plant as many trees as possible! Landscaping is usually a minor cost component of a highway project, but is one of the most visible aspects of the completed improvements. Incorporation of street trees, understory plantings, flowers, and screening improvements can be easily and safely incorporated into the project to maintain and gain support for the project. We fully expect that landscaping will be a critical component of the final construction plans, and will be required by the RFP documents. We will develop a comprehensive landscaping plan which provides the tree coverage, shade, and screening desired by the community while not impacting the safety of the roadway. Landscaping

plans will be displayed to the citizens at Pardon Our Dust meetings and the landscaping areas will be discussed to identify how they were selected.

Noise Barriers – As shown in the conceptual plans, noise barriers may be required along northbound I-95 and in separate locations along Fall Hill Avenue. Our Team is aware that these improvements can invite strong opinions both in support of and against their inclusion in the project. As required, noise barriers which are warranted will be discussed with the benefited or protected property owners to determine if they are desired for construction. Architectural treatments can be considered for the barriers to help improve the visual aspects of the barrier, and additional landscaping on the private owner side of the barrier will also be considered to help screen the view of the improvement. We will also investigate ways to construct the barriers early in the construction time-frame to help provide more immediate improvement from the existing traffic noise.

Relocation of Athletic Fields – Several athletic fields, including private basketball courts at the Heritage Park community and public baseball fields on the City of Fredericksburg property will need to be relocated for construction of the roadway improvements. The timing of these relocations will need to be closely coordinated with the City and Heritage Park community to ensure that club and youth activities are not adversely affected by construction. We will discuss the relocations with the appropriate community and private groups to determine when the peak field uses are, and determine if relocation of the facilities can be completed prior to closure of the existing fields and courts, or if closure can be timed such that activities are not adversely impacted.

Change in Access and Roundabout Operation – Changes in access and operation through a roundabout are elements which will require modifications in travel patterns and new driver expectancy during and following construction of the project. Entrance closures, consolidation, or changes in access type (full access changed to right-in-right-out for example) will be discussed with the property owners during right-of-way negotiations and during project final design. The Pardon Our Dust meetings previously mentioned will also serve as a way to disseminate information to the public regarding upcoming traffic pattern changes, future work activities, and any temporary or permanent closures which may occur during construction the project.

Throughout the project process, VDOT's role with respect to public involvement will be to make us aware of specific commitments made during development of the preliminary plans to individual properties or larger communities, as well as constraints which must be adhered to during both design and construction. We anticipate that VDOT will update their website with pertinent information regarding upcoming changes in travel patterns or temporary lane closures, and our Team will provide regular updates to VDOT to aid in the dissemination of this information, as well as coordinate with the District Public Affairs Office to ensure means of outreach already established are maintained throughout the project duration.

ATTACHMENT 3.1.2

Project: U000-111-233, P101, R201, C501, B609

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	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	N/A
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	N/A
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	N/A
Evidence of obtaining bonding	NA	Section 3.2.9	no	N/A

ATTACHMENT 3.1.2

Project: U000-111-233, P101, R201, C501, B609

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
Key Personnel Resume – Lead Environmental Manager	Attachment 3.3.1	Section 3.3.1.6	no	N/A
Key Personnel Resume – Lead Right of Way Manager	Attachment 3.3.1	Section 3.3.1.7	no	N/A
Organizational chart	NA	Section 3.3.2	yes	5

ATTACHMENT 3.1.2

Project: U000-111-233, P101, R201, C501, B609

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart narrative	NA	Section 3.3.2	yes	5-8
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	8-15

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**RFQ NO. C00088699DB59PROJECT NO.: U000-111-233, P101, R201, C501, B609**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 02/26/13
(Date)
2. Cover letter of RFQ Addendum #1 04/08/13
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

5/2/13

DATE

Michael E. Post President/CEO/Manager

PRINTED NAME AND TITLE

ATTACHMENT 3.2.6

State Project No. U000-111-233, P101, C501, R201, B609

Affiliated and Subsidiary Companies of the Offeror

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

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

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



ATTACHMENT 3.2.6

State Project No. U000-111-233, P101, C501, R201, B609

Affiliated and Subsidiary Companies of the Offeror

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

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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.

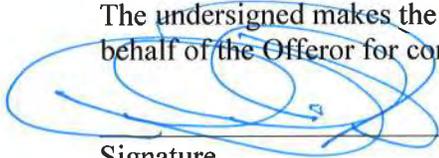
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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



5/1/2013

President/CEO/Manager

Signature

Date

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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.

Dave Mahoney
Signature

March 26, 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.: *U000-111-233, P101, R201, C501, B609*

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.

	March 5, 2013	President
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

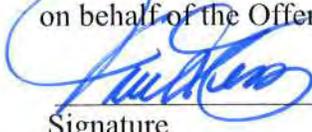
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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

03/19/13
Date

President
Title

GeoConcepts Engineering, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

- 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.

Dennis Morrison *4-30-13* *Senior VP*
Signature Date Title

Volkert, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: U000-111-233, P101, R201, C501, B609

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.

Matt L. Goldman 3-18-13 DEPT MGR.
Signature Date Title

SO-DEEP, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: *U000-111-233, P101, R201, C501, B609*

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] *4-29-13* *Principal*

Signature Date Title

Specialized Engineering

Name of Firm

TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 04/19/2013
- S -

04/19/2013
2:09 PM
PAGE 380

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S018
SHIRLEY CONTRACTING COMPANY, LLC
PREQ. EXP : 09/30/2013

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

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

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

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

=====

S1305
HARLAND J. SHOEMAKER & SON, INC.
PREQ. EXP : 09/30/2013

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

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

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

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

=====



One Tower Square
Hartford, CT 06183

April 22, 2013

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

Re: Request for Qualifications - Contract ID Number: C00088699DB59 - A Design-Build Project
Fall Hill Avenue Widening and Mary Washington Boulevard Extension
Estimated Contract Value: \$32,000,000

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 \$3,500,000,000.

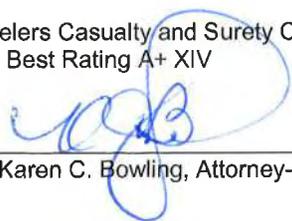
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 005239629

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

Diana L. Parker, and Karen C. Bowling

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 16th day of October, 2012

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

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



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 16th day of October, 2012, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



[Signature]
Marie C. Tetreault, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, which resolutions are now in full force and effect, reading as follows:

RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary may appoint Attorneys-in-Fact and Agents to act for and on behalf of the Company and may give such appointee such authority as his or her certificate of authority may prescribe to sign with the Company's name and seal with the Company's seal bonds, recognizances, contracts of indemnity, and other writings obligatory in the nature of a bond, recognizance, or conditional undertaking, and any of said officers or the Board of Directors at any time may remove any such appointee and revoke the power given him or her; and it is

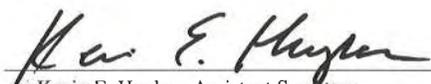
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing and a copy thereof is filed in the office of the Secretary; and it is

FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President, any Second Vice President, the Treasurer, any Assistant Treasurer, the Corporate Secretary or any Assistant Secretary and duly attested and sealed with the Company's seal by a Secretary or Assistant Secretary; or (b) duly executed (under seal, if required) by one or more Attorneys-in-Fact and Agents pursuant to the power prescribed in his or her certificate or their certificates of authority or by one or more Company officers pursuant to a written delegation of authority; and it is

FURTHER RESOLVED, that the signature of each of the following officers: President, any Executive Vice President, any Senior Vice President, any Vice President, any Assistant Vice President, any Secretary, any Assistant Secretary, and the seal of the Company may be affixed by facsimile to any Power of Attorney or to any certificate relating thereto appointing Resident Vice Presidents, Resident Assistant Secretaries or Attorneys-in-Fact for purposes only of executing and attesting bonds and undertakings and other writings obligatory in the nature thereof, and any such Power of Attorney or certificate bearing such facsimile signature or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by such facsimile signature and facsimile seal shall be valid and binding on the Company in the future with respect to any bond or understanding to which it is attached.

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 22nd day of April, 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. U000-111-233, P101, C501, R201, B609

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-2	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Business Entity-Class A Contractor	2705071652	October 31, 2014
Dewberry Consultants, LLC*	S044733-6	Limited Liability Co.	Active	8410 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2013
GeoConcepts Engineering, Inc.	516767-1	Corporation	Active	19955 Highland Vista Drive Ste. 170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2013
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2013
DIW Group Inc	F128190-8	Corporation	Active	4845 International Blvd. #104 Frederick, MD. 21703	Business Entity	0407004748	December 31, 2013
Volkert, Inc.	F136659-2	Corporation	Active	5400 Shawnee Road Alexandria, VA 22312	Business Entity	0407002610	December 31, 2013
So-Deep, Inc	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA. 22111	Business Entity	0407002900	December 31, 2013
Aero-Metric, Inc.	F113594-8	Corporation	Active	45180 Business Court Suite 800 Dulles, VA. 20166	Business Entity	04007005489	December 31, 2013

*Formerly known as Dewberry & Davis, LLC

ATTACHMENT 3.2.10

State Project No. U000-111-233, P101, C501, R201, B609

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



Commonwealth of Virginia
State Corporation Commission



04/23/13

LLCM3220

LLC DATA INQUIRY

09:49:32

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

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

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

RTN MAIL:

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

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
12	50.00			

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

04/23/13

LLCM3220

LLC DATA INQUIRY

09:50:02

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

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

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

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

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

04/23/13

CISM0180

CORPORATE DATA INQUIRY

09:52:33

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

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

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

04/23/13

CISM0180

CORPORATE DATA INQUIRY

09:52:11

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

04/23/13

CISM0180

CORPORATE DATA INQUIRY

09:52:50

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

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

STREET: 21601 AVENS CT AR RTN MAIL:

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

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/23/13

09:53:05

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

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

STREET: 8397 EUCLID AVENUE

AR RTN MAIL:

CITY: MANASSAS PARK

STATE : VA ZIP: 20111

R/A STATUS: 2 OFFICER

EFF. DATE: 04/09/97 LOC : 315

ACCEPTED AR#: 213 51 7036

DATE: 04/08/13

MANASSAS PARK

CURRENT AR#: 213 51 7036

DATE: 04/08/13

STATUS: A

ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

04/29/13

CISM0180

CORPORATE DATA INQUIRY

08:47:35

CORP ID: F136659 - 2 STATUS: 00 ACTIVE STATUS DATE: 01/21/99
 CORP NAME: Volkert, Inc.

DATE OF CERTIFICATE: 01/21/1999 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: AL ALABAMA 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: CORPORATION SERVICE COMPANY

STREET: BANK OF AMERICA CENTER, 16TH FLOOR AR RTN MAIL:
 1111 EAST MAIN ST.

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 07/13/11 LOC : 216

ACCEPTED AR#: 213 01 4511 DATE: 12/17/12 RICHMOND CITY

CURRENT AR#: 213 01 4511 DATE: 12/17/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					2,250

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/23/13

09:53:20

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
CORP NAME: AERO-METRIC, INC.

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

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
ACCEPTED AR#: 213 02 6031 DATE: 01/23/13 HENRICO COUNTY
CURRENT AR#: 213 02 6031 DATE: 01/23/13 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 670.00 100,000

(Screen Id:/Corp_Data_Inquiry)

Details of license number 2705071652

[print](#)

Name: SHIRLEY CONTRACTING COMPANY LLC
License Number: 2705071652
License Description: Contractor (Class A)
[Class Definitions](#)
Business Type: LLC
Address: 8435 BACKLICK ROAD
LORTON, VA 22079
Specialties/Classifications: Highway / Heavy (H/H)
[Classification Definitions](#)
[Specialty Definitions](#)
Initial Certification Date: October 8, 2002
Expiration Date: October 31, 2014

Complaints

No Open Complaints

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

No Closed Complaints

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

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

Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by

assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.

Details of license number 0407003966

[print](#)

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

Complaints

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Associated Professional Licensing Information

[print](#)

Landscape Architect License

Name:	COUTURE, DENNIS M
License Number:	0406000847
License Description:	Landscape Architect License

Address: VIENNA VA, 22180
Initial Certification Date: March 9, 1998
Expiration Date: March 31, 2014

[print](#)

Architect License

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

[print](#)

Professional Engineer License

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

[print](#)

Land Surveyor License

Name: ROBINSON, BRYANT L
License Number: [0403001932](#)
License Description: Land Surveyor License
Address: CULPEPER VA, 22701
Initial Certification Date: January 5, 1993
Expiration Date: January 31, 2015

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

Complaints

No Open Complaints

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Associated Professional Licensing Information

[print](#)

Professional Engineer License

Name: VICINSKI, JOHN KEVIN
License Number: [0402026380](#)
License Description: Professional Engineer License
Address: CHANTILLY VA, 20151

Initial Certification Date: August 10, 1995
Expiration Date: August 31, 2013

print

Professional Engineer License

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

Details of license number 0407004404

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

Complaints

No Open Complaints

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

No Closed Complaints

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

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

Associated Professional Licensing Information

[print](#)

Professional Engineer License
Name: BURKART, PAUL EDWARD
License Number: [0402021556](#)
License Description: Professional Engineer License

Address: ASHBURN VA, 20147
Initial Certification Date: August 30, 1990
Expiration Date: March 31, 2014

print

Professional Engineer License

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

Details of license number 0407004748

[print](#)

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

Complaints

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Associated Professional Licensing Information

[print](#)

	Professional Engineer License
Name:	MITCHELL, CHARLES ROBERT
License Number:	0402020050

License Description:	Professional Engineer License
Address:	BROADLANDS VA, 20148
Initial Certification Date:	July 17, 1989
Expiration Date:	July 31, 2013

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

Complaints

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

Associated Professional Licensing Information

[print](#)

	Surveyor Photogrammetrist License
Name:	MCKEAGUE, WILLIAM J
License Number:	0408000008
License Description:	Surveyor Photogrammetrist License

Address:	CHANTILLY VA, 20151
Initial Certification Date:	February 25, 2009
Expiration Date:	February 28, 2015

Details of license number 0407002900

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

Complaints

No Open Complaints

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

No Closed Complaints

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

Associated Professional Licensing Information

[print](#)

Professional Engineer License	
Name:	SKAHN, CARY ALAN
License Number:	0402022310
License Description:	Professional Engineer License

Address: CENTREVILLE VA, 20120
Initial Certification Date: June 5, 1991
Expiration Date: June 30, 2013

print

Land Surveyor License

Name: SPENCER, MELVIN E
License Number: 0403001937
License Description: Land Surveyor License
Address: STUARTS DRAFT VA, 24477
Initial Certification Date: January 5, 1993
Expiration Date: January 31, 2015

Details of license number 0407002610

[print](#)

Name:	VOLKERT INC
License Number:	0407002610
License Description:	Business Entity Registration
Business Type:	CORP
Address:	5400 SHAWNEE RD STE 301 ALEXANDRIA, VA 22312
Initial Certification Date:	July 29, 1983
Expiration Date:	December 31, 2013

Complaints

No Open Complaints

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

No Closed Complaints

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

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

Associated Professional Licensing Information

[print](#)

	Professional Engineer License
Name:	WHITE, FREDERICK D
License Number:	0402018024
License Description:	Professional Engineer License
Address:	VIENNA VI, 22182
Initial Certification Date:	December 10, 1987
Expiration Date:	September 30, 2013

[print](#)

	Professional Engineer License
Name:	VARGAS, CESAR ENRIQUE
License Number:	0402021932
License Description:	Professional Engineer License
Address:	FREDERICKSBURG VA, 22406
Initial Certification Date:	January 29, 1991
Expiration Date:	January 31, 2015

[print](#)

	Landscape Architect License
Name:	BOEHM, OLIVER
License Number:	0406001168
License Description:	Landscape Architect License
Address:	ALEXANDRIA VA, 22314
Initial Certification Date:	September 4, 2003
Expiration Date:	September 30, 2013

[print](#)

	Professional Engineer License
Name:	MORRISON, DENNIS C
License Number:	0402044791
License Description:	Professional Engineer License

Details of license number 0402039440

[print](#)

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

Complaints

No Open Complaints

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

No Closed Complaints

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

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

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:	June 14, 2004
Expiration Date:	June 30, 2014

Complaints

No Open Complaints

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

No Closed Complaints

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Charles L. Smith, IV, 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 <ul style="list-style-type: none">• 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.• 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.• Fort Lee 'A' Gate Roundabout, June 2011 to December 2012 - Design-Build Project Manager for \$2.3million entrance gate improvements at US Army Base Ft. Lee for FHWA/EFLHD.• 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 <ul style="list-style-type: none">• 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.
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. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. Fairfax County Parkway Phase III - Springfield, VA - 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 to the Contract. Shirley was able to meet the project budget and schedule constraints of VDOT, FHWA, Fort Belvoir and Fairfax County including the additional work.

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

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

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

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

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

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

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

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

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 <u>2</u> Years With Other Firms <u>24</u> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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. <ol style="list-style-type: none"> Note your specific responsibilities and authorities for each assignment, not those of the firm. Note whether experience is with current firm or with other firm. Provide beginning and end dates for each assignment. <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>1. I-495 HOT Lanes Design-Build Project Quinn Consulting Services, Inc., Resident Area Engineer, November 2010 to February 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.</p> <p>2. Design-Build, Route 15 Widening, Prince William County, Virginia TRC (formally Site-Blauvelt), Quality Control Manager, November 2007 to November 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.</p> <p>3. Design-Build, Route 895 (PPTA) Project, Richmond, Virginia TRC (formally Site-Blauvelt), Quality Control Manager, April 2001 to July 2002 Project involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a</p>

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

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.

4. Linton Hall Road Widening, Prince William County, Virginia

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

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

5. Spriggs Road Improvements Project, Prince William County, Virginia

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

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

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

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

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

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

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

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

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

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: 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 <ul style="list-style-type: none">● 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. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. 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 of earthwork, installation of over 15,000 LF of stormwater, waterline and sanitary sewer utility piping as well as grading and paving of over two miles of internal roadway systems. Working with Dominion Virginia Power, Verizon, Alexandria Service Authority and Virginia American Water, Shirley Contracting Company, LLC and Mr. Jefferys managed the design and construction of these major utility services into the Mark Center site. An enormous coordination and teaming effort enabled the Shirley Team to complete the project six weeks early allowing for accelerated move-in date for the government and its clients. Mr. Jefferys also served as the Senior Superintendent for the \$4.8 million Mark Center Offsite Roadway Improvements. These improvements included the newly opened widened portions of both Seminary Road and North Beauregard Street and other improvements associated with the DoD/BRAC 133 project designed to mitigate impacts to local traffic. Roadwork for the improvements was in both the City of Alexandria and VDOT right-of-way. Through Mr. Jefferys management efforts, the Shirley Team completed the project in time for the opening of the WHS Headquarters in September 2011.

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

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

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

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

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Kimberly Larkin, Natural Resource Manager, Sr. NEPA & Regulatory & Wetland Specialist
b. Project Assignment: Lead Environmental Manager
c. Name of Firm with which you are now associated: Dewberry Consultants LLC
d. Years experience: With this Firm 14 Years With Other Firms 12 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): Dewberry Consultants LLC - June 1999 to Present <ul style="list-style-type: none">• July 2011 to November 2012 (design), Construction Support thru August 2015 – Client: VDOT. Permit Coordinator & Environmental Manager for the Route 27/244 Interchange Modification project in Arlington County for the Shirley Design-Build.• May 2004 to June 2006 - Client: VDOT. Permit Coordinator & Environmental Manager for the Loudoun County Parkway Widening Project, Loudoun County, VA• May 2011 to 2013 – Client: Spotsylvania County. NEPA Specialist, Permit Coordinator & Environmental Manager for the Spotsylvania County Design/Build (PPTA) Project, Spotsylvania County Infrastructure, LLC, Spotsylvania County, VA• March 2011 to 2013 – Client: Loudoun County. Permit Coordinator & Environmental Manager for the Crosstrail Boulevard Project Phase I in Loudoun County, VA.• April 2006 to June 2008 – Client: Prince William County. Lead Senior Environmental Specialist for the Spriggs Road Improvements Project, Prince William County, VA.• May 2012 to January 2013 – Client: Prince William County. Lead Senior Environmental Specialist for the Glenkirk Road Sidewalk Project, Prince William County, VA.• March 2007 to February 2013 – Client: Bechtel. Permitting Coordinator & Environmental Manager for the Dulles Rail Project Phase 1 in Fairfax County, VA.• December 2010 to March 2013 - Client: M.A. Bongiovanni, Inc. NEPA Compliance Permit Coordinator & Environmental Manager for the Noman Cole Water Reuse Design Build Project in Fairfax County, VA.• March 2005 to September 2007 – Client: TRIPP II. Senior Environmental Scientist, NEPA Specialist for the Dulles Greenway Interchanges and Widening Project in Loudoun County, VA.• July 2010 to November 2011 - Client: VDOT Permit Coordinator & Environmental Manager for the Pacific Boulevard Extension, Route 28 Corridor Improvements, LLC, Project in Loudoun County, VA.• March 2011 to March 2013 – Client: VDOT. Senior Regulatory Specialist for the Innovation at Prince William Project, Prince William County, VA.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Ferrum College, Ferrum, VA / BS / 1986 / Environmental Science
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Virginia Association of Wetland Professionals Northern Virginia Building Industry Association
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. Route 28 Corridor Improvements Project - Fairfax and Loudoun Counties, VA - Dewberry, Permit Coordinator & Environmental Manager (September 2010 – August 2013) <p>Ms. Larkin was responsible for completing wetland delineations, obtaining all necessary regulatory permitting including Clean Water Act Section 404/401 and subaqueous bed permits from VMRC, as well as assuring permit compliance during construction. In addition several crossings involved National Historic Preservation Act Section 106 and Land and Water Conservation Act Section 6(f) issues that Ms. Larkin coordinated the required investigations, mitigation, and findings with the Virginia Department Historic Resources (DHR), Fairfax County Park Authority, the Northern Virginia Regional Park Authority (NVRPA) and Dulles Airport – which included developing an EA level NEPA document for a roadway project under the Federal Airport Authority's</p>

(FAA) jurisdiction. Ms. Larkin successfully blended the two different NEPA regulations of FAA and the Federal Highway Administration (FHWA) into a cohesive document which included the Coastal Zone Management Act clearance. One crossing had the potential to impact the state threatened Wood Turtle, Ms. Larkin obtained the required survey permits from VDGIF and conducted a survey for this species and cleared the project for construction. In addition, several projects involved stream relocations where she not only led the design and but was successful in utilizing these relocations as on-site mitigation. Ms. Larkin also facilitated the public involvement processes on this project.

2. University Boulevard Extension PPTA - Prince William, VA - Dewberry, Environmental Manager (July 2008 – July 2012)

Ms. Larkin acted as the Environmental Manager responsible for overseeing all environmental aspects of the project, including compiling existing environmental studies and providing completion of additional studies where necessary; wetland delineations; cultural resources surveys with Section 106 consultation from VDHR; endangered species coordination with the USFWS and VDGIF. She worked closely with design engineers on several alternative alignments on the one mile section of new four-lane, divided, urban facility between Sudley Manor Drive and Hornbaker Road to assure project impacts were avoided and minimized where possible and mitigated where necessary. She obtained all necessary permits from the DEQ, DCR, the Corps of Engineers, and the VMRC.

3. Fairfax County Parkway Phase III - Fairfax County, VA - Dewberry, Environmental Manager (July 2007 - September 2009)

This project involved the completion of a 1.5 mile new section of a major connector roadway through a portion of the Engineer Proving Ground on Fort Belvoir. Ms. Larkin lead and provided QA/QC for the completion and approval of a reevaluation EA Level NEPA document and Finding of No Significant Impact. She worked with design engineers to reduce the potential to encounter ordnance and reduce environmental impacts through design revisions. She facilitated the required public hearing, which included the reservation of appropriate facilities, displays and handouts, on-line information, necessary interpreters, and addressed the comments received during the hearing process and incorporated them into the Reevaluation NEPA document. She also provided oversight for the completion of wetland delineations, cultural resources studies for Section 106 compliance and coordinated SHPO concurrence, provided onsite mitigation, and completed regulatory permit acquisition.

4. Battlefield Parkway - Loudoun County, VA - Dewberry, Environmental Manager (June 1999 – January 2011, Under Construction until August 2015)

This design-build project was located on new alignment and crossed the Washington & Old Dominion (W&OD) trail and a major tributary with a Federal Emergency Management Agency regulated floodplain, Tuscarora Creek. Ms. Larkin was responsible for ensuring the design and construction was in compliance with all required elements of the previously completed EA level NEPA document by VDOT, as well as coordinating and completing the documentation and obtaining approval for a revision to the original EA for project updates. In addition, she was also responsible for successfully obtaining the CWA Section 404, 401, and 402 permits from DEQ and USACE, as well as a sub-aqueous bed permit from the VMRC which included mitigation requirements. This project also required extensive coordination with the NVRPA to comply with 4(f)/Section 106 historic portions of the EA and the necessary permits to cross the trail, including designing and providing mitigation for both temporary and permanent impacts to the trail.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Debra Moore, Right-of-Way Manager
b. Project Assignment: Lead Right-of-Way Manager
c. Name of Firm with which you are now associated: Volkert, Inc.
d. Years experience: With this Firm 3 Years With Other Firms 20 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.): Volkert Inc. - Right-of-Way Manager 2010–Present <ul style="list-style-type: none">• Conducts land acquisition and right of way services. Virginia Department of Transportation - Right-of-Way Assistant Manager 2000–2010 <ul style="list-style-type: none">• Managed all aspects of the negotiation and legal functions of the Northern Virginia District Right-of-Way section and supervised title reports the settlement process. Virginia Department of Transportation - Land Acquisition Agent, Senior 1998–2000 <ul style="list-style-type: none">• Managed, directed, and monitored production of consultant negotiators for right of way acquisition.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Bowling Green State University, Bowling Green, Ohio, B.S. Elementary Education 1973 George Mason University, Fairfax, Virginia, M.S. Transportation Policy, Operations, and Logistics 2005
f. Active Registration: Year First Registered/ Discipline/VA Registration #: None
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each assignment.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>1. Dulles Corridor Metrorail Project, Fairfax County, VA – Right-of-Way Program Manager (2010 to 2014) Provides ROW management and consulting services on the program management team for the design and construction of the Metrorail extension to Dulles International Airport. Responsible for oversight of all real estate matters pertaining to the project including land acquisition, proffers, dedications, and coordination of real property interests among project stakeholders. Working with MWAA, the Dulles Transit Partners, and the project management team to streamline, troubleshoot, and resolve on-going right-of-way issues and concerns including impacts to major developers with demands for Metro station details. Responsibilities include scheduling of acquisition completion with construction requirements, settlement approvals, plan review, staff hiring, trial preparation, document development including the Real Estate Acquisition Management Plan for the project, and audit responses. Extensive coordination is handled between project staff and VDOT assigned fee counsel and experts retained for condemnation services. Also provides oversight on relocation assistance matters for commercial relocations with challenging zoning issues. In addition to land acquisition duties, assisted in Transit Oriented Development (TOD), managed all surplus properties, provided scheduling assistance, conducted plan reviews, and assisted with public involvement efforts. The project involves involvement with historically significant properties such as Wolftrap Park and multiple sites along Route 28. The project involves working with key stakeholders and federal agencies including, MWAA, VDOT, FHWA, FTA, NPS, Fairfax County, and Washington Metropolitan Area Transit Authority.</p> <p>2. Route 1 Fredericksburg District, Thornburg, VA – Project Manager (2012 to 2013) Provided project management services on a VDOT project along Route 1 in Thornburg. Project involved negotiation and relocation services on 24 properties involving multiple easements for slope, utilities, signs, and construction. Worked with VDOT in establishing a VDOT Joint Use arrangement on a number of properties and worked with property owners and utility companies in securing the necessary rights to utilize these easements. Assisted with document preparation and provides other technical expertise.</p> <p>3. Route 1662 and 1663 Salem District, Roanoke, VA - Project Manager (2011 to 2012) Provided project management services for this VDOT contract covering two locations in Roanoke. The project involved negotiation services which resulted in a 100% settlement rate for the Route 1662 portion, which encompassed 15 parcels and was completed in four months. The Route 1663 portion involved the negotiation of 21 parcels and resulted in a settlement rate in excess of 85%. Assisted with the document preparation and provided other technical expertise to the negotiating agent.</p>

4. Route 29 (Lee Highway) & Gallows Rd., Fairfax County, VA - Right-of-Way Assistant Manager (2008 to 2010)

Managed all aspects of negotiation and legal functions of the right of way acquisitions for the widening of a 0.6 mile segment of Route 29 from 2 to 3 through lanes in each direction, the widening of a 0.8-mile segment of Gallows Road from 2 to 3 through lanes in each direction, and the addition of dual left turn lanes on Route 29 at Gallows Road. Right of way involved approximately \$76 million in the acquisition of 70 parcels (mostly commercial). Supervised the preparation of title reports and settlement process approved settlement values for all acquisitions.

5. Linton Hall Rd./Rte. 29 Interchange, Prince William County, VA – Right-of-Way Assistant Manager (2008 to 2010)

Managed all aspects of negotiation and legal functions of the right of way acquisitions for the construction of a new \$97-million interchange including a pair of overpasses carrying Route 29 over the NS Railroad tracks and carrying Linton Hall Road over Route 29 and the railroad tracks. Right of way involved the acquisition of approximately 55 parcels (primarily commercial properties). Supervised the preparation of title reports and settlement process approved settlement values for all acquisitions.

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 28 Corridor Improvements Project Location: Fairfax & Loudoun Counties, VA	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Susan Shaw Phone: 703-259-1995 Fax: 703-815-3129 Email: Susan.Shaw@vdot.virginia.gov	May 2007	August 2013* *Difference Due to Owner added scope	\$168,965	\$350,497* *Difference Due to Owner added scope	\$350,497

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

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

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

Since having acquired more than 200 parcels of right-of-way on Route 28, we have learned how vital the timely completion of the right-of-way acquisition process is to the project schedule and budget. This experience will be especially beneficial on the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Project which will impact over 45 properties. As part of the constructability process we focus our efforts on developing a right-of-way priority list early on, in order to optimize the construction and utility schedule. We also look early at whether there are any total takes or relocations that could affect the schedule, proffers that may be available, and any hazardous, historic, or other environmental issues affecting any property. We have also facilitated the negotiation of settlements whereby the property owner dedicates the necessary right-of-way in exchange for certain improvements being added to the project scope, requiring extensive coordination between the Design/Build Team, VDOT and adjacent property owners. These types of agreements have resulted in savings in the overall project cost while expediting the right-of-way acquisition process.

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

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

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

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

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

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

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



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

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

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

Our Team is committed to providing a safe and healthy environment for our employees, subcontractors and to the general public who may enter our jobsite or workzone. We consider the prevention of accidents to be an integral part of our operation, and to these ends, we established a comprehensive, project specific,

Safety, Health and Welfare Program for the Greenway to assure the continued safety of everyone on the project. On the Greenway our employees logged more than 300,000 man hours with no lost-time accidents. We continue to develop and enhance our safety program and proactively train our employees and subcontractors to repeat this success on all future projects.

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

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-66 Widening Improvements Location: Prince William County, VA	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Helen L. Cuervo Phone: 703-259-2345 Email: Helen.Cuervo@vdot.virginia.gov	August 2010	August 2010	\$75,838	\$81,430* *Difference Due to Owner added scope	\$81,430

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



In December 2006, Shirley Contracting Company, LLC (Lead Contractor) was awarded the I-66 Widening Improvements project to extend the HOV lanes and add additional through lanes on Interstate 66 from the Route 234 bypass to approximately 1 mile beyond the I-66 and Route 29 interchange in Gainesville, Virginia. With a construction cost of approximately \$81 million, the project consisted of **widening over two miles of divided multi-lane interstate from four lanes to eight lanes, realignment of eight ramps and primary highway in a heavily congested area.** The project utilized a phased construction approach and received an award from the State for the Ride-Ability and Asphalt Pavement surface. Designed by Dewberry, the project consisted of the following major components of construction: approximately 369,000 cubic meters of earthwork including rock; maintaining heavy interstate traffic volumes with minimal impacts; construction and removal of many detours; storm, water and sanitary utility installation/relocation; over 514,000 metric tons of sub-base stone and asphalt concrete; four SWMP; Seven Jack and Bore Pipe runs including three 2100mm diameter approximately 8.5 meters deep; two box culverts; signal installation/modifications; roadway lighting and signage; two concrete retaining walls (one adjacent to the Norfolk Southern Railroad); five new bridges, demolition and reconstruction of 3 bridge superstructures, and one complete bridge demolition and reconstruction of the superstructure and substructure.

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

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

The I-66 Widening Project was successfully constructed in a congested area with phased construction, similar to the conditions we anticipate on the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Project. We **developed Traffic Management Plans to minimize delays and impacts to the public during peak traffic rush hours**; resolved issues quickly and efficiently, while emphasizing safety on the Project for all parties including the traveling public; and communicated project details to promote public awareness and involvement to all parties directly and/or indirectly associated with the project. Shirley and VDOT partnered successfully throughout the duration of the project and we are committed to bringing our experience from the I-66 Widening project to the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Project. We are fully aware of the traffic flows and volumes that will be encountered during the construction of the Fall Hill Avenue Widening and Mary Washington Boulevard Extension Project and understand what will be necessary to maintain a safe and effective work zone. Shirley, VDOT and Dewberry are experienced working together as a result of our relationship on this and other projects and these relationships and our construction experience will allow us to successfully construct the Fall Hill Avenue Widening and Mary Washington Boulevard Extension 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: Route 28 Corridor Improvements Project Location: Fairfax and Loudoun Counties, VA	Name: Shirley Contracting Company, LLC	Name of Client: VDOT Northern Virginia District Office Project Manager: Susan Shaw, PE Phone: (703) 259-1995 Email: susan.shaw@VDOT.Virginia.gov	May 2007	August 2013* Design Complete 2011 *Difference due to Owner added scope	\$168,965	\$350,497* *Difference due to Owner added scope.	\$25,740

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



Dewberry, in the role of the Lead Designer as part of the Shirley Design-Build Team, was selected by VDOT for the Route 28 Corridor Improvements Project, the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. The design-build project includes design and construction of 10 grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. Dewberry is responsible for all preliminary and final roadway and interchange design, bridge design, stormwater management, mapping, surveys, geotechnical investigations, environmental investigations, permitting, lighting design, utility relocation designs, floodplain studies, maintenance-of-traffic design and construction inspections. All design work was performed at Dewberry's Fairfax, Virginia office. The original six interchanges were completed and opened to traffic on schedule before May 2007. The success and timely completion of the first six interchanges was a key element in the decision by the Tax District landowners, Loudoun County, Fairfax County and VDOT to extend the contract by issuing a change order for the remaining four interchanges, which were completed and opened to traffic by November 2009.

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

The Design-Build Team worked diligently to accelerate portions of interchange and roadway improvements which could be constructed concurrently with utility relocations and right-of-way acquisition. Constant communication between construction and design staff, facilitated by weekly meetings, helped to identify critical packages which needed to be finished early. In several cases, this resulted in advance steel packages for bridges, advance detour and MOT packages, and stand alone utility packages.

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

Specific examples of how our experience on Route 28 will be utilized on the Fall Hill Avenue project comes from our sequencing of work to coincide with utility relocation schedules. At the McLearen Road Interchange, the Air and Space Parkway Interchange, Atlantic Boulevard, and Route 625 Improvements at the Washington & Old Dominion (W&OD) Trail, we designed improvements to avoid the existing high-tension transmission lines. Through coordination with Dominion Virginia Power, we developed roadway alignments which avoided impacts to the transmission towers and grounding grids and finalized profiles which provided adequate clearance to overhead wires without the need to raise or relocate the facilities. This experience will be utilized on this project during the design and construction of the Mary Washington Boulevard Extension adjacent to the existing transmission lines.

Another example of where our design and construction teams worked together occurred on the Centreville Road Widening project, where sequencing of construction was completed to allow opening of the roadway to traffic even though utility relocations were delayed by more than one year in certain areas. Temporary barriers were installed to provide protection to the utilities which had not been relocated, but all through lanes and turn lanes were opened to traffic without delay to the project. Our Team installed conduits to be utilized by the utility owners to help expedite their relocations once utility staff was made available.

Finally, coordination with several homeowner and apartment management associations was required for the widening of Centreville Road. Through close coordination with those groups, we were able to reduce right-of-way impacts by combining stormwater management ponds with existing and proposed facilities. Not only did this coordination result in reduced acquisition costs, it also provided a way in which the ponds would be maintained by the private property owner as opposed to VDOT maintenance staff, reducing the long-term costs to VDOT. Right-of-entry agreements were utilized to start construction while discussions continued for acquisition of strip property from several parcels, and construction was completed on-time and with great success for VDOT and Fairfax County.

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: Dulles Greenway Capital Improvement Program Location: Loudoun County, VA	Name: Shirley Contracting Company, LLC	Name of Client: Toll Road Investors Partnership II (TRIP II) Project Manager: Mr. Tom Sines/CEO Phone: 703.707.9096 Email: tsines@dullesgreenway.com	December 2007	December 2007	\$64,994	\$71,084* * Difference due to Owner added scope.	\$8,653

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



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

The 6.2-mile mainline widening of the Dulles Greenway completed by the Shirley-Dewberry Team is similar in scope to the Fall Hill Widening and Mary Washington Boulevard Extension Project.

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

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

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

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

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

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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

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



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

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

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

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

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

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

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