

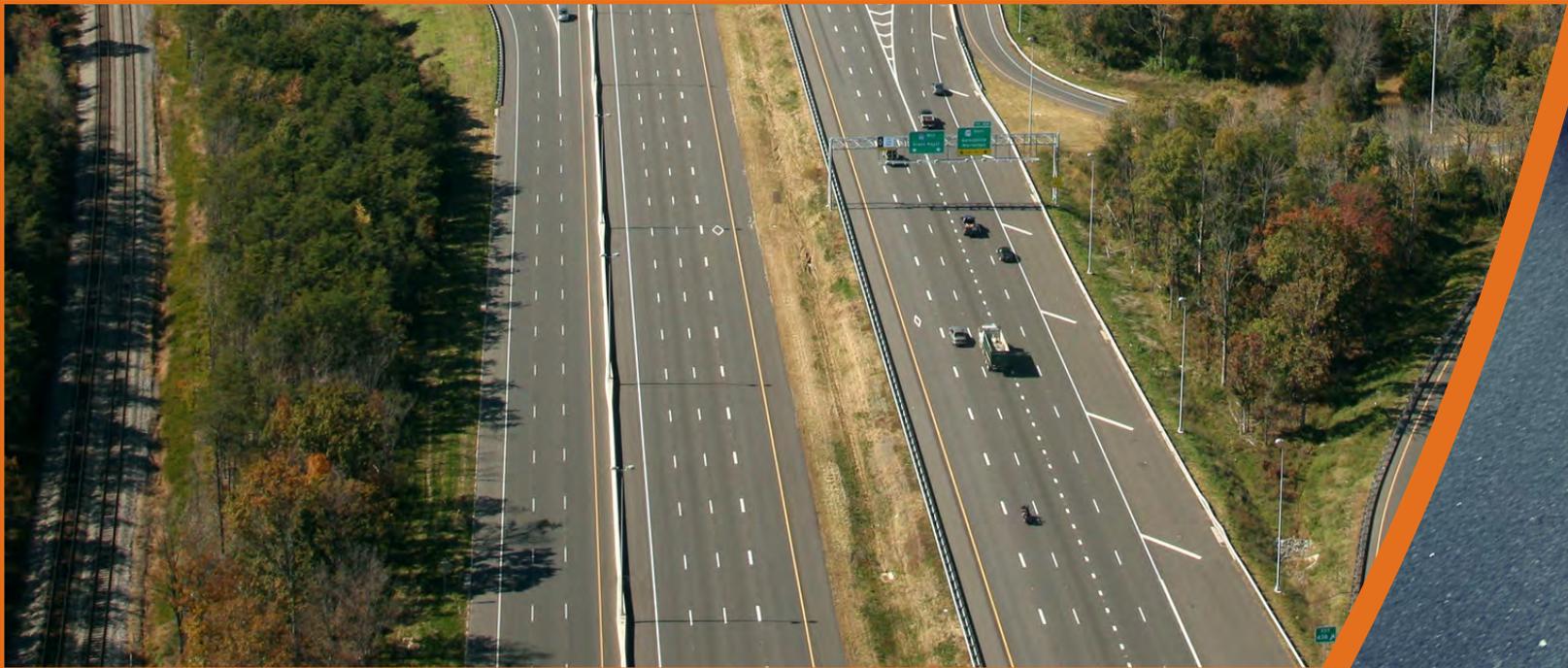
RESPONSE TO REQUEST FOR QUALIFICATIONS

Interstate 66 Widening

A DESIGN-BUILD PROJECT

*From: Approximately 1.2 miles west of U.S. Route 15 (James Madison Hwy.)
To: 0.2 miles west of U.S. Route 29 (Lee Hwy.)*

PRINCE WILLIAM COUNTY, VA



State Project No.: 0066-076-003, P101, R201, C501,
B674, B675

Federal Project No.: NH--5A01(194)

Contract ID Number: C00093577DB48

SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:



ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

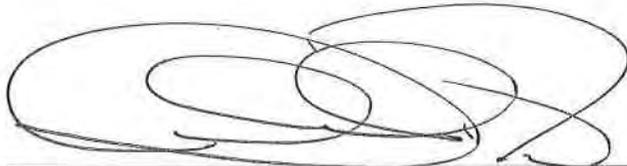
RFQ NO. C00093577DB48
PROJECT NO.: 0066-076-003, P101, R201, C501, B674, B675

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 December 20, 2011
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

2/10/12

DATE

ATTACHMENT 3.1.2
0066-076-003, P101, R201, C501, B674, B675
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 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	i-ii
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	-
Letter of Submittal (on Offeror's letterhead)				1-4
Offeror's point of contact information	NA	Section 3.2.1	yes	1
Authorized Representative's signature	NA	Section 3.2.1	yes	4
Principal officer information	NA	Section 3.2.2	yes	1
Offeror's Corporate Structure	NA	Section 3.2.3	yes	1
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	1-2
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	Included in tab 3.2.5
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	Included in tab 3.2.6
Evidence of obtaining bonding	NA	Section 3.2.7	yes	5-7 Included in tab 3.2.7
Professional Services Evidence				
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.8	no	Included in tab 3.2.8
SCC Registration	NA	Section 3.2.8.1	yes	2
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	3
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	3-4

ATTACHMENT 3.1.2
0066-076-003, P101, R201, C501, B674, B675
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	3-4
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	4
Offeror's Team Structure				8-12
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	8-12
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Included in tab 3.3.1
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Included in tab 3.3.1
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Included in tab 3.3.1
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Included in tab 3.3.1
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Included in tab 3.3.1
Key Personnel Resume – Lead Traffic/ITS Designer	Attachment 3.3.1	Section 3.3.1.6	no	Included in tab 3.3.1
Organizational chart	NA	Section 3.3.2	yes	10
Organizational chart narrative	NA	Section 3.3.2	yes	10-12
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Included in tab 3.4.1
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Included in tab 3.4.1
Project Risk				13-20
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	13-20



February 13, 2012

Mr. John C. Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, Virginia 23219

RE: Interstate 66 Widening
From: Approximately 1.2 Miles west of U.S. Route 15 (James Madison Hwy.)
To: Approximately 0.2 Miles west of U.S. Route 29 (Lee Hwy.)
Prince William County, Virginia Contract ID Number: C00093577DB48
3.2 Letter of Submittal

Dear Mr. Daoulas:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our Letter of Submittal in response to your Request for Qualifications for the Interstate 66 Widening Design-Build Project (the Project). For this pursuit, we have assembled a Team with experience and expertise that is unparalleled in the industry to assure VDOT that the Project will exceed all expectations.

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 with whom the contract will be executed on behalf of Shirley Contracting Company, LLC 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.

Names and detailed addresses of all affiliated and subsidiary companies:

Atkinson Construction (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Atkinson Contractors, LP (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Shirley Design/Build, LLC (Affiliate) 8435 Backlick Road, Lorton, Virginia 22079	SCC Infrastructure (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Clark Construction Group, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Clark Enterprises (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814

Clark Civil Construction, Inc. (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Clark Concrete Contractors, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Clark Construction International, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Clark Construction, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Clark Design/Build, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Clark Facility Services, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Clark Foundations, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Clark Global Technologies, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Clark Real Estate Advisors, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Clark Strategic Operations Group, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Clark/Balfour Beatty NCE, A Joint Venture (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814	Edgemoor Real Estate Services (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Innovative Infrastructure, LLC (Affiliate) 8435 Backlick Road Lorton, Virginia 22079	Loudoun County Transportation Networks, LLC (Affiliate) 7500 Old Georgetown Road, Bethesda, MD 20814
Metro Earthworks (Affiliate) 8435 Backlick Road, Lorton, Virginia 22079	Route 28 Corridor Improvements, LLC (Affiliate) 8435 Backlick Road, Lorton, Virginia 22079
Shirley Pentagon Constructors, LLC (Affiliate) 8435 Backlick Road, Lorton, Virginia 22079	Shirley/Clark Loudoun Infrastructure, LLC (Affiliate) 8435 Backlick Road , Lorton, Virginia 22079

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

Shirley Contracting Company, LLC is currently Prequalified 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.

State Corporation Commission Registration Numbers for firms providing Professional Services:

Firm	Registration No.	Type of Corp.	Status
Dewberry & Davis, LLC	044733	Limited Liability Company	Active
GeoConcepts Engineering, Inc.	0516767	Corporation	Active
EBA Engineering, Inc.	123900	Corporation	Active
Diversified Property Services of Virginia, Inc.	130410	Corporation	Active
Old Dominion Settlements, Inc (Key Title)	0243891	Corporation	Active
Engineering & Materials Technologies, Inc.	0478633	Corporation	Active
Skelly & Loy, Inc.	113636	Corporation	Active
So-Deep, Inc.	0216275	Corporation	Active
Aero-Metric, Inc.	113594	Corporation	Active

Copies of screen shots from the State Corporation Commission website detailing each firm's registration information are included as an attachment.

Commonwealth of Virginia Department of Professional and Occupational Regulation Registration Information for Firms Providing Professional Services:

Business Name/Address	Type	DPOR Registration	Expiration
Dewberry & Davis, LLC 8401 Arlington Boulevard Fairfax, VA 22031	Business Entity	0407003966	Dec. 31, 2013
GeoConcepts Engineering, Inc 19955 Highland Vista Drive Suite 170 Ashburn, VA 20147	Business Entity	0407004404	Dec. 31, 2013
EBA Engineering, Inc. 714 Westwood Office Park Fredericksburg, VA. 22401	Business Entity Branch Office	0411000871	February 28, 2014
Diversified Property Services of Virginia, Inc 20 E Timonium Road, Suite 111 Timonium, MD 21093	Real Estate Appraiser Business	4008001190	Nov. 30, 2012
Engineering & Materials Technologies, Inc. 7857 Coppermine Drive Manassas, VA. 20109	Business Entity	0407005994	Dec. 31, 2013
Skelly & Loy, Inc. 449 Eisenhower Blvd. Suite 300 Harrisburg, PA. 17112	Business Entity	0407001402	Dec. 31, 2013
Aero-Metric, Inc. 45180 Business Court Suite 800 Sterling, VA. 20166	Business Entity	0407005489	Dec. 31, 2013
So-Deep, Inc. 8397 Euclid Avenue Manassas Park, VA. 22111	Business Entity	0407002900	Dec. 31, 2013

Commonwealth of Virginia Department of Professional and Occupational Regulation Registration Information for Key Personnel Providing Professional Services:

Key Personnel	Type	DPOR Registration	Office Location	Expiration
Dave Mahoney P.E. 14253 Stone Chase Way Centerville, VA. 20121	Professional Engineer	020798	Dewberry & Davis 8401 Arlington Blvd Fairfax, VA 22031	Dec. 31, 2013
James Dale Davidson, P.E. 5213 Lighthorne Road Burke, VA. 22015	Professional Engineer	020665	Dewberry & Davis 8401 Arlington Blvd Fairfax, VA 22031	Jan. 31, 2014
Steven R. Shapiro, P.E. 10909 Carters Oak Way Burke, VA. 22015	Professional Engineer	015489	Dewberry & Davis 8401 Arlington Blvd Fairfax, VA 22031	Feb. 28, 2013

Kenneth James Shirley, P.E. 1601 Orange Road Culpepper, VA. 22701	Professional Engineer	040380	EBA Engineering, Inc. 714 Westwood Office Park Fredericksburg, VA. 22401	August 31, 2012
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Finally, I am providing the following statement demonstrating our commitment to the Project's DBE goals:

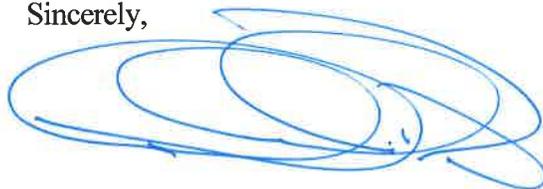
I personally commit to VDOT that the Shirley Team will achieve a DBE participation goal of 13% for the entire value of the contract.



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:
SCC Registrations
DPOR Registrations
Evidence of Prequalification
Surety Letter

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00093577DB48

PROJECT NO.: 0066-076-003, P101, R201, C501, B674, B675

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

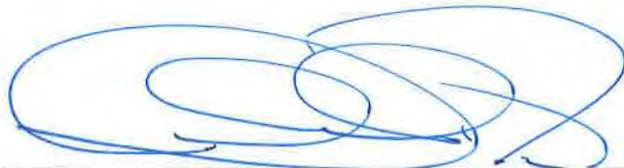
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this 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 December 20, 2011
(Date)

2. Cover letter of _____
(Date)

3. Cover letter of _____
(Date)



SIGNATURE

2/10/12

DATE

ATTACHMENT NO. 3.2.5(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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.

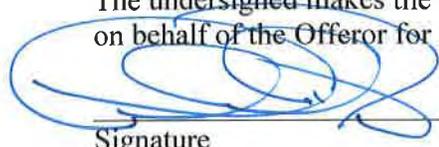
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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



Signature February 13, 2012 Date President/CEO Title

Shirley Contracting Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

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

Dave Mahoney 2/13/2012
Signature Date

Executive Vice President
Title

Dewberry and Davis LLC
Name of Firm

ATTACHMENT NO. 3.2.5(b)

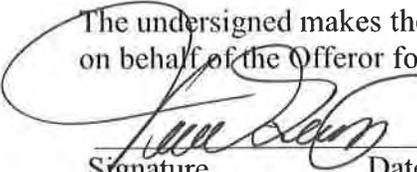
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

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

 _____ 2/06/12 _____ President
Signature Date Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

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


Signature

02/07/12
Date

First Executive Vice President
Title

EBA Engineering, Inc.

Name of Firm

ATTACHMENT
NO. 3.2.5(b)

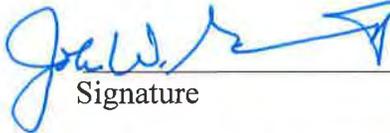
CERTIFICATION REGARDING
DEBARMENT LOWER TIER
COVERED TRANSACTIONS

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

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

	February 7, 2012	President, COO
Signature	Date	Title

Skelly and Loy, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

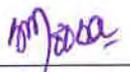
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

<u></u>	<u>February 8, 2012</u>	<u>Principal Engineer</u>
Signature	Date	Title

Engineering & Materials Technologies, Inc. (E.M. Tech)
Name of Firm

ATTACHMENT NO. 3.2.5(b)

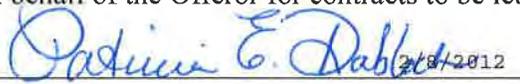
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

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

<u></u>	<u>2/8/2012</u>	<u>President</u>
Signature	Date	Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

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

 2-8-12 Settlement Officer
Signature Date Title

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

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

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

Maile Goldman *26-2012* *MGR, Peos Admin*
Signature Date Title
So-Deep, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0066-076-003, P101, R201, C501, B674, B675

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

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

<u>W. J. McKenque</u>	<u>2/7/12</u>	<u>Vice President</u>
Signature	Date	Title

AeroMetric, Inc.
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 02/03/2012
- S -

02/03/2012
2:17 PM
PAGE 347

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S1060
SHEPAUL ENTERPRISES, INC.
PREQ. EXP : 09/30/2012

--PREQ ADDRESS -----	-- WORK CLASSES -----
P. O. BOX 1638	020 - FENCE
BECKLEY, WV 25802-1638	021 - GUARDRAIL
PHONE : 304-877-6451	023 - S.I.P. FORM & REINFORCED STEEL PLA
FAX : 304-877-5789	

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

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

DBE TYPE : DBE
DBE CONTACT: N/A
DBE/WBE EXP: 05/01/2003

=====

S018
SHIRLEY CONTRACTING COMPANY, LLC
PREQ. EXP : 09/30/2012

--PREQ ADDRESS -----	-- WORK CLASSES -----
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
DBE/WBE EXP: N/A

=====



One Tower Square
Hartford, CT 06183

February 10, 2012

John Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00093577DB48 - A Design-Build Project
Interstate 66 Widening From: Approximately 1.2 miles west of U.S. Route 15
(James Madison Hwy.) To: Approximately 0.2 miles west of U.S. Route 29 (Lee Hwy.)
Current Estimated Contract Value: \$58 million

Dear Mr. Daoulas:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A+, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$150,000,000 with an aggregate of \$3,500,000,000.

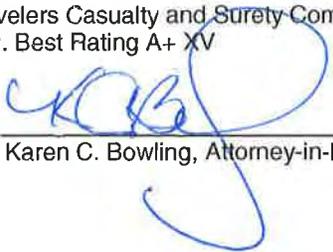
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

As sureties for the above named Contractor, Shirley Contracting Company, LLC, we will furnish a 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 prequalification reference from our client.

Sincerely,

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

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



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 004680603

KNOW ALL MEN BY THESE PRESENTS: That St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company and St. Paul Mercury Insurance Company are corporations duly organized under the laws of the State of Minnesota, that Farmington Casualty Company, Travelers Casualty and Surety Company, and Travelers Casualty and Surety Company of America are corporations duly organized under the laws of the State of Connecticut, that United States Fidelity and Guaranty Company is a corporation duly organized under the laws of the State of Maryland, 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 6th day of January, 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]
George W. Thompson, Senior Vice President

On this the 6th day of January, 2012, before me personally appeared George W. Thompson, 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

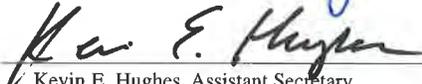
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing 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 10th day of February, 2012


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.



Commonwealth of Virginia
State Corporation Commission

Virg

02/08/12

LLCM3220

LLC DATA INQUIRY

09:35:33

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	FEE	PENALTY	INTEREST	BALANCE
11	50.00			

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



02/08/12

LLCM3220

LLC DATA INQUIRY

09:36:01

LLC ID: S044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09
 LLC NAME: DEWBERRY & DAVIS 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
12	50.00			

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

01/11/12

16:20:53

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

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

CITY: ASHBURN STATE : VA ZIP: 20147
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
 ACCEPTED AR#: 212 01 8189 DATE: 01/05/12 LOUDOUN COUNTY
 CURRENT AR#: 212 01 8189 DATE: 01/05/12 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

CISM0180

CORPORATE DATA INQUIRY

02/08/12

09:39:31

CORP ID: F123900 - 5 STATUS: 00 ACTIVE STATUS DATE: 12/03/07
CORP NAME: EBA ENGINEERING, INC.

DATE OF CERTIFICATE: 10/22/1997 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 2000.00 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#: 211 52 2819 DATE: 09/28/11 HENRICO COUNTY

CURRENT AR#: 211 52 2819 DATE: 09/28/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	1,700.00					1,000,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

02/08/12

09:37:38

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)
 DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: BRENDAN R HANTZES
 STREET: 3771 VERMACCHIA DR AR RTN MAIL:
 CITY: CHANTILLY STATE : VA ZIP: 20151
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
 ACCEPTED AR#: 211 14 4054 DATE: 08/08/11 FAIRFAX COUNTY
 CURRENT AR#: 211 14 4054 DATE: 08/08/11 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 11 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

02/08/12

09:38:05

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

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

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

CITY: ANNANDALE STATE : VA ZIP: 22003
R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129
ACCEPTED AR#: 211 10 8727 DATE: 06/03/11 FAIRFAX COUNTY
CURRENT AR#: 211 10 8727 DATE: 06/03/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 220.00 25,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



Virginia.gov

02/07/12

CISM0180

CORPORATE DATA INQUIRY

17:42:04

CORP ID: 0478633 - 1 STATUS: 00 ACTIVE STATUS DATE: 01/29/97

CORP NAME: ENGINEERING & MATERIALS TECHNOLOGIES, INC.

DATE OF CERTIFICATE: 01/29/1997 PERIOD OF DURATION: INDUSTRY CODE: 70

STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK

MERGER IND: CONVERSION/DOMESTICATION IND:

GOOD STANDING IND: Y MONITOR INDICATOR:

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

R/A NAME: SHAHZAD S MOOSA

STREET: 7857 COPPERMINE DR

AR RTN MAIL:

CITY: MANASSAS

STATE : VA ZIP: 20109

R/A STATUS: 2 OFFICER

EFF. DATE: 07/20/06 LOC : 176

ACCEPTED AR#: 212 01 7609 DATE: 01/03/12 PRINCE WILLIAM

CURRENT AR#: 212 01 7609 DATE: 01/03/12 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

02/08/12

15:10:48

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 211 50 6299 DATE: 03/25/11 RICHMOND CITY

CURRENT AR#: 211 50 6299 DATE: 03/25/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	670.00				670.00	100,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

02/08/12

09:51:29

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

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

STREET: 4701 COX RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

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

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

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

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



CISM0180

CORPORATE DATA INQUIRY

02/09/12

14:24:39

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#: 211 06 0298 DATE: 03/15/11 MANASSAS PARK
CURRENT AR#: 211 06 0298 DATE: 03/15/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
12 130.00 130.00 10,000

(Screen Id:/Corp_Data_Inquiry)



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Licensees/Regulants

Services for Consumers

Services for Board

Members/Employees

Fair Housing Office

About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	DEWBERRY & DAVIS LLC
TRADING NAME:	
ADDRESS:	8401 ARLINGTON BLVD FAIRFAX, VA 22031-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407003966
INITIAL CERTIFICATION DATE:	MARCH 14, 2000
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Associated Professional Licensing Information

(A firm may only offer and/or practice those professional services for which it has licensed/certified professionals associated with the firm.)

NAME:	COUTURE, DENNIS M
CITY, STATE:	VIENNA, VA
OCCUPATION:	LANDSCAPE ARCHITECT 0406
LICENSE:	000847
INITIAL CERTIFICATION:	MARCH 09, 1998
EXPIRATION DATE:	MARCH 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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NAME:	CRONIN, RICHARD JOSEPH IV
CITY, STATE:	MANASSAS, VA
OCCUPATION:	LAND SURVEYOR 0403
LICENSE:	001792
INITIAL CERTIFICATION:	JUNE 17, 1991



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Licensees/Regulants

Services for Consumers

Services for Board

Members/Employees

Fair Housing Office

About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	GEOCONCEPTS ENGINEERING INC
TRADING NAME:	
ADDRESS:	1995 HIGHLAND VISTA DRIVE SUITE 170 ASHBURN, VA 20147-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407004404
INITIAL CERTIFICATION DATE:	MARCH 28, 2003
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Associated Professional Licensing Information

(A firm may only offer and/or practice those professional services for which it has licensed/certified professionals associated with the firm.)

NAME:	BURKART, PAUL EDWARD
CITY, STATE:	ASHBURN, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	021556
INITIAL CERTIFICATION:	AUGUST 30, 1990
EXPIRATION DATE:	MARCH 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

NAME:	LEWIS, TADEUSZ WILLIAM
CITY, STATE:	ASHBURN, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402



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**Licensing & Regulation
(Boards)**

Compliance & Investigations

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Services for Consumers

**Services for Board
Members/Employees**

Fair Housing Office

About DPOR

APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME: EBA ENGINEERING INC

TRADING NAME:

ADDRESS: 714 WESTWOOD OFFICE PARK
FREDERICKSBURG, VA 22401-0000

BUSINESS TYPE: BUS ENITITY BRANCH OFFICE

REGISTRATION NO: 0411000871

INITIAL CERTIFICATION DATE: OCTOBER 17, 2011

EXPIRATION DATE: FEBRUARY 28, 2014

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or

RecordsMgt@dpor.virginia.gov

Associated Professional Licensing Information

(A firm may only offer and/or practice those professional services for which it has licensed/certified professionals associated with the firm.)

NAME:	SHIRLEY, KENNETH JAMES
CITY, STATE:	ORANGE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	040380
INITIAL CERTIFICATION:	AUGUST 23, 2004
EXPIRATION DATE:	AUGUST 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

NAME:	ROMACK, GEORGE PATTON
CITY, STATE:	FREDERICKSBURG, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	041824
INITIAL CERTIFICATION:	FEBRUARY 02, 2006



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Real Estate Appraiser Business

Real Estate Appraiser Business

BUSINESS NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC

TRADING NAME:

ADDRESS: 20 E TIMONIUM ROAD
SUITE 111
TIMONIUM, MD 21093-0000

BUSINESS TYPE: CORPORATION

LICENSE NO: 4008001190

INITIAL CERTIFICATION DATE: NOVEMBER 29, 2000

EXPIRATION DATE: NOVEMBER 30, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.



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APELSCIDLA Business License	
BUSINESS NAME:	ENGINEERING & MATERIALS TECHNOLOGIES INC
TRADING NAME:	
ADDRESS:	7857 COPPERMINE DR MANASSAS, VA 20109-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407005994
INITIAL CERTIFICATION DATE:	DECEMBER 08, 2011
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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Associated Professional Licensing Information

(A firm may only offer and/or practice those professional services for which it has licensed/certified professionals associated with the firm.)

NAME:	MOOSA, SHAHZAD SULTAN
CITY, STATE:	MANASSAS, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	021398
INITIAL CERTIFICATION:	JULY 16, 1990
EXPIRATION DATE:	JULY 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional and Occupational Regulation (DPOR). [Click here for telephone and email contact information for DPOR licensing boards.](#) [Click here for information on how to file a complaint.](#) or contact the Compliance and Investigations Division at 804-367-8504



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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	SKELLY & LOY INC
TRADING NAME:	
ADDRESS:	449 EISENHOWER BLVD SUITE 300 HARRISBURG, PA 17112-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407001402
INITIAL CERTIFICATION DATE:	AUGUST 31, 1982
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or

RecordsMgt@dpor.virginia.gov

Associated Professional Licensing Information

(A firm may only offer and/or practice those professional services for which it has licensed/certified professionals associated with the firm.)

NAME:	SCHMIDT, TERRY WILLIAM
CITY, STATE:	MECHANICSBURG, PA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	030378
INITIAL CERTIFICATION:	JUNE 12, 1996
EXPIRATION DATE:	JUNE 30, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	AERO-METRIC INC.
TRADING NAME:	
ADDRESS:	45180 BUSINESS CT SUITE 800 STERLING, VA 20166-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407005489
INITIAL CERTIFICATION DATE:	JULY 30, 2009
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or

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Associated Professional Licensing Information

(A firm may only offer and/or practice those professional services for which it has licensed/certified professionals associated with the firm.)

NAME:	MCKEAGUE, WILLIAM J
CITY, STATE:	CHANTILLY, VA
OCCUPATION:	LAND SURVEYOR PHOTOGRAMMETRIST 0408
LICENSE:	000008
INITIAL CERTIFICATION:	FEBRUARY 25, 2009
EXPIRATION DATE:	FEBRUARY 28, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	MAHONEY, DAVID JOHN
CITY, STATE:	FAIRFAX, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	020798
INITIAL CERTIFICATION DATE:	JANUARY 26, 1990
EXPIRATION DATE:	DECEMBER 31, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Individual License

NAME: DAVIDSON, JAMES DALE JR

CITY, STATE: BURKE, VA

OCCUPATION: PROFESSIONAL ENGINEER
0402

LICENSE: 020665

INITIAL CERTIFICATION DATE: JANUARY 26, 1990

EXPIRATION DATE: JANUARY 31, 2014

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	SHAPIRO, STEVEN R
CITY, STATE:	BURKE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	015489
INITIAL CERTIFICATION DATE:	APRIL 12, 1985
EXPIRATION DATE:	FEBRUARY 28, 2013

Open Complaints: None

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	SHIRLEY, KENNETH JAMES
CITY, STATE:	ORANGE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	040380
INITIAL CERTIFICATION DATE:	AUGUST 23, 2004
EXPIRATION DATE:	AUGUST 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Business License	
BUSINESS NAME:	SO-DEEP INC.
TRADING NAME:	
ADDRESS:	8397 EUCLID AVENUE MANASSAS PARK, VA 22111-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407002900
INITIAL CERTIFICATION DATE:	FEBRUARY 06, 1989
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

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Associated Professional Licensing Information

(A firm may only offer and/or practice those professional services for which it has licensed/certified professionals associated with the firm.)

NAME:	SKAHN, CARY ALAN
CITY, STATE:	CENTREVILLE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	022310
INITIAL CERTIFICATION:	JUNE 05, 1991
EXPIRATION DATE:	JUNE 30, 2013

Open Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

NAME:	SPENCER, MELVIN E
CITY, STATE:	STUARTS DRAFT, VA
OCCUPATION:	LAND SURVEYOR 0403
LICENSE:	001937
INITIAL CERTIFICATION:	JANUARY 05, 1992

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 Interstate 66 Widening Project (the Project). Shirley is committing the same Team Members and Key Personnel to the Project that have been responsible for managing more than \$450 million of design-build roadway and bridge projects in Northern Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Battlefield Parkway, and Pacific Boulevard Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry & Davis LLC was the Lead Designer. Further, each of these design-build projects has been, or will be, completed ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for almost 10 years, we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduce project risk.

3.3.1 Key Personnel

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

<i>Design-Build Project Manager:</i>	Jeffrey Austin, PE	Shirley Contracting Company, LLC
<i>Design Manager:</i>	David Mahoney, PE	Dewberry & Davis LLC
<i>Construction Manager:</i>	Greg Smith, PE	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM):</i>	Kenneth Shirley, PE	EBA Engineering
<i>Lead Structural Engineer</i>	James Davidson, PE	Dewberry & Davis LLC
<i>Lead Traffic/ITS Designer</i>	Steve Shapiro, PE	Dewberry & Davis, LLC

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

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

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

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

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

Utility Manager - A design-build project as important as the Interstate 66 Widening Project cannot be successful without effectively managing the utility impacts associated with the Project. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Our Utility Manager, Mr. Todd Kief has managed the utility relocations for nearly \$450 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 and Pacific Boulevard Projects. More importantly, his relationship with the individual utility owners will be a significant benefit to the Project. Todd's experience on these design-build projects has enabled him to cultivate close relationships with the representatives of over 25 public and private utilities, including the known utilities located in the vicinity of the Interstate 66 Widening Project.

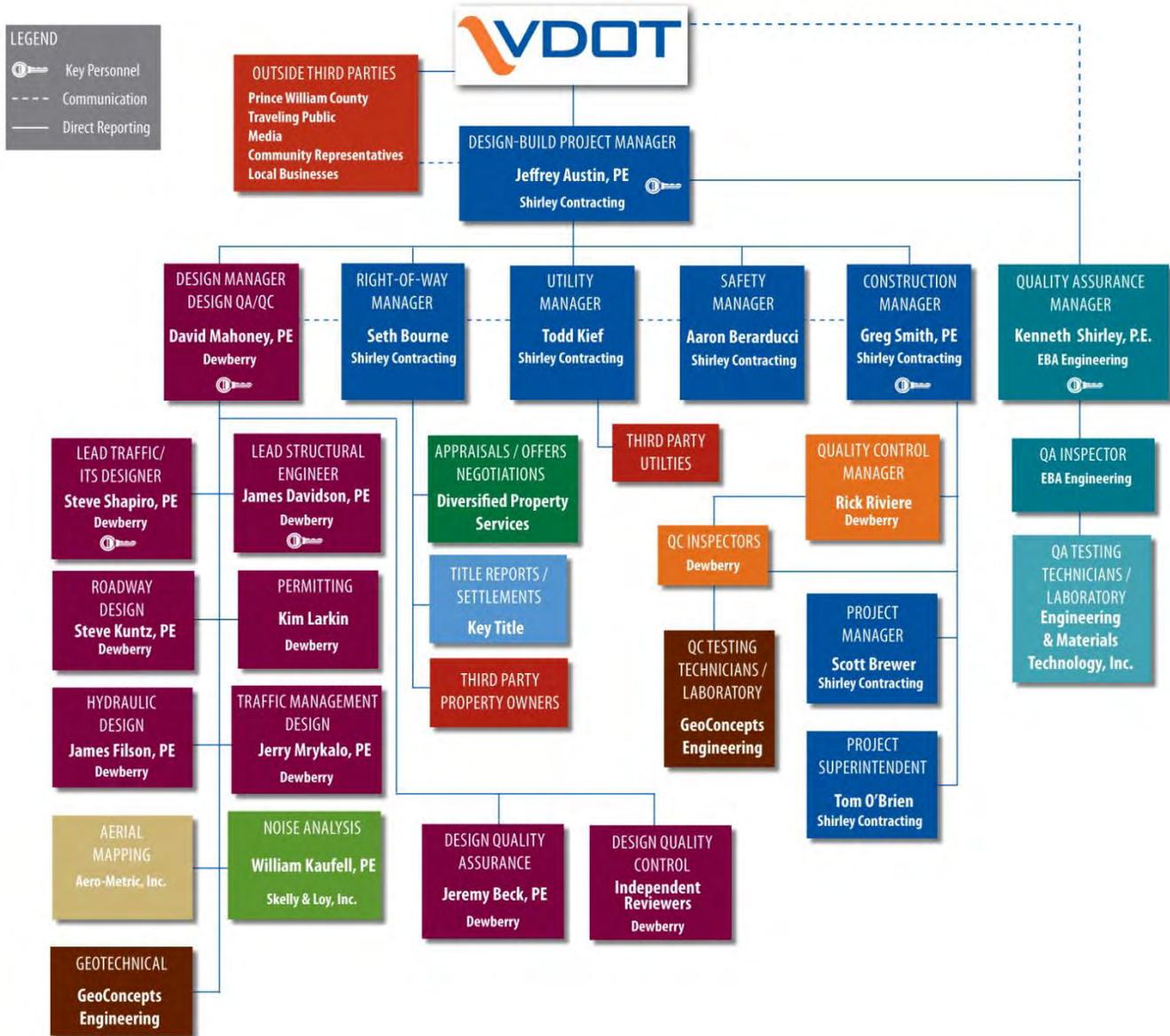
Todd will be tasked with overseeing all aspects of the utility coordination process on the Project. This process starts with accurately identifying the existing utilities impacted and making contact with each utility owner. Our first priority is to review these utilities with the Design and Construction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

The keys to a successful utility relocation management on the Interstate 66 Widening Project will be to have a Team that has performed this function on time and on budget on previous design-build projects and

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

3.3.2 Organizational Chart

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



Major Project Disciplines include:

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

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

****Design Manager (David Mahoney, PE):*** 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, ITS, hydraulic, permitting, traffic, and geotechnical. Of vital importance is the Design Manager's role in integrating the various design disciplines with the Construction, Right-of-Way, Utility, and Safety elements. In addition, the Design Manager will establish and oversee the Design QA/QC program. The Design Manager will ensure that the design QA and QC functions shall be exclusively designated to such and shall not be assigned to perform conflicting duties or production work, as outlined in the updated version (January 2012) of the *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*.

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

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

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

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

Utility Manager (Todd Kief): The Utility Manager plays a vital role in achieving completion of the Project on time and within budget. Reporting to the D/B PM, the Utility Manager will actively coordinate existing and proposed utilities with the Design, Right-of-Way, Safety, and Construction Managers and disciplines. He will serve as the liaison with each individual utility company to ensure that utilities are integrated into the Project. Working with the design team, the Utility Manager's first priority is to avoid relocations. If not

possible, the focus will be to minimize these relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule.

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

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

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

****Lead Traffic/ITS Designer (Steve Shapiro, PE)***: Reporting to the D/B Design Manager, this Key Personnel position is responsible for the design of traffic signals, transportation management plan, ITS Architecture, System engineering and design, devices/systems acceptance tests, and preparation of working drawings and specifications.

****Denotes Key Personnel***

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **JEFFREY S. AUSTIN, P.E., VICE PRESIDENT**

b. Project Assignment: **DESIGN-BUILD PROJECT MANAGER**

c. Name of Firm with which are now associated: **SHIRLEY CONTRACTING COMPANY, LLC**

d. Years experience: With this firm: **11** years With Other Firms: **8** 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 (SHIRLEY DESIGN/BUILD, LLC)

VICE PRESIDENT, JULY 2011 TO PRESENT

- **Route 27/244 Interchange Modifications Project**, September 2011 to Present - Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$31 million VDOT project.
- **Pacific Boulevard Extension Project**, July 2011 to Present - Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$5.4 million VDOT project.
- **Route 50 Widening Project**, March 2011 to Present - Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$68 million VDOT project.
- **University Boulevard PPTA Project**, March 2011 to Present - Design Build Project Manager responsible for managing the Shirley/Dewberry Team for this \$29 million Prince William County project.

CONTRACT MANAGER, SEPTEMBER 2004 TO JULY 2011

- **Waxpool Road / Loudoun County Parkway Intersection Improvements**, April 2010 to March 2011 - Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$1.2 million VDOT project.
- **Pacific Boulevard Design-Build Project**, July 2008 to August 2010 – Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$19 million VDOT project.
- **Battlefield Parkway Design-Build Project**, July 2007 to April 2009 – Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$26.5 million VDOT project.
- **Route 28 Corridor Improvements Project**, September 2004 to Present - Responsible for managing the design and construction teams for portions of the \$350 million PPTA project.
- **Dulles Greenway Capital Improvements Program**, March 2005 to December 2007 – Responsible for managing the Shirley/Dewberry Team for the \$71 million design-build project.

SENIOR PROJECT MANAGER, OCTOBER 2000 TO SEPTEMBER 2004

- **Springfield Interchange Phase IV**, October 2000 to September 2004 – Responsible for managing the construction of the \$139 million project.

ALPHA CORPORATION

VARIOUS POSITIONS, FEBRUARY 1997 TO OCTOBER 2000

- **Prince George's County**, January 2000 to October 2000, Senior Engineer responsible for development of specifications and standards for installation, maintenance and relocation of utilities within the County's right-of-way.
- **Route 7 / Fairfax County Parkway Interchange Project**, March 1998 to December 1999, Senior Inspector and Office Engineer responsible for quality assurance and quality control.
- **Route 58 over Hardy Creek and Route 58 over Cave Fork**, January 1998 to March 1998, Engineer for design of two bridges.
- **Route 7 and Route 15 Interchange Project**, February 1997 to January 1998, Office Engineer for quality assurance and quality control.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

VIRGINIA POLYTECHNIC INSTITUTE & STATE UNIVERSITY, BLACKSBURG, VA / BS / 1992 / CIVIL ENGINEERING

f. Active Registration: Year First Registered/ Discipline/VA Registration #: **1999 / PROFESSIONAL ENGINEER / 0402 033555**

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

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

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

1. UNIVERSITY BOULEVARD PPTA PROJECT Shirley Design/Build, LLC, Design-Build Project Manager, March 2011 – Present

Mr. Austin is responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$29 million design-build PPTA project for Prince William County. The project elements include construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as a six-lane divided urban roadway including two bridges. Mr. Austin is also overseeing another element of the project which is the upgrading of 7,000 L.F. of Hornbaker Road to a four-lane divided roadway. Mr. Austin is the main point of contact for the Shirley/Dewberry Team and is responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners, and other stakeholders on the project. He developed the CPM schedule and continues to monitor progress on the project.

Owner Contact: Prince William County 5 County Complex Court, Prince William, VA 22192, Mr. Khattab O. Shammout, PE, (703)792-6826

2. PACIFIC BOULEVARD DESIGN-BUILD PROJECT Shirley Design/Build, LLC, Design-Build Project Manager, July 2008 – August 2010

Mr. Austin was responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$19 million design-build project which extends from Auto World Drive to Severn Way in Loudoun County, Virginia. Mr. Austin was the main point of contact for the Shirley/Dewberry Team and was responsible for communication and coordination with the VDOT, permitting agencies, impacted property owners, and other stakeholders on the project. He developed the CPM schedule and monitored progress on the project which was completed on schedule in August 2010. In cooperation with VDOT, Mr. Austin coordinated with the Eugenia Investments, the primary property owner impacted by the Project, and the Design Team to prepare exhibits and cost estimates and ultimately revise the Project's design to incorporate improved entrance features for the property. As a result of this partnering effort, Eugenia Investments agreed to dedicate the right-of-way at no cost, saving VDOT over \$3 million and facilitating the early start of construction activities.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Christiana Briganti-Dunn, PE, (703)383.2193

3. BATTLEFIELD PARKWAY DESIGN-BUILD PROJECT – Shirley Design/Build, LLC, Design-Build Project Manager, July 2007 – April 2009

As the Design-Build Project Manager for the Shirley/Dewberry Team, Mr. Austin was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for the \$26.5 million design-build project to extend Battlefield Parkway from Kinkaid Boulevard to Route 7 in Leesburg, Virginia. He was also the point of contact for communication and coordination with VDOT, the Town of Leesburg, permitting agencies, impacted property owners, and local communities on the project. Mr. Austin developed the CPM schedule for the project. The project was completed on schedule April 2009.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

4. DULLES GREENWAY CAPITAL IMPROVEMENTS PROGRAM – Shirley Contracting Company, LLC, Contract Manager, March 2005 – December 2007

Mr. Austin was responsible for overall contract administration for the \$71 million Design-Build project which included widening the mainline roadway from four to six lanes, expansion of the mainline toll plaza, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Route 654. He managed and integrated the individual design-build disciplines of the Shirley/Dewberry Team including design, permitting, utility relocations, and construction to ensure constructability and eliminate conflicts. Mr. Austin was the main point of contact for the communication and coordination with the Owner, VDOT, the Town of Leesburg, MWAA, permitting agencies, and other stakeholders on the Project. He developed the CPM schedule and monitored project controls for the duration of the contract to ensure on-time project completion. As a result of the Design-Build Team's excellent performance through the first eighteen months of the three year project, Mr. Austin was able to negotiate the addition of the Greenway / Route 772 Interchange to the project. With Mr. Austin's leadership, the D/B Team was able to complete the design, permitting, utility relocations, and construction of this added project in just 16 months and to complete the entire project by the original completion date of December 2007. In recognition of the success of this project, Mr. Austin was part of the design-build team that received the Design-Build Institute of America (DBIA) 2008 *Regional Design-Build Excellence Award*.

Owner Contact: Toll Road Investors Partnership L.P., 45305 Catalina Court, Suite 102, Sterling VA 20166, E. Tom Sines (703) 707-9096

5. CENTREVILLE ROAD WIDENING PROJECT Shirley Contracting Company, LLC, Contract Manager, June 2005 – September 2008

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

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **DAVID J. MAHONEY, PE, EXECUTIVE VICE PRESIDENT**

b. Project Assignment: **DESIGN MANAGER**

c. Name of Firm with which associated: **DEWBERRY & DAVIS LLC**

d. Years experience: With this firm: **25** years With Other Firms: **3** 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 & DAVIS LLC

- **InterCounty Connector (ICC) Contract C**, February 2008 to 2011, Design Manager for the Shirley D/B Team
- **Pacific Boulevard Design-Build Project**, July 2008 to Present, Design Manager for the Shirley D/B Team
- **Battlefield Parkway Design-Build Project**, July 2007 to November 2008, Design Manager for the Shirley D/B Team
- **Route 28 Corridor Improvements Project**, September 2002 to Present, Design Manager for the Shirley led design-build team
- **I-66 Widening Project from Route 234 to Route 29/Gainesville Road**, June 1999 to Present, Project Manager
- **Dulles Greenway Capital Improvements Program**, March 2005 to July 2006, Design Manager for the Shirley D/B Team
- **Route 1/Route 123 Interchange**, March 1997 to June 2004, Project Manager
- **Route 123 Widening from I-495 to Dulles Toll Road**, January 2001 to January 2002, Project Manager
- **Spriggs Road Widening from Hoadly Road to Route 234**, February 1996 to March 1999, Project Manager
- **Sam Eig Interchange at Washingtonian Center**, August 1994 to July 1996, Project Manager

e. Education: Location of Institution/Degree(s)/Year/Specialization:

SOUTH DAKOTA STATE UNIVERSITY, BROOKINGS SD / BS / 1984 / CIVIL ENGINEERING

f. Active Registration: Year First Registered/ Discipline/VA Registration #:

PROFESSIONAL ENGINEER / VA-1990 (#0402020798) / MD-2000 / DE-2004 / DC-2009/NC-2010

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

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

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

1. I-66 MAINLINE WIDENING AND HOV EXTENSION Virginia Department of Transportation, Prince William County, VA, Dewberry, Design Manager, June 1999-Ongoing.

Mr. Mahoney was responsible for all aspects of the design of the \$350M project; the advance advertisement for the Route 29 detour, and the section of University Boulevard from Wellington Station Road to Route 29; the widening of seven miles of I-66 from Route 234 to Route 29 from four to eight lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and a grade separation over the Norfolk/Southern Railroad line advertised in four separate contracts. This project included major reconstruction of the Route 29/I-66 Interchange, 10 new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. Additionally, Mr. Mahoney was responsible for negotiations of the contract with VDOT and subsequent modifications/supplements. Additional responsibilities as Design Manager included: all roadway and bridge design, stormwater management design, utility relocation coordination, ITS design, maintenance of traffic design, oversight of the project engineers responsible for the design of the interchanges and other roadway improvements, coordination with VDOT and local agencies, and oversight of public involvement activities. Mr. Mahoney also actively monitors the design schedule and allocates staff resources to achieve compliance with the design schedule.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive , Fairfax, VA 22030, Mr. Amir Salahshoor, PE, (703) 259-1957

2. DULLES GREENWAY CAPITAL IMPROVEMENTS PROGRAM Dewberry, Design Manager, March 2005–December 2007

Mr. Mahoney, as the Design Manager for the Dewberry Team, was responsible for all roadway and bridge design of this \$71 million design-build project to upgrade the Dulles Greenway. The improvements included: expansion of the mainline plaza to 18 lanes, widening the mainline roadway from four (4) lanes to six (6) lanes, two (2) new interchanges, upgrades to two (2) additional interchanges, and a new ramp access to Dulles Airport. Mr. Mahoney's Design Team developed environmentally sensitive plans for the highway corridor including protection of Goose Creek, a state scenic river, and innovative wetland mitigation design. Mr. Mahoney guided the division of the improvements into multiple packages to facilitate construction in the design-build mode. Mr. Mahoney attended weekly meetings with the contractor to handle construction issues, oversight of the project engineers responsible for the design of the improvements, and coordination with VDOT and local agencies. He implemented a Design QA/QC program to monitor design quality and constructability through the design process and actively monitored the design schedule and allocated staff resources to achieve compliance with the design schedule. Mr. Mahoney and his team received an award from the Design-Build Institute of America (DBIA) for the Dulles Greenway project recognizing their expertise in the design-build method of project delivery.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Owner Contact: Toll Road Investors Partnership II, 45305 Catalina Court, Suite 102, Sterling, VA 20166, Mr. E. Thomas Sines, CEO, (703) 707-9096

3. INTERCOUNTY CONNECTOR CONTRACT C Dewberry, Design Manager, February 2008 – June 2009 (Design)

As part of the Dewberry Team, Mr. Mahoney is responsible for all aspects of the design for Contract C of the ICC, a \$513M design-build project which includes new three-level interchanges with both Route 29 and I-95, as well as a diamond interchange with Briggs Chaney Road. Mr. Mahoney directs a team of qualified engineers to complete the design for the interchanges and roadways including; twenty (20) bridges, twelve (12) retaining walls, five (5) noise walls, stormwater management facilities, floodplain analysis, scour analysis, permitting and environmental approvals, mapping, surveys, geotechnical investigations, utility designations and test pitting, utility relocation design, ITS and ETC design, lighting, signing and marking, signals and maintenance-of-traffic. Mr. Mahoney coordinates the design with the other discipline managers including permitting, right-of-way, utilities and construction and monitors and documents all design QA and QC efforts.

Owner Contact: Maryland State Highway Administration, 11700 Beltsville Drive, Suite 200, Beltsville, MD 20705, Ms. Melinda Peters, PE, (301)586-9265

4. BATTLEFIELD PARKWAY Dewberry, Design Manager, July 2007 – November 2009

Responsibilities: As Design Manager for the Dewberry Team, Mr. Mahoney was responsible for overall design for this 3,500 linear foot extension of a four (4) lane urban arterial roadway including dual 1,250 foot bridges over the W&OD Trail and Tuscarora Creek Flood Plain. Design elements included mapping, surveys, geotechnical investigations and recommendations, roadway design, bridge and retaining wall design, stormwater management, floodplain analysis, scour design, utility relocation design, lighting, landscaping design, maintenance-of-traffic design, signing and marking design, and signal design. Mr. Mahoney was also responsible for the development and implementation of the Design QA/QC plan.

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, P.E., (703)259-1995

5. I-66 WIDENING Dewberry, Design Manager, June 1999 - Ongoing

Mr. Mahoney was responsible for all aspects of the design of the \$350 million project for the widening of seven (7) miles of I-66 from Route 234 to Route 29 from four (4) to eight (8) lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and a grade separation over the Norfolk/Southern Railroad line. This also included new major reconstruction of the Route 29/I-66 Interchange, ten (10) new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. Additionally, Mr. Mahoney was responsible for negotiations of the contract with VDOT and subsequent modifications/supplements. Additional responsibilities as Design Manager included: all roadway and bridge design, stormwater management design, utility relocation coordination, oversight of the project engineers responsible for the design of the interchanges and other roadway improvements, coordination with VDOT and local agencies, and oversight of public involvement activities. Mr. Mahoney also actively monitors the design schedule and allocates staff resources to achieve compliance with the design schedule.

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Mr. Amir Salahshoor, P.E., (703)259-1957

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: **GREGORY S. SMITH PE, VICE PRESIDENT**

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: **12** 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):

SHIRLEY CONTRACTING COMPANY, LLC – JUNE 2000 TO PRESENT

- **I-66/Route 29/Linton Hall Interchange Project-** June 2011-Present, Contract Manager responsible for construction of this \$75 million VDOT project. Gainesville, Virginia
- **Opal Interchange Improvements Project** – September 2011 – Present, Contract Manager responsible for construction of the \$13 million VDOT project. Opal, Virginia
- **ESSROC Railroad Bridge** – September 2011 – Present, Contract Manager responsible for construction of the \$1.5 million Amtrac Bridge Project. Martinsburg, West Virginia
- **Eskridge Road Improvements Project** – March 2011 – December 2011, Contract Manager responsible for construction of improvements project for Edens. Fairfax, Virginia
- **Main Post Infrastructure – Phase I & II** - June 2009 to Expected May 2012, Contract Manager responsible for construction of these two projects total value of \$69 million for USACE. Fort Belvoir, Virginia
- **Compton Farms Soundwall Project** – December 2009 – September 2010, Contract Manager responsible for construction of the Soundwall VDOT project. Prince William, Virginia
- **I-66 Widening Improvements Project** - December 2006 to August 2010, Contract Manager for construction of the \$81 million VDOT project. Gainesville, Virginia
- **Haymarket - Latsios Waterline Loop Closure Project** - February 2008 to October 2008, Contract Manger for construction of the Prince William County Service Authority project. Gainesville, Virginia
- **East Market Street Soundwall Project** - February 2006 to June 2006, Senior Project Manager for construction of the project for Peterson Companies. Fairlakes, Virginia
- **IAD-Utilities Physical Enhancements Project** - June 2004 to October 2005 –Project Manager for construction of the Metropolitan Washington Airports Authority project. Dulles, Virginia
- **Dulles Discovery Site Improvements Project** - October 2004 to March 2005 –Project Manager for construction of the design/build project for Peterson Companies. Herndon, Virginia
- **Route 28 Corridor Improvements Project** - 2003 to 2010, Project Manager/Contract Manager for construction of various independent components of the design/build project including the following: Route 28/Frying Pan Road Interchange, Route 28/Willard Road Interchange, Centerville Road, Route 28/McLearen Road Interchange, Route 28/Westfields Boulevard and Route 28/Barnsfield Interchange Phase II
- **North-South Construction Service Road Project** - June 2003 to April 2004, Project Manager for construction of the project for the Metropolitan Washington Airports Authority. Dulles, Virginia
- **Route 28/Barnsfield Interchange Phase I (Air and Space Museum Parkway) Project** - June 2002 to April 2004, Project Manager for construction of the VDOT project. Herndon, Virginia
- **Route 28/29 Interchange Project** - July 2000 to February 2002, Project Engineer/Assistant Project Manager for construction of the VDOT project. Centerville, Virginia

e. Education: Location of Institution/Degree(s)/Year/Specialization:

UNIVERSITY OF VIRGINIA, CHARLOTTESVILLE, VA /BS / 2000 / CIVIL ENGINEERING

f. Active Registration: Year First Registered/ Discipline/VA Registration #:

2005/PROFESSIONAL ENGINEER/0402 040750

WILL OBTAIN DCR RESPONSIBLE LAND DISTURBER (RLD) CERTIFICATION AND VDOT EROSION AND SEDIMENT CONTROL CONTRACTOR CERTIFICATION (ESCCC) PRIOR TO COMMENCEMENT OF CONSTRUCTION.

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

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

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

1. I-66 WIDENING IMPROVEMENTS PROJECT – Shirley Contracting Company, LLC, Contract Manager, December 2006 – August 2010 As the Contract Manager, Mr. Smith was responsible for management of all construction for the \$81 Million project in Gainesville for widening 2 miles of I-66 from the Route 234 bypass to beyond the Route 29 Interchange from four lanes to eight lanes and the realignment of eight ramps and primary highway in a heavily congested area, which ties into the next phase of this project. His duties include developing and updating the Cost and Resource Loaded CPM schedule that achieved early completion dates of the contract interim milestones #1 and #2, conducting regular jobsite safety meetings, public notifications/awareness and ensuring compliance with the contract documents, specifications and standards. Daily coordination and scheduling of the work including material deliveries, rental equipment, trucks, Shirley's crews, subcontractors and lane closures. Daily communication with VDOT and consultant inspectors for scheduling the work and Quality Control and Quality Assurance inspections, submission of shop drawings, RFI's, ROA's, RCA's, Traffic Control Plans, Structural Steel Erection Plans, Bridge Demolition Plans, materials documentation, EEO documentation and pay requests. The phased Construction includes constructing or reconstructing two miles of multi-lane interstate widening; construction and removal of several traffic detours; storm, water and

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

sanitary utility installation/relocation; four SWMP; five – Jack and Bore Pipe runs including 2100mm diameter approximately 8.5 meters deep; two box culverts; signal installation/modifications; roadway lighting, TMS and signage; two concrete retaining walls; five new bridges and three superstructure demolition and reconstruction and one complete demolition and reconstruction superstructure and substructure; traffic control as well as other typical roadway construction activities.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Helen Cuervo, PE, (703)259-2345

2. I-66/ROUTE 29/LINTON HALL INTERCHANGE PROJECT – Shirley Contracting Company, LLC, Contract Manager, June 2011 to Present Mr. Smith, as the Contract Manager, is responsible for management of all construction operations for the \$75 Million project in Gainesville to widen Route 29 to six lanes from I-66 to Virginia Oaks Drive, create a grade-separated interchange for Route 29/Linton Hall Road, eliminate two at-grade Norfolk Southern Railroad crossings, and the realignment/reconstruction of three ramps on I-66. His duties include developing and updating the Cost and Resource Loaded CPM schedule, conducting regular jobsite safety meetings, public notifications/awareness and ensuring compliance with the contract documents, specifications and standards. Coordination and scheduling of the work with his project team including material deliveries, rental equipment, trucks, Shirley's crews, subcontractors and lane closures. Communication with VDOT and consultant inspectors for scheduling the work and Quality Control and Quality Assurance inspections, submission of shop drawings, RFI's, ROA's, RCA's, Traffic Control Plans, Structural Steel Erection Plans, materials documentation, EEO documentation and pay requests. The phased Construction includes construction and removal of several traffic detours; earthwork operations with approximately 105,000 cy of excavation and 947,000 cy of embankment; ground improvements; storm and water utility installation/relocation; signal installation/modifications; roadway lighting, TMS and signage; concrete crash walls; ten MSE retaining walls consisting of approximately 288,000 sf of precast conc. panels and wire mesh facing; four new bridges; traffic control as well as other typical roadway construction activities.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Helen Cuervo, PE, (703)259-2345

3. CENTREVILLE ROAD WIDENING PROJECT – Shirley Contracting Company, LLC, Senior Project Manager, April 2006 to September 2008 Mr. Smith was the Senior Project Manager responsible for management of all construction for the Design/Build project to widen/reconstruct existing Centreville Road to four lanes from Metrotech Drive to McLearn Road approximately two miles. He was responsible for constructability review during the design process, developing and updating the CPM schedule and coordinating utility design and relocations that included water main, Dominion Virginia Power, Verizon, fiber optics and other utilities. In addition, He provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements ensuring compliance, conducting regular jobsite safety meetings, public notifications/awareness and preparation/obtaining and reviewing required material documentation, daily communication with the Quality Control Staff from Dewberry for scheduling the work and Quality Control and Quality Assurance inspections. His duties also included daily coordination and scheduling of the work, material deliveries, rental equipment, trucks, Shirley's crews, subcontractors and lane closures for the phased construction of the project that consisted of earthwork, signals, storm drainage, two – retaining walls, SWMP basins as well as other typical roadway construction activities.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

4. ROUTE 28/FRYING PAN ROAD INTERCHANGE PROJECT – Shirley Contracting Company, LLC, Contract Manager, March 2008 – March 2010 As part of the Route 28 Corridor Improvements Project, our team, with Shirley as the Lead Contractor and Dewberry as the Lead Designer, was awarded a change order to design and construct the Route 28/ Frying Pan Road Interchange Project. Mr. Smith was the Contract Manager of Construction responsible for constructability review during the design process, coordination of utility design and relocation work consisting of Fairfax County Department of Public Works and Environmental Services 30" Sanitary relocation, Protection Slab for DCWASA, Dominion Virginia Power, Verizon, Quest Government Services and Columbia Gas. He provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He developed and updated the CPM schedule, coordinated subcontractor safe start meetings, notified police & fire and rescue of traffic switches, conducted regular progress and jobsite safety meetings, and prepared/obtained and reviewed required materials documentation. Additionally, he was responsible for daily coordination between Quality Control Staff from Dewberry and Shirley's crews and subcontractors. He ensured compliance with focused QC oversight of erosion and sediment control measures, traffic safety functions and other typical work disciplines throughout the course of the project. He also coordinated and scheduled all of Shirley's crews, subcontractors, material deliveries, trucks and rental equipment for the work that included widening/tying into Route 28, detours of traffic, signal modifications & removal, roadway lighting, three bridges, box culvert, MSE retaining wall construction, utility relocations, storm water management basins & drainage as well as other typical roadway construction activities.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

5. ROUTE 28/WILLARD ROAD INTERCHANGE PROJECT – Shirley Contracting Company, LLC, Contract Manager, July 2007 to December 2009 As part of the Route 28 Corridor Improvements Project, our team, with Shirley as the Lead Contractor and Dewberry as the Lead Designer, was awarded the Route 28/ Willard Road Interchange. Mr. Smith was the Contract Manager responsible for constructability review during the design process, coordination of utility design and relocation work including Water and Sanitary relocations, Dominion Virginia Power, Quest Government Services, Abovenet and MCI. He provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements, developed and updated the CPM schedule, coordinated subcontractor safe start meetings, notified police & fire and rescue of traffic switches, conducted regular progress and jobsite safety meetings, and prepared/obtained and reviewed required materials documentation. Additionally, he was responsible for daily coordination between Quality Control Staff from Dewberry and Shirley's crews and subcontractors. He ensured compliance with focused QC oversight of erosion and sediment control measures, traffic safety functions and other typical work disciplines throughout the course of the project. He also coordinated and scheduled all of Shirley's crews, subcontractors, material deliveries, trucks and rental equipment for the work to construct the single point urban diamond interchange, detours of traffic, signals, roadway lighting, bridge with MSE retaining wall, one RW-3 and Two concrete retaining walls, utility relocations, storm water management basins & drainage as well as other typical roadway construction activities.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: KENNETH J. SHIRLEY, PE, CCM, VIRGINIA OPERATIONS MANAGER
b.	Project Assignment: QUALITY ASSURANCE MANAGER
c.	Name of Firm with which you are now associated: EBA ENGINEERING, INC.
d.	<p>Years experience: With this Firm 1 Years With Other Firms 19 Years</p> <p>Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):</p> <ul style="list-style-type: none"> • EBA Engineering, Inc, Operations Manager supervising construction engineering and inspection contracts and providing construction engineering/management QA/QC services as needed, October 2011-present. • VDOT, Culpeper District Construction Engineer (DCE) managing the district materials laboratory and road and bridge contract administration program directly overseeing QA/QC efforts of materials, inspection and project documentation, February 2006- October 2011. • VDOT, Fredericksburg DCE managing the road and bridge contract administration program directly overseeing QA/QC efforts of materials, inspection and project documentation, August 2005-February 2006. • VDOT, Fredericksburg Residency Administrator managing the land use, maintenance and construction program for three counties, August 2004 – August 2005. • Carter & Burgess, Inc., Consultant Resident Engineer for Arkansas Highway and Transportation Department providing direct construction engineering and inspection management of three contracts totaling \$37M interpreting contract specifications, resolving disputes and notice of intents, reviewing CPM schedules and adhering to QA/QC protocol, May 2002 – August 2004. • Texas Department of Transportation (TxDOT), Southwest Dallas County Assistant Area Engineer managing the design, construction and maintenance programs for \$250M in contracts and 9th largest maintenance section in the State, July 2001 to May 2002. • TxDOT, Project Engineer/Manager providing direct construction engineering and inspection management services to ensure QA/QC compliance on projects ranging from \$700k to \$95M in bid value, August 1995 – July 2001. • TxDOT, Project Designer providing design services related to roads, bridges and special culverts, July 1992-August 1995.
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>UNIVERSITY OF TEXAS AT ARLINGTON, ARLINGTON, TX/BS / 1992/ CIVIL ENGINEERING UNIVERSITY OF TEXAS AT DALLAS, RICHARDSON, TX/MS / 1999 / MANAGEMENT AND ADMINISTRATIVE SCIENCES</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p>2004 / CIVIL ENGINEERING / VA 040380 2011 / CIVIL ENGINEERING / DC 906475 2011 / CERTIFIED CONSTRUCTION MANAGER / CMAA A2102</p>
a.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and ending dates of each assignment. <p>(List at least (3), but no more than (5) relevant projects for which you have performed a similar function)</p> <p>1. ROUTE 3 WIDENING Culpeper, VA (2006-2007)</p> <p>As the VDOT District Construction Engineer, Mr. Shirley resolved issues pertaining to: access, reviewed the maintenance of traffic, assisted with construction re-sequencing to expedite project delivery. He assisted in identifying issues and alternatives to avoid delays. He resolved notice of intents and disputes of a major rural and divided highway widening. Executing the responsibilities of a QAM, he led preparatory inspection meetings, ensured inspection and materials testing was performed in accordance with established QA and QC schedules, ensured lab testing was performed by AASHTO accredited laboratories, monitored and reviewed project records for accuracy and timeliness, oversaw the resolution of test result discrepancies, monitored adherence to nonconformance recovery plans, rejected unacceptable materials, ensured inspection staff performed hold and witness point inspections and materials testing, and oversaw plant manufactured materials acceptance processes. Mr. Shirley oversaw inspector documentation reviews to ensure progress payments to the Contractor were verifiable and accurate. Mr. Shirley personally participated in punch list inspections of the project and ensured final inspection was completed in a timely manner. To facilitate the project goals, Mr. Shirley implemented weekly, onsite mini-QA reviews of the project to ensure project contract compliance which resulted in a CQIP audit of 94.1%.</p> <p>Owner Contact: James Utterback, PMP 1601 Orange Road Culpeper, VA (540) 829-7500</p>

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

2. ROUTE 7015 WIDENING Culpeper County, VA (2008-2009)

Mr. Shirley was the VDOT District Construction Engineer where he performed the duties of a QAM when resolving issues pertaining to access, worked to identify and provide alternatives to re-sequence construction and maintenance of traffic to expedite project delivery and overcome delays by utility owners, resolved notice of intents and disputes for a high-profile widening of a primary highway in the retail district of the Town of Culpeper with stormwater detention measures, pedestrian facilities and scheduled re-opening prior to holiday shopping season. He led preparatory inspection meetings, ensured inspection and materials testing was performed in accordance with established QA and QC schedules, ensured lab testing was performed by AASHTO accredited laboratories, monitored and reviewed project records for accuracy and timeliness, oversaw the resolution of test result discrepancies, monitored adherence to nonconformance recovery plans, rejected unacceptable materials, ensured inspection staff performed hold and witness point inspections and materials testing, and oversaw plant manufactured materials acceptance processes. Mr. Shirley oversaw inspector documentation reviews to ensure progress payments to the Contractor were verifiable and accurate. Mr. Shirley personally participated in punch list inspections of the project and ensured final inspection was completed in a timely manner. To facilitate the project goals, Mr. Shirley implemented advanced QA peer reviews of the project to ensure project contract compliance which resulted in a CQIP audit of 93.6%. The project was delivered 13 days early, under budget and 100% environmentally compliant.

Owner Contact: James Utterback, PMP 1601 Orange Road Culpeper, VA (540) 829-7500

3. ROUTE 229 WIDENING Culpeper County, VA (2009-2010)

Mr. Shirley was the VDOT District Construction Engineer where he performed the exact same aforementioned duties on Route 3 and Route 7015 Widening, along with numerous other projects, as would be the responsibility of a QAM. Of particular note, he proactively worked to identify issues associated with school related traffic entering and exiting the project during the reconstruction of their side street. He resolved unanticipated roadway and drainage related elements to facilitate an improved ultimate design for the school traffic. His implementation of advanced QA reviews of the project to ensure project contract compliance resulted in a CQIP audit of 94.5%. The project was delivered early and under budget.

Owner Contact: James Utterback, PMP 1601 Orange Road Culpeper, VA (540) 829-7500

4. ROUTE 631 MEADOW CREEK PARKWAY

Albemarle County, VA (2009-2011) As the VDOT District Construction Engineer, Mr. Shirley provided all of the above QAM responsibilities from past experience to the most complicated project under his oversight to date in Virginia. His direct personal involvement and design experience led to a re-sequencing of the maintenance of traffic and sequence of construction to expedite project delivery and overcome three months of delays by utility and railroad conflicts (having developed the advertised sequence of construction). He resolved all notice of intents and disputes; initiated, negotiated prices and approved necessary work orders; and coordinated stakeholder public information of this high-profile, new location parkway with context sensitive roadway elements, sanitary sewer construction, advanced stormwater detention measures, vehicular and pedestrian structures, multi-use path and extensive landscaping. Additionally, Mr. Shirley provided expert witness testimony against a potential injunction to cease project activities during the clearing, grubbing and mass excavation/embankment phase of the project. As with past practices and success, he implemented advanced QA reviews of the project to ensure project contract compliance which resulted in a CQIP audit of 91.0%. The project was delivered early and under budget with 100% Environmentally Compliant Reports, despite the project starting with a three month utility/railroad delay.

Owner Contact: James Utterback, PMP 1601 Orange Road Culpeper, VA (540) 829-7500

5. IH35E/SH190T INTERCHANGE Dallas County, TX (1998-2001)

As the Construction Project Engineer/Manager providing onsite engineering services to ensure construction in accordance with the contract, plans, and specifications of \$95M four-level interchange of six-lane interstate with two lane frontage roads intersecting with equivalent toll way, including interstate widening and reconstruction, complex maintenance of traffic and railroad realignment/reconstruction, Mr. Shirley ensured compliance with erosion and sediment control measures, reviewed QA and QC inspection and testing of materials by inspection and contractor staff, and reviewed traffic control setups for safe work zones. He initiated, negotiated and prepared work orders and design changes to keep contract on-time and under budget. He reviewed and accepted contractor submitted schedules, approved monthly payments and final material on hand submittals after reviewing contractor, inspector and record keeper documentation for supporting justification, and reviewed and approved shop drawings with specialty items submitted to District Sections for further review. He led weekly progress and utility meetings, monthly partnering meetings, inspection preparation meetings and ad hoc issue resolution meetings associated with witness and hold point inspections requiring nonconformance recovery plans. He led the public information campaign that led to zero vehicular incidents over a six-mile traffic switch. He implemented a record keeping protocol to expedite final acceptance of project records that normally took six weeks resulting in a two-week final records submission, with over 440 pay items to be finalized. Project records were reviewed and approved on interim bases by Area Office Contract Administrator and District Construction Project Auditors. Mr. Shirley's onsite responsibilities were effectively that of a QAM, Construction Manager and Project Engineer

Owner Contact: C. Smith Jones, PE (retired) 12000 Greenville Avenue Dallas, Tx (972) 479-9747

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: JAMES D. DAVIDSON, P.E., DBIA, DIRECTOR OF STRUCTURAL ENGINEERING
b. Project Assignment: LEAD STRUCTURAL ENGINEER
c. Name of Firm with which associated: DEWBERRY AND DAVIS LLC
d. Years experience: With this firm: 25 years With Other Firms: 6 years Please list chronologically your employment history, position and general experience of fields of practice for the last fifteen (15) years: DEWBERRY & DAVIS LLC DIRECTOR OF STRUCTURAL ENGINEERING, FEBRUARY 1997 TO PRESENT <ul style="list-style-type: none">• Route 27\244 Interchange Modifications, September 2011 to Present, Structural Design Manager for the Shirley led D/B Team• Route 50 Widening Design-Build Project, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team• University Boulevard Design-Build Project, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team.• Airport Connector Road Design-Build Project, October 2008 to January 2011, Design Manager• Pacific Boulevard Design-Build Project, July 2008 to October 2010, Structural Design Manager for the Shirley D/B Team.• InterCounty Connector (ICC) Contract C, February 2008 to Present, Bridge Manager for the Shirley led design-build team.• Battlefield Parkway Design-Build Project, July 2007 to September 2009, Structural Design Manager for the Shirley D/B Team.• Route 28 Corridor Improvements Project, October 2002 to Present, Bridge Design Manager for the Shirley led design-build team.• Dulles Greenway Capitol Improvements Program, March 2005 to December 2007, Bridge Design Manager for the Shirley led design-build team.• I-66 Widening Project from Route 234 to Route 29/Gainesville Road, October 2000 to November 2006, Bridge Design Manager.• Route 460 Bypass Bridges, September 1997 to March 2001, Assistant Project Manager.• I-95\Telegraph Road Interchange Project, March 1998 to Present, Senior Structural Engineer• Route 1/Route 123 Interchange, March 1997 to June 2004, Bridge Design Manager.
e. Education: Location of Institution/Degree(s)/Year/Specialization: UNIVERSITY OF VIRGINIA, CHARLOTTESVILLE, VA / BS / 1981 / CIVIL ENGINEERING
f. Active Registration: Year First Registered/ Discipline/VA Registration #: PROFESSIONAL ENGINEER/VA-1990 (#0402020665) / MD-1990 / DE-2004 / DC-2004/ PA-2009/ WVA-2009/ NC-2010 /SC-2011/ NJ – 2011
g. Document the extent and depth of experience and qualifications relevant to the Project 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and ending dates of each assignment. (List at least (3), but no more than (5) relevant projects for which you have performed a similar function).
1. I-66 WIDENING, NORTHERN VA, Dewberry, Bridge Design Manager, October 2000 – November 2006 Mr. Davidson was responsible for all bridge and structural design of the \$350M project for the widening of seven miles of I-66 from Route 234 to Route 29, from four to eight lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and grade separation over the Norfolk/Southern Railroad line. This project was eventually split into four contract packages for advertisement. The project included 10 new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. These 10 bridges include the widening of five bridges, the complete replacement of one bridge and four new bridges. The widenings also consisted of complete superstructure replacements for four of the bridges. The bridges consist of steel plate girder, rolled beam and prestressed concrete girder bridges with continuous and/or simple spans. The most challenging part of this project was maintaining traffic on this extremely busy highway during construction. The bridge construction was closely coordinated with the roadway construction in order to maintain a minimum of two lanes of traffic in each direction at all times. Mr. Davidson was also responsible for the coordination and review of shop drawings, answering contractor RFI's during construction, and Bridge Load Ratings.
Owner Contact: VDOT – Northern Virginia District, Alliance Drive, Fairfax, VA, 22030 , Mr. Amir Salahshoor, PE, (703) 259-1957

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

2. ROUTE 28 CORRIDOR IMPROVEMENTS PROJECT, Dewberry, Lead Structural Engineer, October 2002 - Present

Mr. Davidson was the Structural Design Manager for this \$330M project which included roadway widening, 10 new interchanges, the widening of Centreville Road and Loudoun County Parkway, and various secondary roadways. He was responsible for the design of 16 bridges consisting of steel and concrete girder bridges ranging in length from 70 feet to over 1000 feet in length. The bridges were both straight and curved, and one of the bridges required the design of three integral steel pier caps due to limited space available for conventional piers. Additionally, he coordinated with NVRPA and DHR for the design of architectural and aesthetic treatments to the bridge over the W&OD Trail. Mr. Davidson was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection, answering contractor RFI's during construction, and Bridge Load Ratings.

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

3. DULLES GREENWAY CAPITOL IMPROVEMENTS PROGRAM, Dewberry, Lead Structural Engineer, March 2005 - December 2007

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

Owner Contact: Toll Road Investors Partnership II, 45240 Business Court, Suite 100, Sterling, VA 20166, Mr. E. Thomas Sines, CEO, (703)707-9096

4. BATTLEFIELD PARKWAY DESIGN-BUILD PROJECT, Dewberry, Lead Structural Engineer July 2007 – September 2009

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

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

5. PACIFIC BOULEVARD, Dewberry, Structural Design Manager, July 2007 – October 2010

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

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Christiana Briganti-Dunn, PE, (703)259-2960

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

b. Name & Title: **STEVEN R. SHAPIRO, PE, PTOE**

c. Project Assignment: **LEAD TRAFFIC/ITS DESIGNER**

d. Name of Firm with which you are now associated: **DEWBERRY & DAVIS LLC**

e. Years experience: With this Firm **6** Years With Other Firms **30+** 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.

DEWBERRY & DAVIS LLC, October 2005 to December 2011

ITS Design, Traffic Operations, Traffic Engineering

FREDERIC R HARRIS, INC., July 1994 to October 2005

ITS Design, ITS Architecture, Traffic Operations, Traffic Engineering

f. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:

POLYTECHNIC INSTITUTE OF BROOKLYN / MS / 1972 / TRANSPORTATION

POLYTECHNIC INSTITUTE OF BROOKLYN / BS / 1969 / SYSTEMS SCIENCE

g. Active Registration: Year First Registered/ Discipline/VA Registration #: **1985 / CIVIL ENGINEERING / 0402015489**

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

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

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

1. INTER-COUNTY CONNECTOR, Dewberry & Davis, LLC Contract C – MSHA, Montgomery and Prince Georges Counties, MD, 2008 – 2011 – Lead ITS Designer

Principal Designer of ITS and ETC elements of 3.8 mile section of new roadway. Responsibilities on this design-build project included development and delivery of: 30% ITS & ETC Concept Plan showing proposed locations of devices and toll gantries; Semi-Final, Final and RFC Plans for the ITS & ETC equipment site locations, more than 80,000 feet of communication conduit and fiber optic cable, equipment cabinet layout, CCTV and DMS installation details, fiber-optic splice plans, ETC gantry area layout, and coordination with electrical designers. Also responsible for the preparation of ITS Architecture and Acceptance Test Plan documents for Section C. Monthly meetings were held with the contractor and electrical subcontractor, client, and Toll System Integrator to coordinate the design with the equipment requirements.

Owner Contact: Maryland State Highway Administration, 11700 Beltsville Drive, Suite 200, Beltsville, MD 20705, Ms. Melinda Peters, PE, 301-586-9265

2. ROUTE 29/LINTON HALL INTERCHANGE, Dewberry & Davis, LLC, Virginia Dept of Transportation, Prince William County, VA. 2009- 2010 – Lead ITS Designer

Lead ITS designer responsible for the development of ITS plans and details for power and communications infrastructure for the extension of ITS equipment from the existing I-66 roadway through the new interchange and future ITS elements on Route 29 south of the interchange. Coordinated with VDOT to ensure conformance with the Regional ITS Architecture and future system requirements, and the future locations for DMS units and CCTV cameras that will be installed when funding is available. Coordinated the installation of conduits and junction boxes and future cabinet locations with other interchange components including traffic signals, roadway lighting, and the structural design of the railroad overpass.

Owner Contact: VDOT, 4975 Alliance Drive, Fairfax, VA, 22030, Amir Salahshoor, 703-383-2185

3. I-95 / TELEGRAPH ROAD INTERCHANGE, Dewberry & Davis, LLC, Virginia Dept of Transportation, Fairfax and Alexandria Counties, VA 2005 – 2011 – ITS Design Manager

Managed the design of ITS features and communications for the I-95 / Telegraph Road interchange, and coordinated the design of the ITS elements with the adjacent contract, the I-95/Route 1 interchange. Traffic Engineering efforts included: development of a “braided ramp” concept to eliminate a weaving section on the I-95 mainline and signalized left turns on Telegraph Road; the split ramp alternative for exiting eastbound traffic; and the grade-separated alternative to eliminate congestion at the southern intersections. Also performed and supervised HCM and CORSIM analyses associated with these improvements.

Owner Contact: John Lynch, VDOT Northern Virginia District, 703-329-0300

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

4. VDOT ON-CALL TRAFFIC ENGINEERING SERVICES, Dewberry & Davis, LLC, Virginia Dept of Transportation – 2007-2009 – Task Manager

Served as subconsultant Task Manager responsible for providing support to VDOT. More than 20 assignments were performed including: Traffic Speed Studies, Signal Warrant Studies, Signal Timing Studies, and Driveway Adequacy Assessment. In a prior award of this contract - served as the subconsultant Task Manager for Frederic R. Harris, Inc. responsible for multiple Traffic Signal Design assignments.

Owner Contact: Toni D. Curtis, VCO, VDOT Central Office Traffic Engineering, 1401 E Broad Street, Richmond, VA 23219, 804-786-1013

5. I-95 SYSTEM MAINTENANCE OF TRAFFIC PROGRAM, Frederic R. Harris, Inc., Florida Department of Transportation; Broward County, Florida: 1987 – 1991

In Phase 1 of this project - Developed a comprehensive System MOT Program to mitigate traffic impacts during the upcoming I-95 reconstruction in southeast Florida. Mitigation measures reviewed included: roadway, intersection and traffic signal control projects; regional signage; travel advisory radio; work zone visual screening; incident management; and emergency telephones. Received an “Honorable Mention” on the FRH Award completion for Professional Achievement 1989.

In Phase 2 of this project - as Project Manager, managed the MOT design during the reconstruction of 25-miles of I-95 serving Ft. Lauderdale, Florida. Support to the Florida DOT included: the preparation of Special Provisions governing MOT activities; the review of contractor's requests for lane closures; field surveillance of MOT activities; and other traffic engineering tasks related to construction. The project also developed specifications for Accident Investigation Sites and the I-95 Service Patrol, and provided support to Broward County's Freeway Incident Management Team during the reconstruction effort.

Owner Contact: Robert Edelstein, PE, Ph.D., AECOM, Suite 200, 13450 West Sunrise Boulevard , Sunrise , FL 33323, 954-745-7200

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(1. ROUTE 28 CORRIDOR IMPROVEMENTS PROJECT, Fairfax and Loudoun Counties, Virginia</p> <p><i>DESIGN-BUILD</i></p> <p>(Lead Contractor: Shirley)</p> <p>(Lead Designer: Dewberry)</p>	<p>In 2002, the design-build team led by Shirley Contracting Company, LLC, serving as the Lead Contractor, 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 Design/Build Team is 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 Interstate 66 Widening Project are the same Key Managers that have worked so closely together for the past ten (10) years on Route 28. We have developed, implemented and improved upon proven techniques and practices during this time that allow us to efficiently manage the design-build process. From Route 28, we have learned that it is absolutely essential to integrate all of the various design and construction disciplines from the earliest stages of concept development until final completion. Our Construction Team members have day-to-day input on every stage of the design and our Team pledges to not submit any plans until this constructability review is complete. We create this 'buy-in' from the Construction Team as early as possible to produce an efficient design and to begin the overall project scheduling and phasing elements. We know that it is critical for the right-of-way and utility disciplines to closely coordinate their work, and to further integrate these elements with the design documents and project schedule. We also have learned that it is critical to accurately identify all of the existing utilities that can be impacted by the design, to meet with the individual utility companies early to explain the project scope and start the design process, and to closely track and manage the entire utility relocation process.</p> <p>Since having acquired more than 200 parcels of right-of-way on Route 28, we have learned how vital the timely completion of the right-of-way acquisition process is to the project schedule and budget. As part of the constructability process we focus our efforts on developing a right-of-way priority list early on, in order to optimize the construction and utility schedule. We also look early at whether there are any total takes or relocations that could affect the schedule, proffers that may be available, and any hazardous, historic, or other environmental issues affecting any property. We have also facilitated the negotiation of settlements whereby the property owner dedicates the necessary right-of-way in exchange for certain improvements being added to the project scope, requiring extensive coordination between the Design/Build Team, VDOT and adjacent property owners. These types of agreements have resulted in savings in the overall project cost while expediting the right-of-way acquisition process.</p> <p>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.</p> <p>Through the Route 28 project we have developed close relationships with over 25 public and private utilities that will benefit the Interstate 66 Widening Project. In constructing the ten interchanges and secondary road improvements we have successfully relocated more than 52,000 feet of overhead and underground power lines, 205,000 feet of communication/fiber optic lines, 11,000 feet of water lines, 6,400 feet of sanitary sewer, and 5,100 feet of gas lines. On the Centreville Road Widening Project, a component of the Route 28 Corridor Improvements Project, we were able to eliminate or reduce many utility relocations by coordinating with the utility companies, raising the roadway profile, and other innovative design changes. Shirley's utility coordination effort contributed to a 35% reduction in the utility relocation costs on the project, saving VDOT over \$1.9 million from the Utility Relocation Allowance.</p> <p>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 <i>during</i> construction. By involving the construction teams early on in this process, we are better able to plan each phase of the work. For example, in most cases, the new interchanges by necessity have been located approximately in the same location as the existing signalized intersections. This has led to innovative solutions for detour intersections during construction, but also for creative and well-thought out solutions for opening the new interchanges when construction is complete. One example of this is the Route 28/Westfields Blvd. Interchange. With significant input from the construction team, Dewberry adjusted the profiles of the detour intersection and ultimate ramp/loop profiles so that they were as close as possible. Thus when the new interchange was ready to open to traffic, there was the bare minimum of work to do to switch traffic from the old detour pavement to the new pavement grades. As a result, we were able to open the new interchange in just 24 hours in non-peak traffic periods with virtually unnoticed impact to the traveling public. As an additional level of planning and coordination, we created detour plans that were distributed to the local media, Board of Supervisor's office, homeowner associations, and posted on the project website to make sure the public was informed. This same level of effort was required on the Sterling Blvd, Waxpool Road, McLearen Road, and Old Ox Road Interchanges. Each of these complex openings was completed with minimal impacts to traffic. The Route 28 Project has had such a positive impact that the entire Team was awarded the prestigious <i>2004 Tower of Dulles Award</i> by the Committee for Dulles in recognition of distinguished service. The Interstate 66 Widening Project will require very similar emphasis of maintenance of traffic and the interface of the new work with the existing roadways.</p>	<p>VDOT Northern Virginia District Office</p> <p>4975 Alliance Drive Fairfax, VA 22030</p> <p>Ms. Susan Shaw PE, DB and LAP Program Manager</p> <p>p. 703.259.1995</p> <p>f. 703.815.3129</p>	<p>May 2007</p>	<p>AUG. 2013*</p> <p>*Difference Due to Owner added scope</p>	<p>168,965</p>	<p>350,497*</p> <p>*Difference Due to Owner added scope</p>	<p>350,497</p>

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(2.) DULLES GREENWAY CAPITAL IMPROVEMENT PROGRAM</p> <p>Loudoun County, Virginia</p> <p>DESIGN-BUILD</p> <p>(Lead Contractor: Shirley)</p> <p>(Lead Designer: Dewberry)</p>	 <p>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 new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to an existing interchange at Route 606, widening of mainline roadway from four (4) to six (6) lanes, 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 and Dewberry provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a change order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.</p> <p>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 Interstate 66 Widening Project in order to develop Traffic Management Plans (TMP) that minimize the impact to the traveling public during construction. Where possible our TMP will also include enhancements to address existing traffic concerns such as the long queue on the I-66 westbound off ramp to Route 15 discuss in Section 3.5 of our proposal.</p> <p>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.</p> <p>Shirley 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, <i>Safety, Health and Welfare Program</i> 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.</p> <p>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 <i>2008 Regional Design-Build Excellence Award</i> for large transportation projects presented by the Design-Build Institute of America (DBIA).</p>	<p>Toll Road Investors Partnership II (TRIP II)</p> <p>45305 Catalina Court, Suite 102 Sterling, VA 20166</p> <p>Mr. Tom Sines CEO</p> <p>p. 703.707.9096 f. 703.707.8876</p>	<p>Dec 2007</p>	<p>Dec 2007</p>	<p>64,994</p>	<p>71,084*</p> <p>* Difference Due to Owner added scope</p>	<p>71,084</p>

**ATTACHMENT 3.4.1(a), LEAD CONTRACTOR
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<p>(3.)I-66 WIDENING IMPROVEMENTS</p> <p>Prince William County, Virginia</p> <p>DESIGN BID BUILD</p> <p>(Lead Contractor: Shirley)</p> <p>(Lead Designer: Dewberry)</p>	 <p>In December 2006, Shirley Contracting Company, LLC was awarded the I-66 Widening Improvements project to extend the HOV lanes and add additional through lanes on Interstate 66 from the 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 2 miles of divided multi-lane interstate from four (4) lanes to eight (8) lanes, realignment of eight – (8) ramps and primary highway in a heavily congested area. The project was phased construction and consisted of the following: approximately 369,000 cubic meters of earthwork including rock; maintaining traffic 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 – (4) SWMP; Seven – (7) Jack and Bore Pipe runs including three – (3) 2100mm diameter approximately 8.5 meters deep; two box culverts; signal installation/modifications; roadway lighting and signage; two – (2) concrete retaining walls (one adjacent to the Norfolk Southern Railroad); five – (5) new bridges and three superstructure demolition and reconstruction and one complete demolition and reconstruction superstructure and substructure. All construction activities were performed while maintaining approximately 144,000 vehicles per day.</p> <p>The project had three interim milestones, the first milestone was completed over five month's ahead of schedule and the other two milestones were completed on or ahead of schedule, despite significant change orders. During construction, VDOT issued change directives to Shirley to perform additional services and increased scope, including additional bridge demolition and substructure reconstruction on three existing bridges, along with numerous other scope changes.</p> <p>Shirley and VDOT partnered successfully throughout the duration of the project. We developed Traffic Maintenance Plans to minimize delays and impacts to the public during peak traffic rush hours; resolved issues quickly and efficiently, 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 Dewberry are extremely experienced and knowledgeable with the immediate vicinity of the I-66 widening project by having recently completed this adjacent project. We have developed relationships with the surrounding communities and stakeholders, are fully aware of the traffic flows and volumes for what will be necessary to maintain a safe and effective work zone and have firsthand experience and knowledge of all of the roadway components necessary to successfully construct the I-66 widening project.</p>	<p>VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030 Ms. Helen L. Cuervo, PE, District Construction Engineer p. 703.259.2345 Helen.Cuervo@vdot.virginia.gov</p>	Aug 2010	Aug 2010	\$75,838	\$81,430 * * Difference Due to Owner added scope	\$81,430

**ATTACHMENT 3.4.1(b), DESIGNER
WORK HISTORY FORM
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					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(1.) ROUTE 28 CORRIDOR IMPROVEMENTS PROJECT</p> <p>Fairfax and Loudoun Counties, Virginia</p> <p>DESIGN-BUILD</p> <p>(Lead Designer: Dewberry)</p> <p>(Lead Contractor: Shirley)</p>	<p>Dewberry, in the role of the Lead Designer as part of the Shirley Design-Build Team, was selected by VDOT on the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. This design-build project includes design and construction of ten grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. Dewberry 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. The original six interchanges were completed and opened to traffic on schedule before May 2007. The success and timely completion of the first six interchanges was a key element in the decision by the Tax District landowners, Loudoun County, Fairfax County and VDOT to extend the contract by issuing a change order for the remaining four (4) interchanges, which were completed and opened to traffic by November 2009.</p> <p>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 (including a new bridge over the W&OD Trail), 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.</p> <p>The Design-Build Team worked diligently to accelerate portions of the interchange and roadway which could be constructed without the need for utility relocations or right-of-way acquisitions. Constant communication between construction and design staff, facilitated by weekly meetings, helped to identify critical packages which needed to be finished early. In several cases, this resulted in advance steel packages for bridges, advance detour and MOT packages, or stand alone utility packages.</p> <p>The lessons learned from the construction of the various interchanges and secondary road improvements on the Route 28 project will be utilized to assure expedited delivery of the Interstate 66 Widening Project for VDOT. The knowledge of how to assess the critical path and prioritize items such as environmental permitting; utility easements, utility relocations, and avoidance of utility impacts; right-of-way issues; phased design development that coincides with construction activities; and proper construction execution and delivery are all processes that our Team has worked through in coordination with VDOT. With ten interchanges and five secondary road projects, the Route 28 Corridor Improvements Project is essentially equivalent to completing fifteen projects simultaneously for VDOT in the expedited design-build delivery mode. Our proven work processes and coordination not only with our Team, but with VDOT and all appropriate stakeholders will be utilized to make the Interstate 66 Widening Project a success.</p> <p>A specific example of how our experience on Route 28 will be utilized on the Interstate 66 Widening Project is the advance consideration of the maintenance of traffic (MOT) issues and opportunities to mitigate them. For instance, at the Route 28/Willard Road Interchange, we recognized that existing northbound traffic turning left to go west on Willard Road was backing up into the mainline travel lane of Route 28. As we initiated design of a detour intersection, we proposed geometry that would allow construction of dual left turn lanes at this location instead of the single left. This additional capacity provided during the MOT phase greatly reduced potential congestion and safety hazards during construction, and in fact provided additional capacity beyond what existed, at no cost to VDOT. In the case of the Interstate 66 Project, we recognize that the Route 15 Ramp off westbound I-66 will back onto the mainline of I-66 in the PM peak period. Our Team will propose measures to mitigate or eliminate this existing condition, in the earliest phases of this project.</p> <p>Another example occurred at the Route 28/Westfield Blvd. Interchange where our design and construction teams worked together to establish unique profiles for our detour phase that worked to dramatically reduce the time necessary to switch from the detour phase to the final interchange operation. This significant switch-over phase, which initially was projected to take weeks to accomplish (building up from the temporary detour elevations to the final roadway elevations and then paving) was planned instead to be completed over a three day period. The actual switch-over phase was then completed even faster than planned by Shirley, who made the ultimate switch-over in just a twenty-four hour period. This significantly reduced impact to the public and was only possible as a result of the extensive planning and coordination by the Design, Construction and VDOT Teams.</p> <p>Additionally, extensive coordination with numerous parties for the replacement Sully Access Road was necessary as part of the Route 28/Barnsfield Road Interchange Project. Significant differences between the Metropolitan Washington Airports Authority (MWAA) and the Fairfax County Park Authority (FCPA) prevented the scheduled construction of the access road. This had the very real potential to have delayed the opening of the interchange, the only access to the newly constructed Air and Space Museum at Dulles Airport. Through close coordination with VDOT and other stakeholders, Shirley and Dewberry created and implemented temporary access plans, which allowed the interchange to open on time while maintaining direct access from Route 28 to the Sully Plantation. Over the next four years, Shirley, Dewberry, and VDOT worked extensively with MWAA, FCPA, various historic and regulatory agencies, and adjacent property owners to resolve any conflicts to allow design and construction of the permanent access road to move forward. Similarly, on the Interstate 66 Widening Project our Team will coordinate closely with VDOT, fire & Rescue, and other project stakeholders to develop an effective temporary access plan to maintain traffic across the Catharpin Road bridge during all construction phases.</p>	<p>VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030</p> <p>Ms. Susan Shaw PE, DB and LAP Program Manager</p> <p>p. 703.259-1995 f. 703.815-3129</p>	<p>May 2007</p>	<p>Aug 2013*</p> <p>*Difference Due to Owner added scope</p>	<p>168,965</p>	<p>350,497*</p> <p>*Difference Due to Owner added scope</p>	<p>31,400</p>

**ATTACHMENT 3.4.1(b), DESIGNER
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					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(2.) DULLES GREENWAY CAPITAL IMPROVEMENT PROGRAM</p> <p>Loudoun County, Virginia</p> <p>DESIGN-BUILD</p> <p>(Lead Designer: Dewberry)</p> <p>(Lead Contractor: Shirley)</p>	 <p>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.</p> <p>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.</p> <p>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.</p> <p>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) was required in order to shift traffic out onto the outside shoulders, similar to what our design had done in the past for VDOT on other limited access roadway projects such as the Interstate 66 Widening. A slight traffic shift onto the outside Greenway shoulder to allow construction of the widening to the median is exactly the kind of shift that will be required to construct the new median shoulder for the Interstate 66 Widening Design-Build Project. Traffic can then be shifted onto this new median shoulder to allow for the outside widening along I-66.</p> <p>Many of the lessons learned and processes of coordination expected between Shirley, Dewberry and VDOT, that were utilized on the Greenway to advance the design and construction activities, will be used on the Interstate 66 Widening Design-Build 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. As the Design Team worked through development of multiple plan packages for the various component projects, Shirley and Dewberry focused on opportunities to advance the project schedule including development of advance structural steel packages to assure this long lead item was delivered to the site on time and early submission of environmental permits to facilitate a early start to construction activities.</p> <p>The Team also coordinated with the Greenway owner, the Town of Leesburg, and the adjacent developer to incorporate auxiliary lanes and intersection improvements to assure there would be no reconstruction efforts needed by the Greenway, the developer, the Town or VDOT. The coordination with the many intersecting roadways and working through issues with adjacent developers, utility owners and Loudoun County, was something our Team did as part of the Greenway project and that we are prepared to do on the Interstate 66 Widening Design-Build Project.</p> <p>The experience that our Team gained with the coordination required to effectively prosecute the eight component projects of this overall Capitol Improvements Program within a single limited access corridor will assist our efforts on the Interstate 66 Widening Project which will include coordination with the proposed ATM project, upcoming project for the I-66/Route 15 interchange, and the I-66 multi-model study.</p>	<p>Toll Road Investors Partnership II (TRIP II) 45305 Catalina Court, Suite 102 Sterling, VA 20166 Mr. Tom Sines CEO p. 703.707.9096 f. 703.707.8876</p>	<p>Dec 2007</p>	<p>Dec 2007</p>	<p>64,994</p>	<p>71,084*</p> <p>* Difference Due to Owner added scope</p>	<p>8,653</p>

**ATTACHMENT 3.4.1(b), DESIGNER
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<p>(3.) INTERSTATE-66 IMPROVEMENTS</p> <p>Manassas to Gainesville</p> <p>Manassas, Virginia (East of Exit / Mile Marker 47)</p> <p>Gainesville, Virginia (West of Exit / Mile Marker 43)</p> <p>(Lead Designer: Dewberry)</p> <p>(Lead Contractor: Shirley)</p>	<p>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 included widening of the existing four-lane section to an eight-lane section, 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 completed to identify improvements to Route 29 that would also improve the flow of traffic along I-66. Based on the traffic counts, projections and analysis, Dewberry and V DOT recognized 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 Gallagher 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:</p> <ul style="list-style-type: none"> • 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 • Structural design, including nine new bridges, a bridge widening, and several retaining walls <p>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.</p> <p>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 was 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.</p> <p>The Phase V improvements included designs of ten 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.</p> <p>Key elements of the mainline widening from Route 234 to Route 29 included the improvements to the existing shoulder to allow the traffic to switch to the outside. This switch allowed for the median shoulder to be constructed, and then a switch to the median shoulder allowed for the outside widening to be built.</p> <p>Our extensive experience in this I-66 corridor will enable our Design-Build Team to develop the most efficient, cost effective approach to the Interstate 66 Widening Design-Build Project. Some of the issues that we will use our experience to address are the replacement of existing drainage pipes, finalization of noise wall locations, coordination of ITS elements, minimization of right-of-way requirements, effective location of stormwater management facilities, the most economical and effective structural design and other design considerations.</p>		<p>Mr. Amir Salahshoor, PE Project Manager Virginia Department of Transportation Northern Virginia District 4975 Alliance Drive Fairfax, Virginia 22030 (703) 259-1957</p>	<p>2004</p>	<p>Phase I – 2004</p> <p>Phase II – 2006</p> <p>Phase III – August 2010</p> <p>Phase IV – October 2011</p> <p>Phase V – June 30, 2015 (per VDOT contract with awarded contractor)</p>	<p>\$3,609</p>	<p>\$10,007</p>	<p>\$8,098</p>

3.5 PROJECT RISKS

Introduction

Our Team includes the only designer and contractor who have recent, significant, and direct experience and knowledge of the traffic operations and patterns in this area of the I-66 corridor. Dewberry was the designer for all phases of the widening of I-66 west of Route 50, most recently designing the widening between Route 234 Business in Manassas and Route 29 in Gainesville. Similarly, Shirley was the prime contractor for the widening of I-66 between Route 234 Bypass in Manassas and Route 29 in Gainesville. The western limit of this last segment of widening which was completed by Dewberry and Shirley represents the eastern limit of this proposed project. In addition to the previous sections of I-66 which we have direct experience with, our Team is comprised of the only designer and contractor with on-going work in the immediate vicinity of the project, with both Dewberry and Shirley involved in the I-66/Route 29/Linton Hall Interchange currently underway. This relevant experience in the I-66 corridor should provide VDOT with an additional measure of comfort that several risks can be immediately eliminated by the selection of our Team. These include the requirement for coordination and cooperation with adjacent on-going Contracts, and the coordination expected relative to existing roadway components such as signage and pavement markings.

The following narrative highlights 3 critical risks identified by our Team that must be addressed for the overall success of the Project. Our early identification of these risks should provide assurance to VDOT and local stakeholders that we will properly and adequately minimize, and in some cases eliminate, the risk once design and construction are underway.

CRITICAL RISK #1 – Project Schedule

The schedule provided in the RFQ allows approximately 33 months from Notice of Award to Substantial Completion to complete all elements of the Project including design and engineering, environmental permitting, right-of-way acquisitions, utility relocations, and construction. While the Shirley Team is confident that we will meet this schedule, it will be extremely critical to closely manage and monitor the items above to ensure on-time completion. Fortunately, the Shirley Team has significant experience and a proven track record of meeting tight schedules on complex design-build projects. In fact, our Team has developed specific processes and procedures to control the schedule and we are proud of the fact that every one of our design-build projects has been completed on-time or ahead of schedule. The following discussion identifies some specific project components which must be properly managed to maintain the schedule and how we intend to manage them, as well as our overall approach to mitigating the project schedule risk:

Project Schedule Management Tools

The first step towards managing the project schedule risk is to create a detailed CPM that is realistic, properly identifies all of the activities, correctly sequences and prioritizes project activities, fully integrates all project elements into a cohesive format, and has been communicated with and received “buy-in” from each discipline. Once this CPM is developed, it is equally important that the CPM is regularly updated and maintained with timely and realistic information, and that the Team has an established procedure for reacting to schedule issues, such as slippages or changed conditions, in a manner that allows for proper mitigation without impacting the schedule. Our Team has significant experience working together in a design-build environment creating, managing and maintaining detailed CPM’s such as will be required on this Project. The schedule development process begins early in the RFP stage when we create a preliminary CPM that is the basis for the Project schedule. Once the Contract is underway, the D/B PM will lead the effort of obtaining detailed schedules from each discipline manager for every area of work. He will then hold a series of schedule development meetings where each discipline is integrated into the overall CPM. By creating this ‘buy-in’ from each discipline manager, the Team now has a realistic schedule that can be communicated and utilized by all involved. Throughout the Project, this schedule will be tracked and updated by the D/B PM using real-time information. He will hold a series of weekly design meetings attended by all disciplines where the schedule will be reviewed

and updated. In addition, monthly updates to VDOT and the Team members will be completed. Using the overall CPM as a guide, the field personnel will prepare a series of ‘look-ahead’ schedules that are detailed, daily schedules for the work. The field Team also utilizes a ‘Daily Shift Cost Report’ system that provides day-to-day feedback on our production performance.

By closely monitoring and managing the schedule, the Team is able to quickly identify and mitigate adverse impacts to it. In cases where the critical path is delayed, we will complete a Time Impact Analysis, re-sequence the work activities, and prepare a schedule recovery plan to reclaim the lost time. We can then implement measures such as increasing work crews and resources, resequencing the schedule logic, revising maintenance of traffic patterns, and/or modifying the design.

Right-of-Way Acquisition

As shown on the preliminary plans provided with the RFQ package, most of the roadway improvements can be constructed within existing right-of-way. Minimal easements and right-of-way acquisition will, however, be required for utility relocations, construction easements, and stormwater management and large drainage facilities. While these impacts will be minimal, acquisition of any property represents a critical element in a project, and one that can impact the schedule for completion of construction. Our Team plans to mitigate the risks associated with right-of-way and easement acquisition and avoid delays by developing a construction sequence which does not require easements at the outset of construction. Construction operations will begin within existing VDOT right-of-way through construction of the median widening of I-66 (following temporary strengthening of the existing outside shoulder, which will not require grading or acquisition of right-of-way or easements). Erosion and sediment control measures will be contained within the median, so temporary easements and impacts outside of the existing right-of-way will not be necessary. While the median work is progressing, we will continue the process of right-of-way acquisitions through development of acquisition plats which will be completed on a parallel path to right-of-way plan approval. This will avoid delays between plan approval and completion of the “preliminary” plats which are required to begin the right-of-way negotiation process. Finally, our Team has had significant success in working with adjacent landowners to obtain early right-of-entry agreements in advance of formal acquisition of the required property. We will pursue these options where beneficial in order to advance work as quickly as possible to ensure the project schedule is maintained.

Environmental Permitting

Based on our knowledge of the area, we anticipate minor wetland and stream impacts associated with the replacement of cross culverts and minor stream realignments to meet the new culvert inlet and outlet locations. Obtaining the necessary permits can be a critical item on any project, but based on the phased approach to construction on this project, they will be needed for the earliest stages of work to allow for temporary extension of the existing culverts. Our Team has significant experience working with the applicable permitting agencies, and will begin coordination immediately upon notice of intent to award. Field delineations and surveys will be completed as a first priority, and design of drainage improvements and culvert crossings will be accelerated as a priority design element in an effort to identify impacts as quickly as possible. As is the case with all of our design-build projects, permit sketches and application documents will be developed as early as possible to allow for proper durations of reviews and coordination with the permitting agencies. In an effort to reduce the off-site mitigation or “banking” requirements, we will work where possible to incorporate on-site mitigation where ditches can be reconstructed adjacent to the new construction. This will also help reduce the time required to obtain permits, and may also help to reduce project costs associated with purchase of off-site mitigation credits.

Noise Barrier Analysis, Design and Construction

As identified in the preliminary plans provided with the RFP documents, there are a significant amount of noise barriers anticipated based on the existing adjacent development, the anticipated traffic volumes and the roadway configuration. In order to ensure all of the noise barriers are designed and constructed within the contract time, early investigation and development of the Noise Abatement Design Report (NADR)

will be required. Our Team will develop a preliminary report prior to submission of our technical and price proposal, both in an effort to properly identify the scope of the work, but also to have a “head start” which will allow for quick approval of the NADR and development of final design noise barrier profiles and alignments. Having recently completed this same process on the ICC Contract C project for MSHA, which required design and installation of approximately two (2) miles of noise barriers, we are very well versed in the critical elements associated with noise barrier design and construction. Proper modeling will be completed in accordance with the current standards by Skelly & Loy, a key member of our design Team. We will coordinate closely with VDOT project management and environmental staff through development of the original scoping documents all the way through the final design document. Once the NADR is complete and approved, design plans will be developed incorporating consistent panel widths, locating bend points in the walls to allow for consistent post spacing throughout all of the noise barrier areas. Consistency will help reduce fabrication time and costs associated with special panel sections, and will also help with installation in the field based on repetition of work. Since the noise barriers are located outside of the roadway slope footprint, we may also develop stand alone noise barrier plans which can be approved separate from the roadway plans and at the earliest possible time, ensuring the noise barriers are not only installed within the contract time line, but possibly prior to other construction work commencing. This will provide relief to the adjacent communities not only following construction, but during construction of the improvements.

Cross-Culvert Staged Installation

One of the challenges with roadway widenings is maintenance of drainage across the project site. This was one of the key elements on the previous sections of I-66 widenings, and installation of the permanent cross culverts beneath I-66 will be a critical element which not only will partially drive the construction schedule, but will be one of the last significant items to be completed. Recognition of the required phased cross culvert installation is a critical element in developing a proper and realistic construction schedule. New cross culverts will not be operational until the final stage of construction based on the required sequence of pavement widening, and therefore, temporary extensions of the existing culverts will be required. Further, it is anticipated that, consistent with the previous sections of I-66, a majority of the proposed cross culverts (if not all of them) will not be able to be installed via the jack and bore method due to the limited cover depths over the proposed facilities. For this reason, open cut installation and phased installation will be required. Because we recognize these aspects at this early time, our Team will properly coordinate the permanent drainage installations with the temporary traffic control plans, ensuring there is adequate room for temporary sheeting and shoring during installation of the cross culverts. We will advance temporary traffic control plans and permanent culvert designs if necessary to allow for early construction of the initial phases of these critical elements. Consistent with the previous sections of I-66 widening, we will prioritize the drainage installations to ensure the project schedule is maintained, and where necessary develop additional temporary traffic control patterns to allow for both median pipe installation and outside widening pipe installation to be on-going at different locations in a concurrent manner.

Bridge Construction

The two overpasses of I-66 also represent significant work elements which will be a critical component to completing the project on time. As there is limited right-of-way identified for both Old Carolina Road and Catharpin Road, construction of the bridges will occur within the footprint of the existing structure. In the case of Old Carolina Road, complete closure will allow for construction of the entire bridge in a single stage. Our Team will prosecute this work as quickly as possible to minimize the disruption to local traffic associated with closure of this roadway. On Catharpin Road, maintenance of a single lane of traffic on the existing roadway will be incorporated into our design and construction sequencing plan. It is this multi-staged construction of the Catharpin Road Bridge which will expose the project to one of the greatest schedule risks. Our Team has already begun looking at the existing utilities which need to be

avoided during construction to reduce and eliminate delays. We will sequence work so that the initial stage of bridge construction can be completed while utility relocations (if necessary) are being completed on a parallel path, eliminating schedule risks associated with delays to utility relocations. Our Team also regularly develops advance bridge packages, such as steel and/or substructure packages, which will allow purchase of materials and construction of initial elements to begin as soon as possible, maximizing the construction duration again in an effort to avoid schedule delays.

VDOT's Role

As with any design-build project, VDOT's role in mitigating the schedule risk will primarily be related to timely review of all submittals and committing to reviewing documents in a timely fashion. We will work with VDOT on a continuous basis to identify critical elements, and submit critical information as early as possible. Our past experience on VDOT design-build projects reflects a partnership with VDOT and its commitment to working with our design-build team to meet the stated project schedule.

CRITICAL RISK #2 – Traffic and Safety Concerns During Construction

A potential risk on interstate and high-speed roadway widening projects is the adverse impacts to the travelling public if temporary traffic configurations and construction operations are not properly coordinated during both design and construction. On this section of I-66, which includes minimal existing left shoulders, two lanes in each direction, and handles approximately 59,000 vehicles per day, proper identification and implementation of temporary traffic control elements is paramount to maintaining adequate levels of service to the travelling public, as well as to ensuring the safety of motorists, construction staff, and inspection staff throughout the duration of the project. There are several elements which will play a role in traffic and safety during construction, each of which is discussed in detail below, as well as how our team will mitigate or eliminate the risk associated with each element.

Queuing of Exit Vehicles at Route 15

Several of our Team's key staff live in the Gainesville and Haymarket areas and are keenly aware of existing traffic and safety issues associated with the existing Route 15 interchange. Specifically, queuing on the exit ramp from westbound I-66 to northbound and southbound Route 15 associated with the single left turn lane at the ramp signal routinely extends onto the mainline lanes of westbound I-66. Currently, motorists will pull onto the paved shoulder to avoid stopping and queuing in the thru lanes during the evening peak hours. However, during construction of these improvements placement of barrier will be required to construct the widening of both I-66 and the Route 15 exit ramp, effectively eliminating the ability for motorists to pull out of the travel lane when queues extend onto the mainline lanes of I-66. The result of this would be increased delays on westbound I-66 during the peak period since one of the thru lanes would be blocked by stopped traffic. Safety impacts would also result from the queues in the thru lanes, potentially leading to increased numbers of rear-end type collisions. In order to avoid and eliminate these concerns, our Team has already identified two alternatives which we can implement during design and construction. First, construction of the ramp improvements can be accelerated to an early phase of construction, allowing for widening of the ramp and increased storage area to be provided prior to temporary closure of the right shoulder on the mainline lanes of I-66. The pavement width identified on the proposed westbound exit ramp will accommodate dual left turn lanes, and although not identified in the plans, temporary pavement in the median on Route 15 could be placed to allow operation of dual left turns during construction to help alleviate queuing. Second, additional temporary shoulder strengthening can be constructed on the outside shoulder to accommodate extended queues in the initial I-66 widening phase, and traffic can be shifted further to the median during the later construction phase to once again allow queues to be contained on the shoulder as opposed to in the thru lane. We will work with VDOT during development of the plans to identify whether one or both of these options are acceptable and/or feasible in an effort to avoid adverse safety impacts to the public during construction.

Installation of Temporary Traffic Barriers

In order to complete the widening of I-66, installation of temporary traffic barriers will be required at different times on both sides of the roadway. Temporary traffic barriers have the tendency to reduce travel speeds, introduce additional hazards at the run-on end of the barrier, reduce capacity due to reduced travel speeds, and reduce driver comfort based on the restricted lateral offsets and lane widths through the construction site. Barrier also restricts the area where disabled vehicles can move out of the travel lanes, potentially resulting in significant queues and delays for other motorists. Proper design and implementation of temporary lane configurations and traffic patterns will help to reduce this risk. In an effort to reduce delays and improve driver comfort through the construction site, we will phase construction so that installation of significant lengths of temporary barrier will be isolated to one side of the roadway at a time, eliminating the “cattle chute” effect. We will implement construction pull out areas along the corridor when barrier is installed, providing pull-off areas for disabled vehicles to reduce the potential for delays associated with temporary lane blockages. Minimum 2’ buffers will be provided adjacent to the temporary barrier in an effort to maximize lateral offset and provide proper “storage” areas for ponded water adjacent to the barrier during rain events. Existing median cross-overs will be maintained during construction for emergency access and use, and all lane shifts will be designed to meet the full design speed of the roadway, not a reduced length based on minimum allowable design guidance. We are confident that all of these measures can be implemented without impact to the project schedule based on our understanding of the scope of work and our anticipated sequence of construction. Based on our Teams recent experience and successful completion of the previous widening project, we anticipate construction of the widening in the following manner:

- ◆ Improve/strengthen the existing outside (right) shoulders
- ◆ Shift traffic to the right, partially onto the strengthened shoulder area, install barrier adjacent to the left edge of the travel lanes, and construct the median widening
- ◆ Remove temporary barrier, shift traffic to the newly constructed widening, reset barrier adjacent to the right travel lane, and construct the outside widening and shoulder improvements
- ◆ Remove barriers, mill original travel lanes, place surface asphalt and all final markings

We believe the sequence identified above, along with the mitigation strategies for barrier placement above, will provide the safest construction area for both motorists and construction and inspection staff while providing optimal traffic operations throughout construction.

Proper Identification of Lane Closure Times

Since this project is located well to the west of some of the significant employment areas, including Washington D.C., Tysons Corner, and other areas in Fairfax County and Arlington, peak travel periods can be significantly different than those typically expected. Temporary lane closures can have significant impacts on travel times and delays to motorists if implemented at improper times, whether it is due to an early installation or late removal of the closure. Our experience in this area on I-66 and the surrounding roadways has shown that the early morning peak hour starts much earlier than normally expected. This can be attributed to the longer travel distances motorists take to work, as well as to single occupancy motorists who leave before the high occupancy vehicle (HOV) restrictions go into effect at 5:30am. The same patterns are noticed in the afternoon, when the afternoon rush begins early due to motorists leaving work early to “beat” HOV restrictions. The evening rush hour typically lasts longer as well due to queuing on I-66 further to the east. We will account for these altered peak periods through proper development of the Transportation Management Plan (TMP). We recognize that VDOT may identify lane closure times in the RFP document, but we will work with VDOT to ensure the proper lane closure times are identified and adhered to during construction, even if those are slightly different than those identified in the RFP documents. One of our main goals on this project will be to construct the improvements required with the least impacts to the travelling public, so slight alterations in the time restrictions identified will be coordinated with VDOT (if necessary) in an effort to ensure the least

impacts to the travelling public are caused. Additionally, construction of pull-out areas identified above will help to reduce the need for temporary lane closures as they will allow construction vehicles to enter and exit the thru lanes at higher speeds by accelerating or decelerating in the pull-out areas. Equipment delivery can also be completed in these pull out areas, further reducing the need for temporary closures. Finally, all of our designers are well versed in development of Transportation Management Plans (TMP) for significant (Type C) projects (including prior sections of I-66 widening and the on-going I-66/Route 29/Linton Hall Interchange), and our lead designers are certified through the VDOT Advanced Work Zone Traffic Control training program. Our experience in designing and implementing temporary traffic control plans and in development of the TMP will ensure that lane closure times are properly identified.

Temporary Traffic Patterns on Crossing Roadways

Not to be forgotten as part of this project are the reconstruction of the bridges and approach roadways carrying Old Carolina Road and Catharpin Road over I-66. Old Carolina Road represents a beneficial bypass to the Route 29 and Route 15 corridors, providing direct access between Haymarket and communities on Route 15 the north of I-66 to recently built shopping and retail development along Route 29 to the south, including a Wegmans grocery store. Catharpin Road provides a beneficial connection between Route 55 and Route 29 south of I-66 and a significant number of communities and homes north of I-66 and north of Heathcote Boulevard. As allowed by the RFP documents, closure of Old Carolina Road during construction is permitted, and operation of single lane (northbound only) on Catharpin Road is also acceptable. Based on the right-of-way limits identified for the project, construction of new bridges for these roadways will require the partial or complete temporary closures allowed by the RFP documents. The critical element with temporary complete or partial closure of these facilities will be proper early coordination with the public and constant communication during construction. Based on our Team's current involvement with the I-66/Route 29/Linton Hall Interchange and the significant traffic operations required for that project, we are already in touch with the local community and groups, and are best suited to continue communication and coordination with these same representatives for this project. Proper advance notification of the roadway closures is critical, and will include installation of temporary message boards, public outreach through news and media outlets, as well as notification to the multiple homeowners associations in the area. Our Team already has contacts and communication in place and ongoing in the area, and will continue those efforts on this project to ensure smooth operations during construction and minimal impacts and confusion to the travelling public. Additionally, we will coordinate very closely with police and fire/rescue staff prior to and during the partial closure of Catharpin Road. Ensuring early response times are not impacted during construction is critical, and our Team recognizes this and will provide constant communication to ensure this project does not have an adverse affect on emergency responders.

VDOT's Role

As with any project, VDOT's role with temporary traffic impacts during construction will be in helping to provide public outreach during critical operations. Our Team will work with VDOT during development of the TMP document to ensure all public outreach strategies are properly identified and accounted for, and we will work with VDOT during construction to provide public notification through message boards, VDOT website updates, and public meeting and outreach events. With respect to the Route 15 ramp construction phasing, we will work with VDOT to ensure temporary improvements are not in conflict with on-going design for the future Route 15 Interchange improvements, and to ensure the limits of work remain within the project area identified to avoid environmental impact concerns.

CRITICAL RISK #3 –ITS Equipment Compatibility and Coordination

Our Team recognizes the ongoing commitment to extending and enhancing the existing ITS equipment not only within the limits of this project, but also along the entire I-66 corridor. Having recently designed and installed all of the ITS components in place west of Route 234 Business along the I-66 corridor, we are the only Team with detailed knowledge of the existing infrastructure in place. Additionally, Dewberry previously prepared the design plans for all of the I-66 ITS elements from Route 50 to Route 234 Business, and Dewberry and Shirley designed and are currently installing ITS elements associated with the construction of the I-66/Route 29/Linton Hall Road Interchange. It is this unmatched experience and understanding of the I-66 corridor which has led us to identify the ITS elements as one of the potential risk areas on the project. Based on our understanding, we have not only identified the ITS risk, but also planned ways to mitigate for it and avoid impacts to the project scope and schedule, as discussed in the following paragraphs.

The ITS elements that are currently installed and those that will be installed as part of this project must operate seamlessly with the other Northern Region Operations (NRO) ITS elements. If these field elements are not compatible with the other field hardware and operating systems, it places the successful operation of the elements within the I-66 Widening Project at risk, and can place an operational and maintenance burden on the software and hardware at the McConnell Public Safety and Transportation Operations Center (PSTOC). In addition to the coordination between existing components and those planned as part of this project, our Team is aware of the other on-going and planned projects which will have an impact on the compatibility of these system elements, including:

- the I-66/Route 29/Linton Hall Road Interchange Construction,
- the I-66 Active Traffic Management (ATM) project
- the I-66 Tier 1 Environmental Impact Study (EIS)
- the I-66 and Route 15 Interchange Improvements, and
- the VDOT Transportation Operations Center and Advanced Transportation Management Systems Services project.

Early, continuous, and complete coordination between projects and studies is the only way to ensure that the proper equipment and hardware is installed with this project, ensuring a complete and properly functioning system is delivered upon project completion. As our recent and vast experience has proven, changes to systems and equipment can happen on a rapid basis, and proper coordination with VDOT and the other project teams will ensure that any changes are properly identified and incorporated to avoid future system failures and/or incompatibilities. We recognize the importance of equipment compatibility because of our past experience supporting VDOT on multiple awards of VDOT's Technical Inspection contract, which provided field oversight of ITS construction and maintenance activities as well as direct support to the VDOT Traffic Operations Center in Arlington. Dewberry is also part of a team which submitted a Statement of Qualifications for the I-66 ATM Project, and as such we are very familiar with the field elements that will be installed as part of that project, including CCTV cameras, DMS units, detectors, lane control signals, Ethernet Switches, and other elements of the fiber-optic communications system.

Our Team will be committed to coordination between projects from the outset of design for this widening contract. While the physical installation of the ITS elements is regularly one of the last elements to be completed, our coordination will begin immediately with notice of intent to award. In order to properly account for all of the different projects being completed, we will coordinate with VDOT and the other design and construction teams to ensure that no "surprises" are identified late in the process, ultimately ensuring the entire system functions properly from the outset. Our Team recognizes that the closest coordination will need to occur with the team selected for the I-66 ATM project. Our Team pledges to work with the I-66 ATM team to utilize the same communications hardware and ITS field elements in

order to minimize the risk of incompatibility of these field elements and simplify the integration of the elements into the overall NRO Operations Software.

Our Team's commitment to a cooperative working relationship with VDOT and other stakeholders is best illustrated by our ITS and Electronic Toll Collection (ETC) design efforts on the ICC Project in Maryland. On this project, monthly coordination meetings between the designer, ITS contractor, Toll Systems Integrator and equipment provider, and the State's representatives were held throughout the duration of the project, beginning at the outset of preliminary design. These regular coordination meetings were critical to controlling the risk of producing a complex ITS & ETC infrastructure, in some areas with incompatible elements, which ultimately provided a functioning system on day one, ahead of schedule.

An additional element of risk associated with the ITS element is the schedule risk associated with the design and implementation of the power system. Based on our recent and on-going experience at the I-66/Route 29 and Route 29/Linton Hall Interchanges, our Team already knows where power is available at the east end of the I-66 Widening project. Along the limits of the project there are multiple subdivisions and developments where power is already provided and available. Our Team, including our Utility Manager, have completed many projects within Northern Virginia Electric Cooperative's (NOVEC) service area and has established a cooperative working relationship with its staff. We will coordinate early with NOVEC staff to identify acceptable locations for power supply to the project, not only for the ITS components, but also for the roadway lighting elements. We will co-locate power sources and power drops in an effort to minimize the number of new electrical service requests. Once power source locations are identified, we will work with NOVEC to identify the power requirements for the project at the earliest possible time in an effort to minimize work for NOVEC staff and keep the power supply off of the critical path, ultimately avoiding delays to project completion and ensuring the ITS elements are completed, tested, and operational at the required contract completion date.

VDOT's Role

As the owner and ultimate operator of the ITS system, VDOT's role will be integral in the coordination of the existing system and future system expansion plans and needs. We will work directly with VDOT throughout the design, construction and testing phases to ensure the equipment being installed remains compatible with the system in place when the project is complete. VDOT will need to provide direction if system enhancements are made which would alter the design or construction elements associated with this project. Additionally, as goals and system desires change as a result of additional analysis on future projects such as the Tier I EIS or Route 15 Interchange improvements, enhancements to the existing system will need to be conveyed so that proper modifications can be incorporated with the least impact to the system and with minimal upgrade costs.