

Response to Request for Qualifications

I-64 CAPACITY IMPROVEMENTS - SEGMENT II

Newport News, York County and James City County, Virginia

State Project Nos.: 0064-965-264, P101, R201, C501, B627, B628, B629, B630, B631, B632, B633, B634, B635, D603, D604, D605, D606, D607, D608

Contract ID No.: C00106665DB82

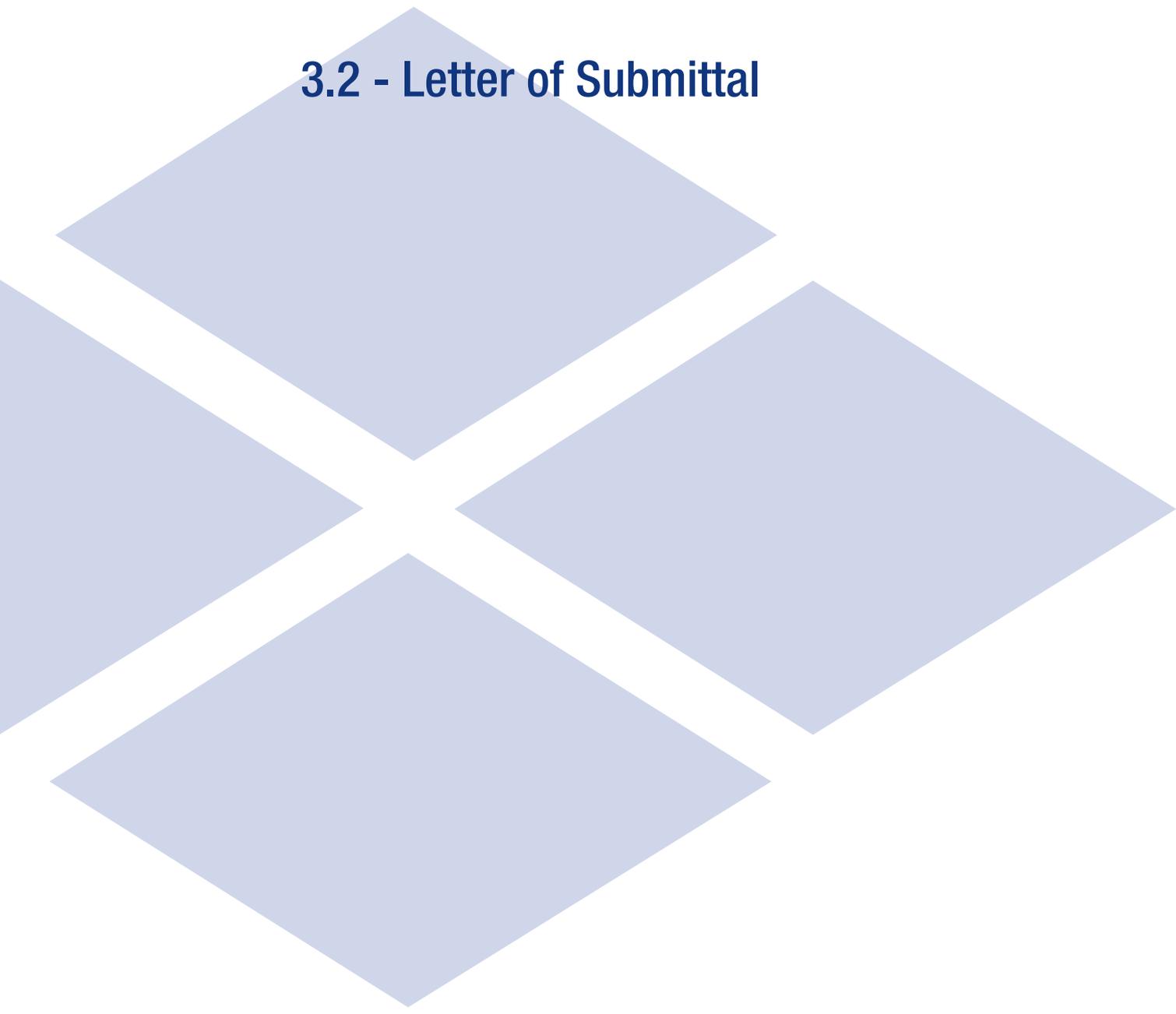


SUBMITTED BY:



IN ASSOCIATION WITH:





3.2 - Letter of Submittal



May 28, 2015

Mr. Joseph A. Clarke, P.E., DBIA
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Interstate 64 Capacity Improvements-Segment II
Newport News, York County and James City County, Virginia
Contract ID Number: C00106665DB82
3.2 Letter of Submittal

Dear Mr. Clarke:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our Letter of Submittal in response to your Request for Qualifications (RFQ) for the Interstate 64 Capacity Improvements - Segment II Design-Build Project (the Project). For this pursuit, we have assembled a Team with unparalleled experience and expertise in the industry to assure VDOT that the Project exceeds all expectations.

A benefit our Team can offer VDOT is the ability to seamlessly transition from the Segment I project to Segment II. As VDOT's Design-Build Team for the Segment I Project, the Shirley-Dewberry Team is in the unique position to already have a fully engaged design-build team in place. From a timing standpoint, Segment I design will be nearing completion when Segment II starts. This provides VDOT with an enormous benefit when considering risk identification and mitigation.

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

3.2.2 Our Point of Contact is:
Garry A. Palleschi, Vice President
8435 Backlick Road, Lorton, VA 22079
703-550-3579 (Phone) 703-550-9346 (Fax)
gpalleschi@shirleycontracting.com

3.2.3 Our Principal Officer is:
Michael E. Post, President/CEO/Manager
8435 Backlick Road, Lorton, VA 22079
703-550-8100 (Phone) 703-550-3558 (Fax)
mpost@shirleycontracting.com

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

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

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

3.2.7 Signed Certification Regarding Debarment Forms for Primary and Lower Tiered Covered Transactions are included in the Appendix.

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

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

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

3.2.11 Shirley is committed to achieving the DBE participation goal of 12% for the entire value of the contract:

On behalf of our Team, we thank VDOT for the opportunity to submit this SOQ and we look forward to your review of our submittal.

Sincerely,

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

3.3 - Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to successfully manage all design-build elements of the Interstate 64 Capacity Improvements-Segment II Project (the Project). Shirley, along with Dewberry Consultants LLC as our Lead Designer, are VDOT’s **most experienced design-build team having been awarded 3 design-build projects to date, valued at approximately \$ million**. Each of these design-build projects has been, or will be, completed on or ahead of schedule, at a fixed price, and without a single claim or other outstanding issue.

To meet the challenges on the Project, our Team is committing experienced Team Members/Key Personnel to the Project that have been responsible for successfully completing our past design-build projects. Our Team Members/Key Personnel have worked together on our design-build projects for over 4 years and have developed a close working relationship with each other. Having a thorough understanding of each other’s abilities allows us to efficiently manage each discipline and reduce project risk.

Our Team brings additional design-build experience to the Project through our subconsultants and specialty firms. As shown in the table below and our organizational chart we are including these firms to address specific project elements and contribute to a successful project for VDOT and the traveling public. These firms have worked on many of Shirley’s design-build projects for VDOT in the past. More importantly, each of **these firms are partners with our Team on the I-64 Capacity Improvements - Segment I project and are able to seamlessly transition to the Segment II project should our Team be awarded the project.**

TEAM MEMBERS	VDOT DESIGN-BUILD PROJECTS													
	I-64 Capacity Improvements Segment I	I-64/Exit 91	I- 66 Widening	Route 28 PPTA	Battlefield Pkwy	Pacific Blvd.	Pacific Blvd Ext.	Route 50	Route 27/244	Route 29 Over Little Rocky Run	Sycolin Road	Gloucester Pkwy	Route 7 Truck Climbing Lane	Route 606 Reconstruction
Dewberry Consultants LLC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Quinn Consulting Services, Inc.	✓	✓					✓	✓	✓	✓	✓	✓	✓	✓
GeoConcepts Engineering, Inc.	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Diversified Property Services, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Key Title	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Skelly & Loy, Inc.	✓	✓	✓	✓	✓				✓		✓			✓
Quantum Spatial, Inc.	✓	✓	✓	✓				✓	✓				✓	✓
Accumark	✓		✓										✓	
ECS	✓	✓												

To further enhance the capabilities of our Team, we have also added the following firms and their roles:

- Bryant Contracting Company, Inc. - Bridge Subcontractor
- Pulsar Advertising - Public Involvement/Public Relations
- Accompong Engineering Group LLC - Roadway Design Services

3.3 Offeror’s Team Structure

331 Key Personnel *

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

Key Personnel Position	Name	Firm
Design-Build Project Manager	Charles “Chuck” Smith IV	Shirley Contracting Company, LLC
Responsible Charge Engineer	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Quality Assurance Manager	John Vicinski, PE, DBIA	Quinn Consulting Services, Inc.
Design Manager	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Construction Manager	Greg Johannes	Shirley Contracting Company, LLC
Maintenance of Traffic Manager	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC

Each individual has extensive experience in the design, construction and administration of VDOT design-build projects, as well as significant overall design and construction expertise.

Figure 3.3.1 - Integrated Project Team

Design-build projects require a high level of coordination and integration among the various disciplines as shown in Figure 3.3.1. It is crucial that Key Personnel have an extended history of working together and an understanding of how all project disciplines interact. A successful team must integrate the design, construction, QA/QC, right-of-way, utility, permitting, safety, 3rd party coordination, and public relations disciplines into a single, cohesive project.



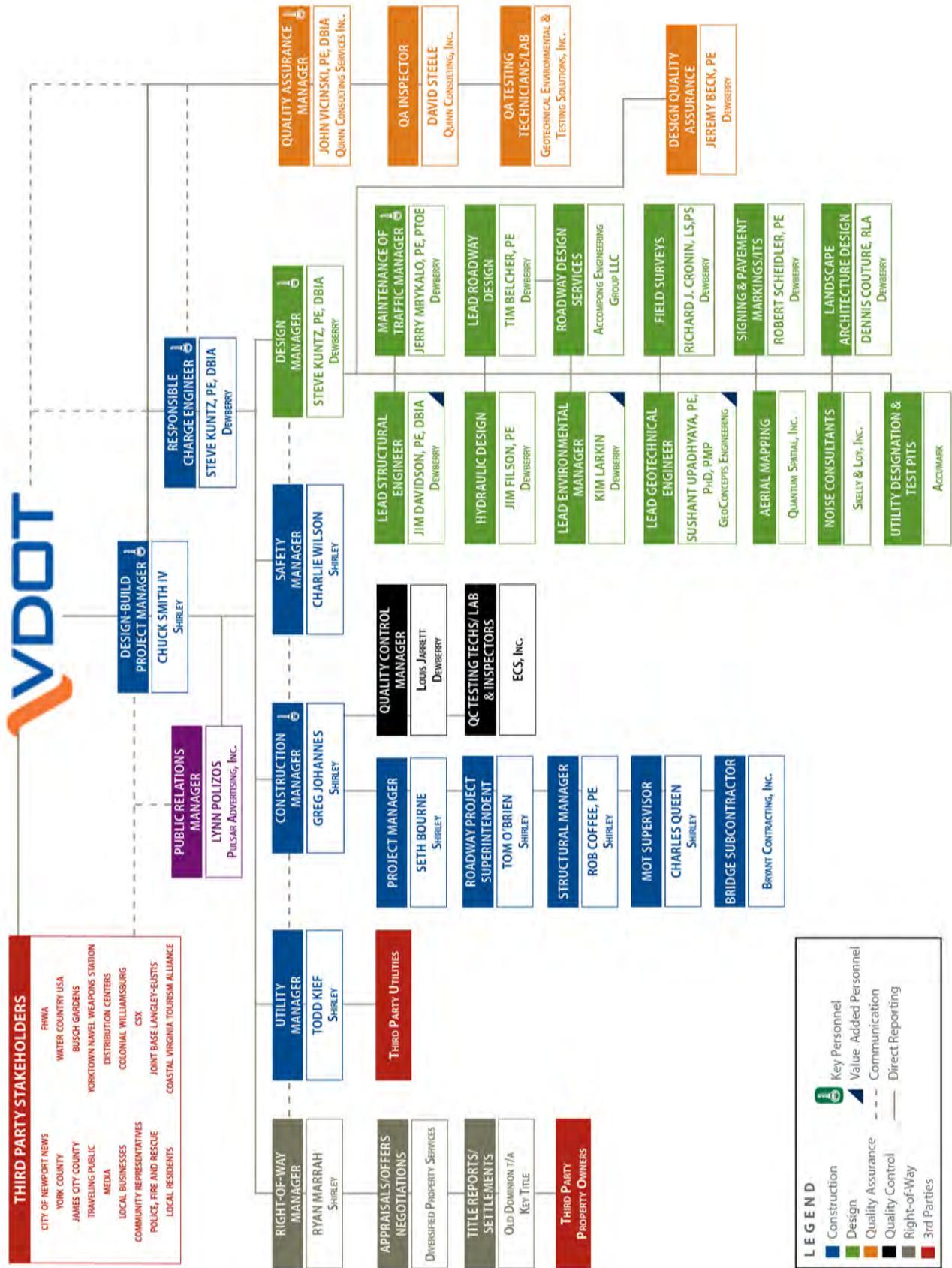
To mitigate possible risks, our Team is *exceeding the Statement of Qualifications (SOQ) requirements* by committing the *value added* personnel below to the Project. These individuals will play a significant role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT.

Value Added Position	Name	Firm
Lead Structural Engineer	Jim Davidson, PE, DBIA	Dewberry Consultants LLC
Lead Environmental Manager	Kim Larkin	Dewberry Consultants LLC
Lead Geotechnical Engineer	Sushant Upadhyaya, PE PhD, PMP	GeoConcepts Engineering, Inc.
Public Relations Manager	Lynn Polizos	Pulsar Advertising, Inc.

332 Organizational Chart

The Organizational Chart on the following page outlines the structure of the our proposed Team. The “chain of command” shown on the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major project disciplines and participants.

3.3 Offeror's Team Structure



3.3 Offeror's Team Structure

The following narrative describes the functional relationships and communications among the Team.

****Design-Build Project Manager (Chuck Smith)*** 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, Chuck has ultimate responsibility for Contract Management and to coordinate and integrate all project disciplines. He has full authority to resolve all disputes or disagreements through best efforts and good faith negotiations with the Department's Representatives. Chuck will also serve as the primary support to VDOT's efforts to communicate with all third-party stakeholders. He will be the lead to coordinate all public outreach efforts and will answer project inquiries.

****Responsible Charge Engineer (Steve Kuntz, PE, DBIA)*** reports to the D-B PM and is fully integrated among the project team including specialty subcontractors and subconsultants, and will have direct involvement or supervisory direction and control authority in making and/or approving engineering decisions during design and construction. Steve will communicate regularly with the VDOT, report directly to the D-B PM, and have direct lines of communication with the Design Manager, Construction Manager, and QAM. As a registered PE in Virginia, he will ensure all engineering services are performed by qualified professionals and signed and sealed by engineers licensed in Virginia. Steve is capable of answering construction questions/inquiries relevant to engineering decisions related to design and construction, and is fully vested with the authority to act on behalf of the Design-Build Team to shut the Project down if warranted.

****Quality Assurance Manager (John Vicinski, PE, DBIA)*** reports directly to the D-B PM and is completely independent from the construction operations and QC inspections. John 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. This position is unique in that the John has the autonomy to report findings directly to VDOT in addition to the D-B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

****Design Manager (Steve Kuntz, PE, DBIA)*** reports to the D-B PM and has overall responsibility for management on all aspects of the design process. Of vital importance is Steve's role in integrating the various design disciplines with the construction, right-of-way, utility, and safety elements. He will establish and oversee the Design QA/QC program and ensures that design QA and QC functions shall be exclusively designated and shall not be assigned to perform conflicting duties or production work, as outlined in the VDOT *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*.

****Construction Manager (Greg Johannes)*** reports to the D-B PM and has the responsibility to manage all aspects of construction and the Quality Control process. Prior to construction Greg will facilitate all constructability reviews for the design, work closely with the Utility Manager to plan relocations, and coordinate with the Right-of-Way Manager to prioritize and schedule acquisitions. 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. Greg will communicate with the Design Manager to arrange for design engineer's review of construction activities through the witness and hold points.

3.3 Offeror's Team Structure

***Maintenance of Traffic (MOT) Manager (Jerry Mrykalo, PE, PTOE)** reports directly to the Design Manager and is responsible for all MOT design elements. Jerry provides expertise and monitoring of the TMP and TTC plans throughout construction to ensure safe and efficient operations and full coordination with adjacent projects. As a Professional Traffic Operations Engineer (PTOE) with experience on both I-64 and on interstate full-reconstruction / widening projects, Jerry has successfully served in this role on 6 previous VDOT design-build projects. As a VDOT Certified Work Zone Traffic Control training instructor Jerry will also provide the added value of safety training tailored to the unique project challenges.

Value Added Positions ▲

Our Team is *exceeding the SOQ requirements* by committing the following *value added* positions:

▲ **Lead Structural Engineer (Jim Davidson, PE, DBIA)** reports directly to the Design Manager and is responsible for the structural design and integration of bridges and retaining walls. Jim has led the design of more than 40 bridges on 5 VDOT design-build projects.

▲ **Lead Environmental Manager (Kim Larkin)** reports directly to the Design Manger and responsible for all environmental wetland delineations, permit document development, cultural resources and endangered species coordination and surveys, permit submissions, and oversight of construction permit monitoring.

▲ **Lead Geotechnical Engineer (Sushant Upadhyaya, PE, PhD, PMP)** reports directly to the Design Manager and lead roadway and structural staff. Building on the experience gained from I-64 Segment I, he will develop the geotechnical investigation plan to ensure borings are identified in accordance with the VDOT Manual of Instructions and provide recommendations for all elements of design and construction.

▲ **Public Relations Manager (Lynn Polizos)** reports directly to the D-B PM and is responsible for supporting VDOT and the Shirley Team's efforts to communicate with all third party stakeholders and the traveling public.

The essential positions described below are also included in our Team:

Utility Coordination Manager (Todd Kief) is an in house position who reports to the D-B PM and will actively coordinate utilities with the Design, Right-of-Way, and Construction Managers. As the liaison with each utility company he will ensure utilities are integrated into the overall project scope.

Safety Manager (Charlie Wilson) reports to the D-B PM and reviews all field activities to provide a safe environment for VDOT, the construction workers, and the traveling public. Charlie trains and informs those engaged on the Project of specific safety hazards and enforces all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan.

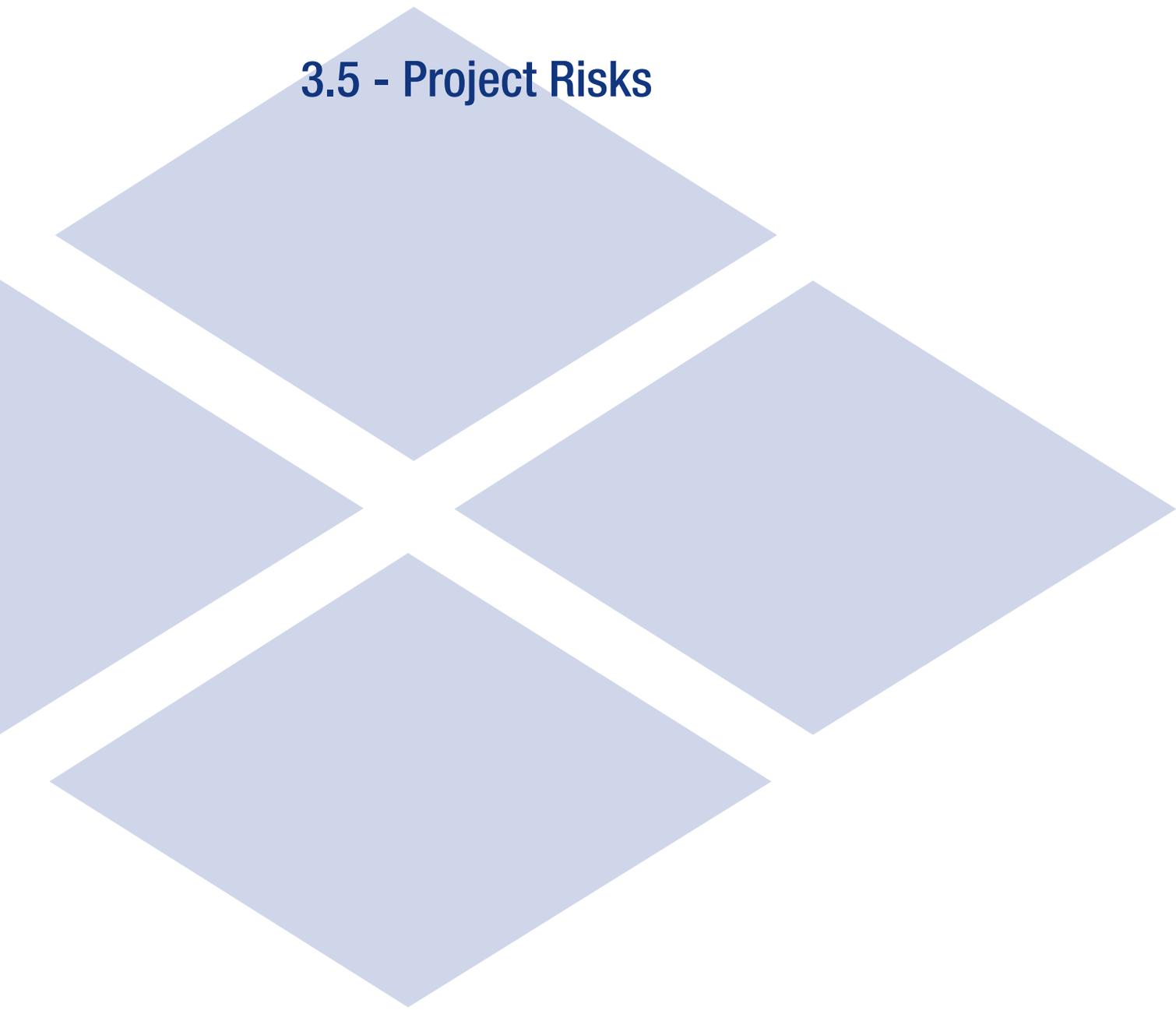
Design Quality Assurance (Jeremy Beck, PE) reports directly to the Design Manager to lead the Design QA efforts and will not be involved in the design production or QC efforts. Following completion of the Design QC reviews and prior to submission to VDOT, Jeremy will complete a QA review of each design document.

3.4 - Experience of the Offeror's Team



3.4 **Ex**perience of Offeror's Team

Please see Attachment 3.4.f or the Lead Contractor and Lead Designer Work History Forms.



3.5 - Project Risks



3.5 Project Risks

Design-build projects by their very nature have elements of risk which the Project Team must identify and address to make the Project a success. Our Team takes a proactive approach when dealing with project risks. As a result, our Team has completed all design-build projects on-time and on-budget.

Our successful methods utilized on past projects have reduced risks to the owner, resulting in lower than anticipated project costs.

In preparation of this SOQ, we carefully reviewed all RFQ package documents as well as recognized the concerns that were raised in the past by the public during the preliminary development of this Project. Our Team has performed site visits to understand the existing site conditions and constraints. Most importantly, our survey and design experience with I-64 Segment I immediately adjacent to this Project give us an unparalleled familiarity with the Project area.

Our goal is to avoid or reduce impacts from project risks as our Team is committed to taking ownership of each risk factor and establishing strategies for risk mitigation. The three most relevant and critical risks specific to this Project include:

CRITICAL RISK #1 - MAINTENANCE OF TRAFFIC MOBILITY & SAFETY

Why the Risk is Critical

I-64 is a crucial east-west artery for commuters, commerce, and tourists traveling to and from Richmond and Hampton Roads, carrying 94,000 vehicles per day. The combination of these very high traffic volumes and high travel speeds (existing posted speed of 70 mph) compounds the importance of preparing and implementing a comprehensive maintenance of traffic (MOT) program. It is critical that this program ensures the preservation of traffic mobility for rush hour commuters and off-peak tourist traffic, as well as ensuring safety is held paramount for the traveling public and construction personnel. The detailed project elements our Team has identified as the basis of this critical risk include:

- The reconstruction of the entire existing pavement section will require carefully planned multi-stage temporary traffic control (TTC) plans, which accounts for the maintenance of two thru lanes in each direction, maintains ramp movements, and maintains a shoulder for vehicle refuge;
- Implementation of “typical” lane closure hours without detailed analysis can result in significant interstate delay as well as safety degradation. To assure the maintenance of mobility during construction, we know the importance of limiting temporary lane closures to hours where the traffic volumes are less than the capacity of the open lane(s) along I-64 at the Project site;
- To address the maintenance of mobility throughout construction, we also recognize that a single optimized lane closure schedule to be used throughout the entire year is not appropriate, as the seasonal beach traffic along I-64 results in vastly different peak and off-peak traffic volumes in each of the four seasons of the year;
- Construction access in the median is going to have to be innovatively planned so that trucks entering / exiting the left thru lane (fast lane) on I-64 are minimized, while also allowing for construction efficiency to be maintained;
- Speed differentials are one of the leading causes of work zone crashes, so acceleration/deceleration can be accommodated to avoid speed differentials between construction traffic and public traffic;
- The high speeds and high volumes combined have the potential to be a volatile combination;

3.5 Project Risks

- A failure to fully coordinate construction activities with adjacent projects (such as Segment I) could result in potentially conflicting traffic control; and
- The scope and length of this Project require a comprehensive public outreach plan to allow motorists to plan their trip around planned construction activities.

Impact on the Project

The impact of improperly or inadequately maintaining traffic in a safe or manner throughout the duration of the Project, or inadequately communicating construction activities with the traveling public, could have substantial and severe consequences including:

- Degradation of safety for the public and/or construction personnel;
- Additional travel delays;
- Changes in work hour restrictions during construction if seasonal traffic variations are not fully understood, which could impact the overall project schedule or delay project completion;
- Loss of thru lane capacity and/or emergency responder access if both shoulders are closed;
- Driver frustration or loss of public support if construction activities are inadequately communicated with the public; and
- Conflicting channelization and traffic signing if construction operations of Segment I are not fully coordinated with Segment II activities.

Mitigation Strategies

Our Team is determined to maintain the highest possible levels of traffic mobility throughout construction while also providing safety within the work zone for the traveling public and construction personnel. To do so we will implement the mitigation strategies listed below:

- ***Assembling an industry leading MOT Team.*** Our Team is well versed in the development of Transportation Management Plans (TMPs) for Type C “significant” projects, as well as the development of site-specific Temporary Traffic Control (TTC) plans per VDOT’s IIM-LD-241.5 (Work Zone Safety and Mobility) process. All of our TTC, TMP and traffic analysis processes will be supervised by our MOT Manager, Jerry Mrykalo, who is also a VDOT-certified Temporary Traffic Control Training Instructor. He has lead the implementation of an in-house training program for our design engineers, allowing all of our engineers involved in MOT design to achieve VDOT Advance Work Zone Traffic Control certification. ***Most importantly we have recent relevant MOT design and construction experience on I-64 in Hampton Roads, allowing us to understand the unique considerations and challenges for this Project;***
- ***Verifying that acceptable operations will be maintained for off-peak temporary lane closures.*** We accomplish this by collecting current traffic volumes, and analyzing all potential maintenance of traffic operations using software such as Quick Zone and HCS to ensure temporary lane closures are limited to the hours of least impact. This strategy holds true for customizing lane closures schedules to account for seasonal variations in traffic volumes that occur on I-64. For example, during the summer beach traffic season, lane closures times may need to be limited during the late-night periods. Understanding this from the outset is crucial in order to avoid an unforeseen modification to lane closure hours mid-construction;
- As our Team is constructing the adjacent Segment I, we can ***provide the benefit of seamless total corridor coordination of construction activities along I-64.*** For example, if a left lane closure is required for both Segment I and Segment II near the Project interface, we have the ability to perform work the same night under a single lane closure, rather than the potential conflicts associated with

3.5 Project Risks

overlapping channelizing devices and signing for separate lane closures;

- ***Staging work in a manner that allows for complete reconstruction of the existing pavement.*** To accomplish this, our Team has already identified and formulated solutions for the following:
 - ***Existing shoulder strength:*** To begin the widening process, it is anticipated that we will have to temporarily run traffic on the existing right shoulder. To do so, analysis of the existing shoulder pavement will be performed, and this shoulder may have to be temporarily strengthened. Our Team has experience with this exact type of work, having recently completed it on I-66, I-95 and other primary and limited access facilities. Our Team will analyze the existing pavement section with as-built information and pavement cores. Pavement loading will be based on traffic volumes and construction duration, and if needed a pavement improvement or strengthening will be implemented. Based on our experience, this work can be completed during night time activities, where the existing shoulder is milled and stone removed to a specified depth, and immediately replaced with a thickened asphalt section during the same night. The completion of this activity will allow the Team to shift traffic onto the shoulder and initiate median widening;
 - ***Maintaining Ramp Movements:*** Once median widening is completed, thru lanes will be shifted towards the median onto the new pavement so that the existing travel lanes and right shoulder can be reconstructed. During this period it will be critical to complete a multi-phased approach to maintain ramps “crossing over” this work area; and
 - ***Maintaining Shoulders:*** Wherever possible, we will strive to maintain a full paved shoulder for incident management, which can double as construction access acceleration / deceleration. Where this is not possible, we will design temporary pull offs, which will be periodically shifted along the length of the work area to facilitate construction;
- ***To mitigate the potential dangerous speed differentials*** between trucks entering and exiting the median and traffic in the left lane, ***the following strategies will be utilized:***
 - Eliminate access from mainline I-64 as much as possible by installing construction access points from lower speed cross streets into the median of I-64; and
 - Where access is required along I-64, we understand the importance of providing full acceleration/ deceleration lengths for trucks meeting AASHTO requirements;
- Our Team also has experience in utilizing ***site-specific enhanced safety and mobility strategies*** exceeding the minimum requirements, which can improve traffic operations and safety during construction. We have identified the following innovative enhancements that maximizes safety and operations during construction:
 - Temporary raised pavement markers and wider than minimum temporary lane markings for drastically increased visibility;
 - Design of lane shift geometry to the full “L” length for the posted speed limit (double the minimum length) as avoidance of abrupt transitions is especially important on interstates;
 - Utilizing durable pavement marking materials that retain their visibility longer;
 - Studying pre-construction safety concerns and crash statistics, and then making interim safety enhancements (ie. addition of warning signing) to deliver immediate improvements to the traveling public;
- Another strategy we will strive for is the ***early opening of the 3rd thru lane*** in strategic areas where public benefit is greatest. For example, along EB I-64, it is anticipated that the easternmost ½ mile of the Project can be completed prior to the bridge over Yorktown Road. During the technical proposal schedule development process our Team will focus on the early delivery of added capacity, to give traffic the benefit of the third thru lane as soon as possible; and

3.5 Project Risks

- Finally, our Team fully understands the importance of a ***comprehensive public awareness campaign*** in order to effectively communicate project information to the local community as well as long distance travelers thru the work zone. At the Project level, the use of Intelligent Transportation System devices such as Portable Changeable Message Signs (PCMS) is essential. These PCMS are an excellent way to communicate directly with the traveling public, and will be installed in advance of work zones and changes in travel patterns on affected roadways. The importance of keeping the public and stakeholders informed of project progress is essential. We will prepare information for public distribution, and anticipate seeking VDOT's assistance in distributing this information on their existing VA 511 network, on the official VDOT project website, and thru the Hampton Roads District press release system. Information prepared by our Team will include, but not be limited to, a schedule for lane closures and traffic switches, diagrams detailing new or changed traffic patterns, and draft press releases to highlight items more critical in nature. With the shared maintenance of traffic experience of our Team and by implementing the strategies described above, we believe our Team has unmatched qualifications for maximizing both mobility and safety throughout construction.

Role of VDOT and Other Agencies

It is expected that VDOT will be involved from a review and approval standpoint during the development of the plans. Analysis of traffic volumes and travel patterns as well as the proposed construction sequencing will be discussed with VDOT during the TMP and TTC development process to determine if the proposed configurations are acceptable. We anticipate that VDOT will also remain involved in the public outreach process during design and construction (either in a support or lead role).

During construction we also anticipate that VDOT will remain active to integrate our work activities into VDOT's LCAMS system, and to play an essential role in maintaining a safe work site for motorists, construction, and inspection staff. We also foresee MOT coordination during construction with other agencies, such as Virginia State Police and other local emergency responders.

CRITICAL RISK #2 – GEOTECHNICAL ELEMENTS

Why the Risk is Critical

The Project is located within the sedimentary deposits of Coastal Plain Physiographic Province, which is generally characterized by sedimentary deposits of soft to firm highly plastic and compressible clays and silts that are interbedded with generally loose to medium dense sands and clayey sands. Based on the scope of work, these types of materials, and the variability in the thickness of these materials, can introduce several sub-risks to the Project which are all related to the geotechnical component of the Project. While the overall geotechnical risk can be addressed and mitigated during design of the Project, partially through a complete and thorough geotechnical investigation program, this complete investigation won't be completed until after initial design activities are completed, and after a baseline schedule is developed. For this reason, the geotechnical component of the Project represents a significant cost and schedule risk to the Project. The following elements all contribute to this risk:

- ***Unsuitable Pavement Subgrade Materials*** - Based on our experience with I-64 Segment I, we anticipate soils at subgrade elevation to consist of lean clays, clayey sands and a large percentage of plastic clays, all of which will have a relatively low CBR value and a relatively high moisture content. The challenges of dealing with low CBR value material is complicated since this material may extend, or worsen below the limits of the existing pavement. Once the existing pavement is removed, the "bridging effect" that the existing concrete provides will be eliminated, requiring

3.5 Project Risks

additional excavation and removal of material immediately adjacent to the new pavement sections;

- ***Construction Near Existing Bridge Foundations*** - The widening and rehabilitation of each of the nine bridges on the Project will require installation of deep foundation substructure elements immediately adjacent to the existing deep foundation elements. Based on the types of soils anticipated, driving of large displacement piles may cause vibration damage to the adjacent existing bridge structure, or may introduce downdrag concerns for the foundations; and
- ***Settlement of the Roadway Embankments and Drainage Structures*** - The embankment additions for the roadway alignment may introduce long-term settlement concerns associated with compressing of the existing soils. Additionally, large drainage structures, such as box culvert extensions or large diameter pipes can also experience long-term settlement or differential settlement due to variations in the amount of soil placed above.

Impact on the Project

As noted above, the primary impact of the geotechnical risk is to the cost and schedule of the Project. However, the failure to properly identify and address geotechnical concerns during design and construction can lead to long-term operational and maintenance impacts to the Project. Upon Notice To Proceed (NTP), our Team will immediately commence a comprehensive geotechnical exploration program which will focus on critical project elements at the outset. These would include bridge geotechnical borings, retaining wall and noise wall borings, and supplemental pavement borings to identify areas of potentially unsuitable materials. Based on the outcome of those supplemental borings, additional borings will be made to identify the limits of the unsuitable materials. Our Team has the unique benefit of currently working to complete the geotechnical program for the Segment I project. The field work and analysis we are currently completing will provide additional information, especially at the east end of the Segment II Project, which will help to limit the geotechnical project risk. Specific project impacts associated with the geotechnical risk include:

- Construction schedule impacts associated with providing adequate settlement and waiting periods to allow for consolidation of subsurface soils. Since settlement periods won't be identified until later in the Project design phase, this could impact the construction duration and sequencing of work, and could delay interim dates, such as opening of all travel lanes at the east end of the Project, which could delay capacity benefits for the travelling public;
- Use of excavated soils as new fill may require material to be dried by spreading and aerating the material. However, drying of material may be difficult due to the limited footprint of the Project (only median areas may be available for drying), and may be further limited since this process can only be completed during dryer periods. Given the humid atmospheric conditions of the Project site, and the likelihood for regular afternoon thunderstorms, significant drying may not be feasible. The result of this is that more material will need to be removed from the site, and additional material will need to be imported, to generate the volume required for project embankment. Ultimately, this will impact the traveling public since it will result in additional trucks on the highway, and increase the number of slow moving vehicles entering and exiting the construction area;
- The one element of geotechnical risk which is unique to this Segment II Project is the complete replacement of the existing pavement section. One challenge that typically arises following pavement removal is that limits of unsuitable material extend below the existing pavement, and may become more significant if existing pavement subbase drainage did not adequately maintain drainage patterns below and through the pavement. If subbase drainage was not maintained, then areas of deep, wet, unsuitable material may be present which will need to be removed and replaced. Ultimately this impacts the schedule of the Project, and may also require more material to be imported to the site to

3.5 Project Risks

quickly address deep excavations for removal of unsuitable material; and

- Excessive settlements of embankments, and resulting downdrag on piles if the settlement occurs adjacent to the bridges, could impact the longterm performance of the structures. The impacts of long-term settlement include uneven pavement surfaces, changes in the roadway drainage, including potential ponding of water, and or failure of drainage pipes and culverts, or bridge joint failure.

Mitigation Strategies

Our Team already has a plan in place to address all elements of the geotechnical risk identified above, and will use our experience working in the immediate vicinity of the Project to help address some of the Project risk before award and preliminary design activities are initiated. Our mitigation strategies include:

- We will ***compare information collected from the Segment I project*** to preliminary information completed for the Segment II project to determine if there are any significant discrepancies between the Projects. Treatment methods, limits of unsuitable materials, and even work processes such as field access, will be investigated to determine what additional testing, if any, is necessary to reduce impacts and avoid delays on the Project associated with geotechnical investigations;
- ***Geotechnical borings will be evenly distributed to provide better coverage and to better define the limits of the unsuitable soils at the subgrade for the pavement support.*** Advance borings will be completed to identify areas of concerns where more closely spaced borings may be appropriate or necessary, and those borings can be incorporated with the remainder of the geotechnical exploration program. Locations and limits of the encountered unsuitable soils will be delineated and specific remediation options for each area will be developed and reflected on the plans and cross sections;
- Our Team has ***experience using unique material treatment methods*** in an effort to reduce the amount of haul-off and replacement material. These unique methods include treatment of material with cement or lime stabilization, or installation of geotextile fabrics to help “bridge” smaller limits of unsuitable material. These techniques were utilized on Shirley’s I-95 4th Lane Widening project;
- While waiting periods and surcharging of material can help address long-term settlement concerns, these can require extended periods of time when field activities can’t be completed. To address the schedule impacts associated with waiting and surcharge periods, ***we will investigate the use of lightweight fill or geofoam material to reduce the weight of the embankment material.*** Our Team has experience with this material, using it successfully on the Route 27/244 Interchange design-build project to counteract the impacts of unsuitable materials located well below the surface of the Project site, where excavation and replacement or compression of the existing material wasn’t feasible; and
- To address concerns related to full pavement replacement, our Team will ***complete additional borings within the existing travel lanes of I-64.*** These will be conducted at night, with full traffic control plan implementation, to maintain safe operation of the roadway while also providing additional information related to sub-surface conditions below the existing pavement. Our anticipated sequence of work will also help alleviate risk associated with unsuitable soils below the existing pavement since we will shift the travel lanes completely onto new pavement in the median, allowing full removal of all existing pavement during one operation. This will allow for full removal and replacement where necessary, and will eliminate phased removal and construction joints in areas of unsuitable materials.

Role of VDOT and Other Agencies

At the outset of design, we will provide the geotechnical layout plan to VDOT for information so they are aware of the full scope of the geotechnical program. During boring completion and analysis, VDOT will be involved should pavement section modifications be necessary to address areas of unsuitable material

3.5 Project Risks

where other remediation options are not feasible. During construction VDOT will provide Independent Assurance testing. Involvement of other agencies as related to the geotechnical program is expected to be minimal, but all local communities, property owners, and large agencies will be notified in advance of any nighttime activities which could impact travel on the corridor prior to construction activities commencing.

CRITICAL RISK #3 – ENVIRONMENTAL CONCERNS

Why the Risk is Critical

Our Team recognizes that environmental impacts must be identified and addressed at the earliest stages of a project to avoid scope conflicts, re-design, schedule delays, and/or cost impacts. Based on our review of the RFQ documents and database searches available at this stage, we are concerned that recent additions to threatened and endangered species lists, survey exclusions from the FEIS, and adjacent cultural resources will, at a minimum, require more detailed surveys in order to obtain the necessary environmental and regulatory permits, and, in the worse case, could adversely affect the scope, cost and schedule. The following concerns represent the greatest environmental risk to the Project:

- **Cultural Resources** – The conceptual plans provided with the RFQ indicate there are several cultural resources immediately adjacent to or within the Project area, including:
 1. Civil War Redoubt #8 which is eligible for listing on the National Register of Historic places, and is located adjacent to stormwater management basin #64-29;
 2. Bryan Manor Plantation and Cemetery is located adjacent to stormwater management basin #64-29;
 3. A third, unnamed cultural resource is located between stormwater management basins 64-24 & 64-28; and
 4. A final cultural resource is shown to be impacted by the conceptual location of stormwater management basin 64-26.

Based on the information provided with the RFQ, it appears that, while each of these cultural resource sites may have been generally located, detailed surveys of the specific limits of each feature have not been performed. Prior to obtaining environmental approvals and proceeding to final design, extensive investigations, surveys, and coordination will be required with the Virginia Department of Historic Resources (VDHR). If unavoidable conflicts with these cultural resources exist, additional documentation and concurrence with VDHR, scope adjustments, and/or re-design will be required. Each of these will likely impact the cost and schedule for the Project.

- **Threatened Species** – There are two areas of concern related to threatened species which do not appear to have been investigated as part of the conceptual plan development for the Project:
 1. The US Fish and Wildlife Service (USFWS) recently listed the Northern Long Eared Bat (NLEB) as a Threatened species under the protection of the Endangered Species Act (ESA). This species of bat is found throughout Virginia and gives birth to pups during the summer months in established forest stands. Given the areas of mature forest in the project area and specifically within the SWM basin locations, suitable habitat for this species exists within project limits and will need to be investigated and documented prior to obtaining Project permits. These investigations are subject to “time of year” restrictions which could cause delays to the permitting and design schedule. In addition, clearing and grading construction activities are also subject to “time of year “ restrictions that could delay the schedule.
 2. The Small Whorled Pagonia which is an orchid species known to occur in James City County and Williamsburg. This species is listed as Threatened with protection under the ESA through

3.5 Project Risks

USFWS and is listed as a Virginia endangered species. The recent Record of Decision request from VDOT to FHWA noted that a survey of the Project area for this species was not completed. Given the known potential for this species to exist in the Project area, a formal survey will be required prior to obtaining permits and is subject to “time of year restrictions” that could affect the schedule. Furthermore, should the Small Whorled Pagonia be identified, specific buffers and offsets are required from the species to avoid impacts to it or the surrounding habitat. This could require significant scope changes, redesign and additional schedule delays.

Impact on the Project

These concerns could specifically impact the schedule, scope, and cost of the Project as follows:

- Detailed cultural resource surveys could identify larger footprints for cultural resource sites, which would impact the design of stormwater management and drainage features of the Project. If sites are located closer to the I-64 roadway or other unavoidable features, then additional elements including retaining walls and closed drainage systems could be required.
- Time of year restrictions for the threatened species surveys could delay construction activities. Identification of Northern Long Eared Bats within project limits would prevent clearing activities between June 1 and July 31 during the breeding period.
- Time of year restrictions will also impact initial survey activities, since survey of the Small Whorled Pagonia is required to occur between May 25 and July 15. These dates are well after expected Notice of Award, and are therefore beyond the time when initial project design and field surveys would be initiated. Should surveys identify the presence of this species, significant redesign efforts would be required to avoid them, which could affect roadway alignments, profiles, drainage layouts, and potentially right-of-way and easement impacts. Any of these types of modifications would have a ripple effect throughout the schedule and cost.

Mitigation Strategies

Our Team’s primary approach to mitigate this risk is to proactively partner with all parties involved to identify concerns as early as possible, create reasonable and workable solutions, and plan the Project schedule and cost accordingly. To accomplish these goals, it is imperative that these risks be identified in the Request for Proposal (RFP) stage - not post-Award.

To that end, once the RFP is released, our Team will review all additional documentation provided, determine gaps in the necessary investigations, and discuss in detail our findings with VDOT. To the extent possible, we will perform field surveys to further quantify the risk and review the feasibility of resolving each of these environmental concerns prior to Technical and Price Proposal submission. In this manner, the scope of the schedule and cost efforts required to successfully address these concerns will be planned into our Team’s overall Project approach.

Once the Project is Awarded, the Team will begin implementing this approach and strategy. We will set up initial coordination meetings with VDOT to verify past coordination efforts and determine if any, additional studies and investigations need to be completed. We will then engage the various responsible permitting agencies to solicit their input into the process to focus efforts appropriately and productively. In general, our approach to manage the environmental process includes:

3.5 Project Risks

- Assessing existing information and potential needs or constraints;
- Initiating agency coordination and additional surveys as an initial, early activity;
- Documenting and implementing avoidance and minimization opportunities throughout design;
- Obtaining permits and authorizations and necessary mitigation;
- Implementing protection of resources (where necessary) prior to construction; and
- Monitor protection measures through construction.

At the outset of design, cultural resource studies will be initiated as a first step, along with additional surveys to identify the exact limits of cultural resource sites. Coordination efforts will also be initiated with the Corps of Engineers, USFWS, and VDOT. This up-front coordination and additional field investigation will ensure that all critical elements and restrictions are identified as soon as possible, and prior to major design activities being initiated.

Once sensitive areas are identified and surveyed, our environmental staff will work closely with our design team and VDOT to minimize and avoid impacts. Potential strategies which our Team envisions incorporating into the plans to minimize and avoid impacts include:

- Regrading of stormwater management basins and use of closed system drainage designs;
- Elimination of stormwater management basins where possible; and
- Use of retaining walls to avoid grading impacts

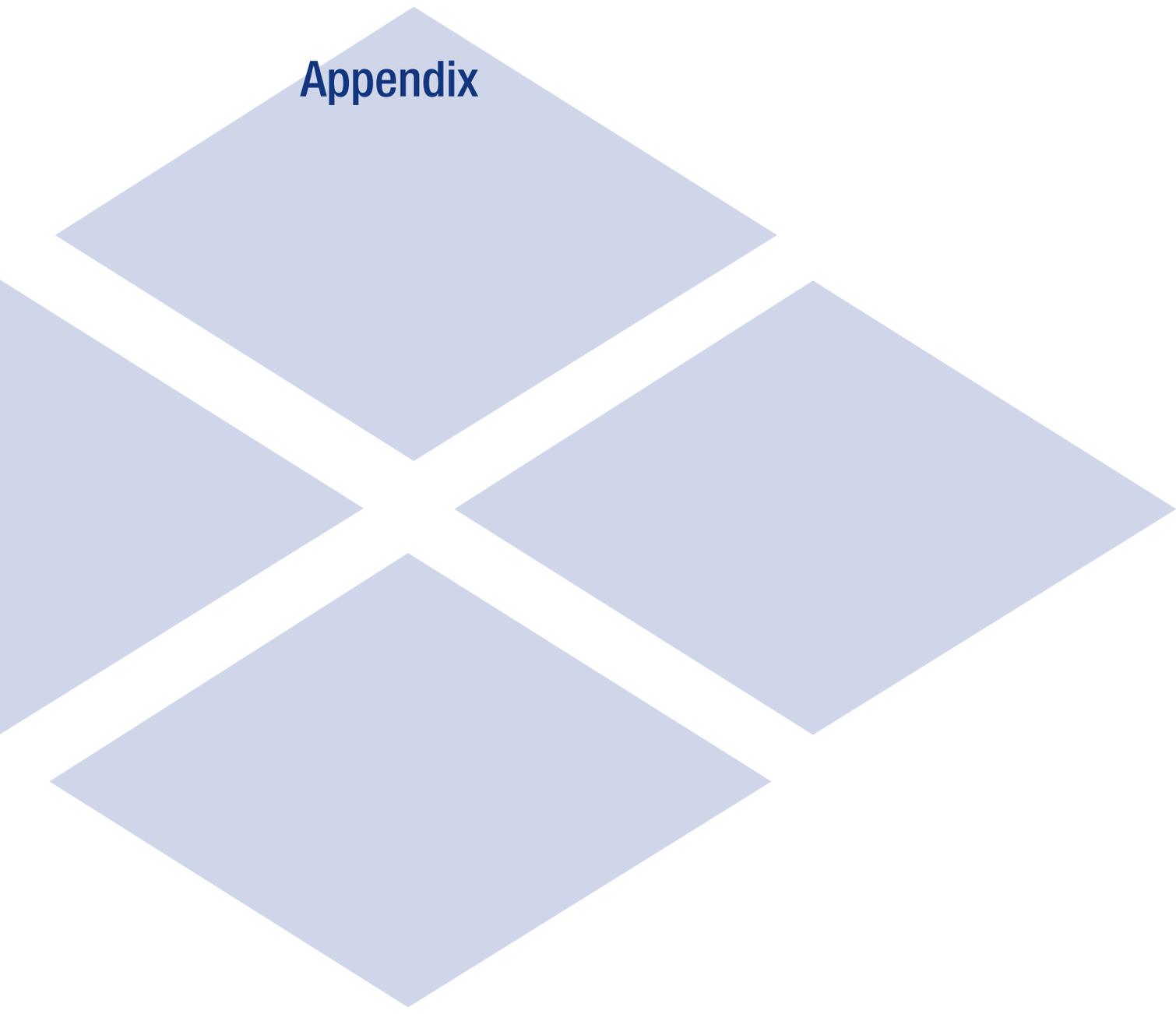
If avoidance methods are not possible in the project design, our Team will work with the USFWS and the Virginia Department of Agriculture and Consumer Services to coordinate Section 7 and state endangered species consultation to obtain the necessary Biological Opinion and Take permits.

Throughout the process, our schedule progress will be monitored to ensure that the process remains on track. If slippages become evident, we will take proactive measures to re-sequence the work, apply additional resources, or initiate re-design efforts to avoid impacts to the critical path.

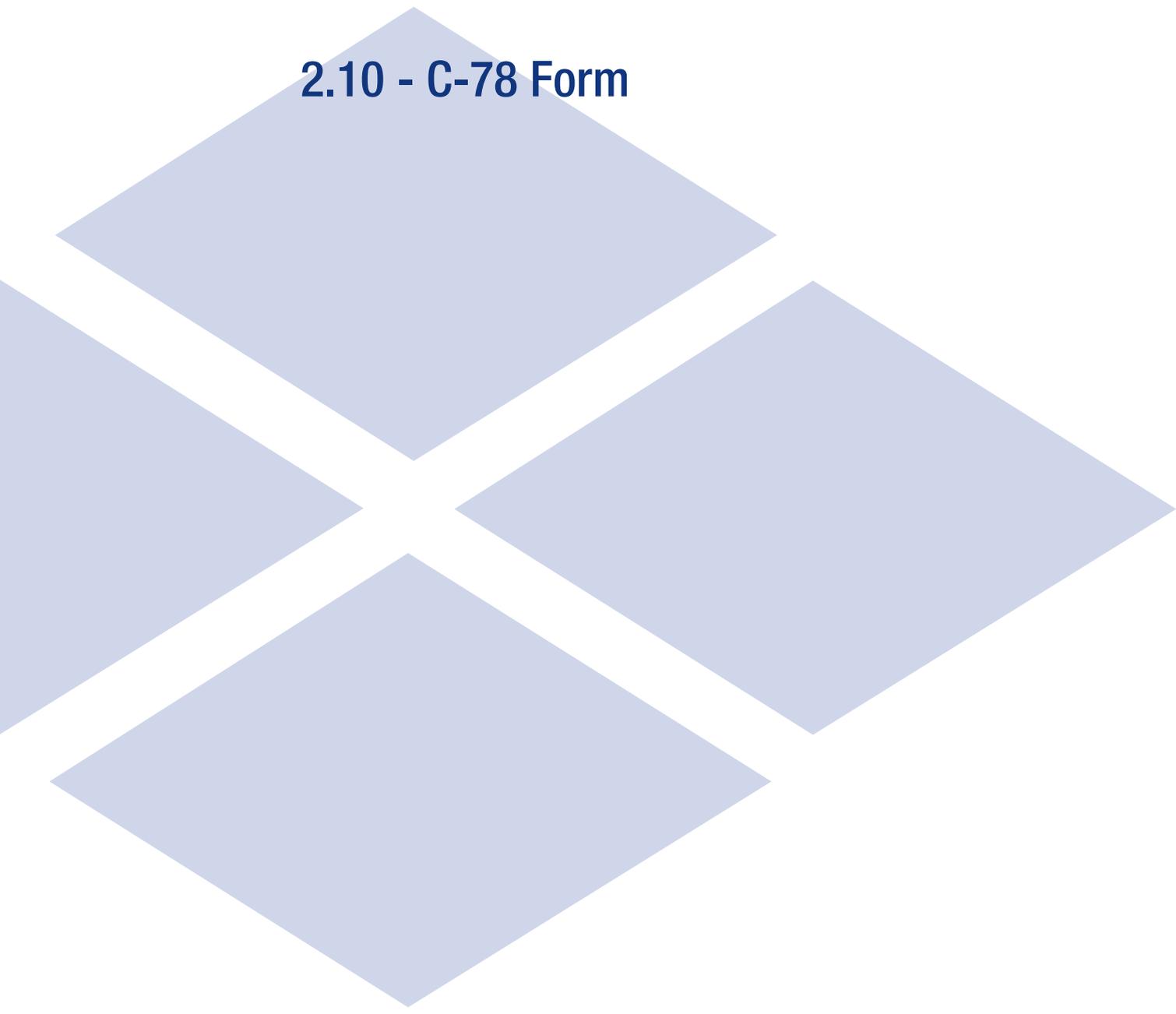
Role of VDOT and Other Agencies

Our Team commits to working with VDOT during the RFP stage in an effort to quantify the risk as much as possible. During the procurement stage, we recommend that VDOT complete the field surveys to confirm the presence of any environmental concerns and to make all documentation and commitments available. In order to document avoidance and minimization efforts, we would request VDOT provide documentation on past studies which identified or eliminated alternate stormwater management locations for the Project. During the design process, our Team will work diligently with VDOT to review feasibility of design and scope changes that facilitate environmental clearances. Following plan approval, we expect the project will be covered under VDOT's disturbance permits and agreements with DEQ, and our Team will prepare the necessary LD-445 and SWPPP documentation to obtain this permit through VDOT.

Other agencies involved in the environmental scope of the project include the US Fish and Wildlife Service (USFWS), the Virginia Department of Game and Inland Fisheries (VDGIF), and the Virginia Department of Agriculture and Consumer Services (VDACS). Coordination with each of these will be needed to obtain environmental clearances and permits necessary for successful completion of the project.



Appendix



2.10 - C-78 Form

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

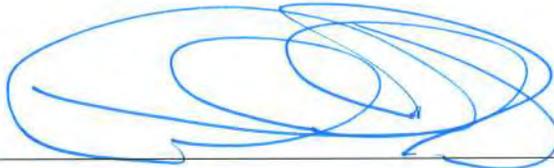
RFQ NO. C00106665DB82
 PROJECT NO.: 0064-965-264

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 04/21/2015
(Date)
2. Cover letter of RFQ Addendum No. 1 05/18/2015
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

May 28, 2015

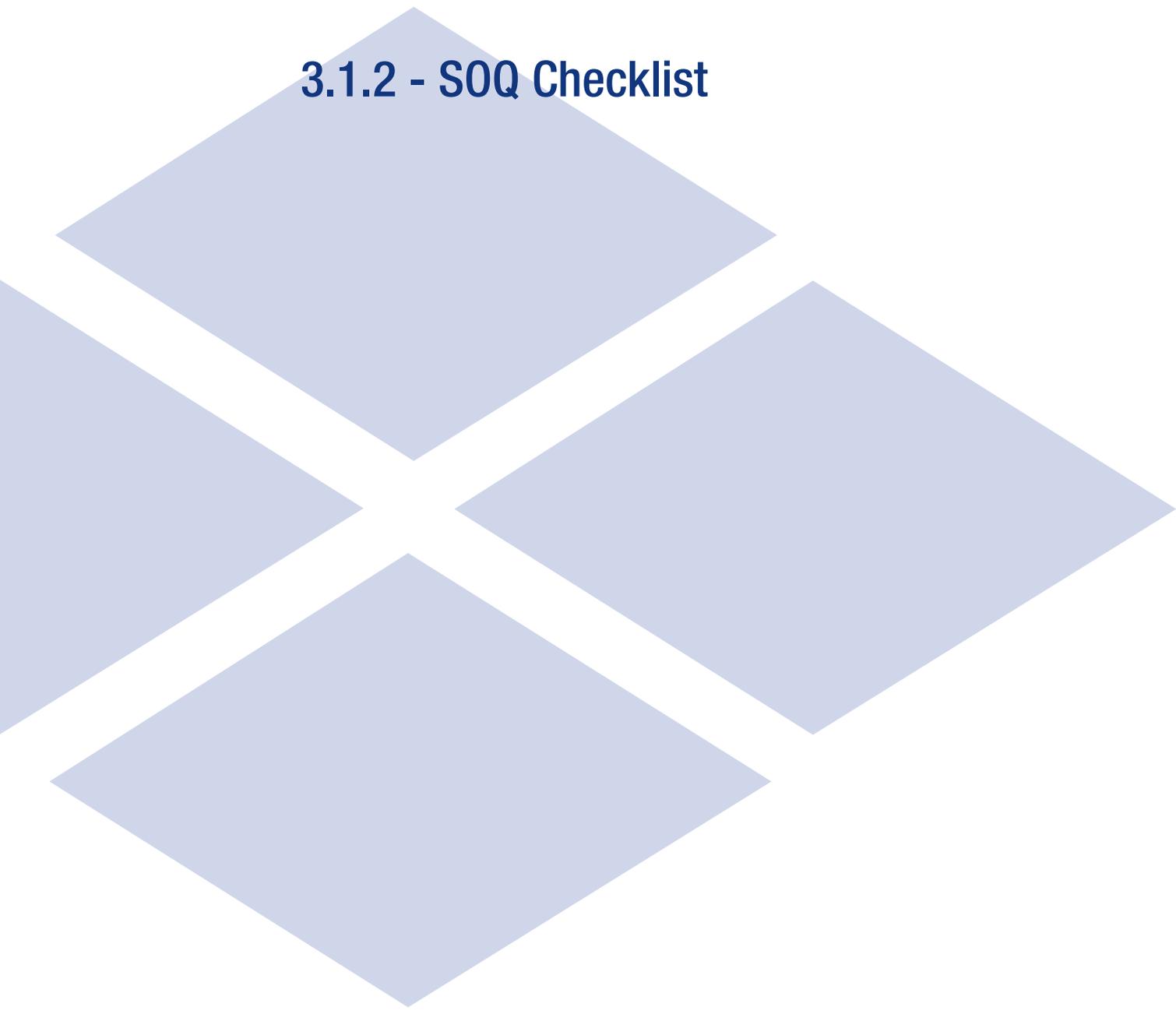
DATE

Michael E. Post

PRINTED NAME

President/CEO/Manager

TITLE



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

Project: 0064-965-264, Contract ID#: C00106665DB82

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0064-965-264, Contract ID#: C00106665DB82

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	N/A
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 1
Offeror's Team Structure				
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Responsible Charge Engineer	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	N/A
Key Personnel Resume – Maintenance of Traffic Manager	Attachment 3.3.1	Section 3.3.1.6	no	N/A
Organizational chart	NA	Section 3.3.2	yes	Page 4
Organizational chart narrative	NA	Section 3.3.2	yes	Page 2-6

ATTACHMENT 3.1.2

Project: 0064-965-264, Contract ID#: C00106665DB82

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

3.2.6 - Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0064-965-264, Contract ID#: C00106665DB82

Affiliated and Subsidiary Companies of the Offeror

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

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

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

ATTACHMENT 3.2.6

State Project No. 0064-965-264, Contract ID#: C00106665DB82

Affiliated and Subsidiary Companies of the Offeror

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

3.2.7 - Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

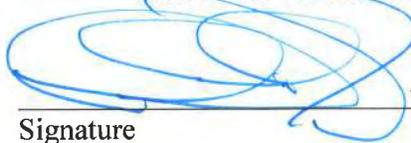
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

	5/28/15	President/CEO/Manager
Signature	Date	Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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

 5-8-2015
Signature Date

Executive Vice President
Title

Dewberry Consultants LLC
Name of Firm

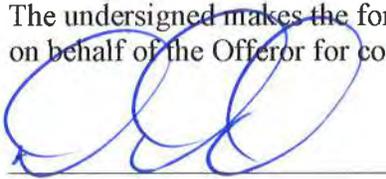
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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



Signature [D. Mark Scholefield, P.E.]

5/20/2015
Date

Principal Geotechnical Engineer
Title

Geotechnical Environmental and Testing Solutions, Inc. dba GET Solutions, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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



Signature

5/21/15

Date

President and Chief Operating Officer

Title

Skelly and Loy, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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

	<u>May 13, 2015</u>	<u>President</u>
Signature	Date	Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

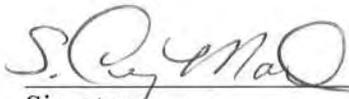
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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

	05/12/15	President
Signature	Date	Title

Accumark, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No: 0064-965-264
Contract ID#: C00106665DB82

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

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

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

<u>W. J. McTeague</u>	<u>5/10/15</u>	<u>Vice President</u>
Signature	Date	Title

Quantum Spatial, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

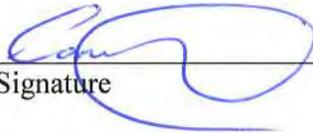
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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


Signature

5/11/15
Date

President
Title

Aucupong Engineering Group LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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

<u>J. Randy Wirt</u>	<u>5/21/15</u>	<u>VICE PRESIDENT</u>
Signature	Date	Title

ELS MID-ATLANTIC, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

Dugan 5/18/2015 PRESIDENT
Signature Date Title

BRYANT CONTRACTING, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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

RRobert Burke 5-13-15 Settlement Officer
Signature Date Title

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

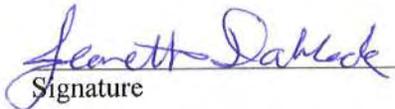
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

	5/12/15	Treasurer
Signature	Date	Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264
Contract ID#: C00106665DB82

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

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

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

	5/26/15	Partner
Signature	Date	Title

Pulsar Advertising, Inc.
Name of Firm



3.2.8 - VDOT Prequalification Certificate



**Prequalified Vendors Sorted By Vendor Name
Includes All Qualified Levels As Of 5/20/2015**

- S -

Vendor ID: S018

Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC

Prequal Exp: 09/30/2015

-- PREQ Address --

8435 BACKLICK RD.

LORTON, VA 22079-1403

Phone: 703-550-8100

Fax: 703-550-7897

Work Classes (Listed But Not Limited To)

002 - GRADING

003 - MAJOR STRUCTURES

007 - MINOR STRUCTURES

045 - UNDERGROUND UTILITIES

Bus. Contact: CLYMORE, DANIEL EDWARD

Email: DCLYMORE@SHIRLEYCONTRACTING.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: S1303

Vendor Name: SHOOSMITH CONSTRUCTION, INC.

Prequal Exp: 09/30/2015

-- PREQ Address --

11800 LEWIS RD

CHESTER, VA 23831

Phone: 804-748-5823

Fax: 804-748-8482

Work Classes (Listed But Not Limited To)

002 - GRADING

045 - UNDERGROUND UTILITIES

101 - EXCAVATING

Bus. Contact: BUGG, III, WADSWORTH

Email: WBUGG@SHOOSMITH.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

3.2.9 - Surety Letter



One Tower Square
Hartford, CT 06183

May 22, 2015

Joseph A. Clarke, PE, DBIA
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00106665DB82 - Design-Build Project
Interstate 64 Capacity Improvements – Segment II, Newport News, York County and James City County,
Virginia
Estimated Contract Value: \$185,000,000

Dear Mr. Clarke:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$500,000,000 with an aggregate of \$5,000,000,000.

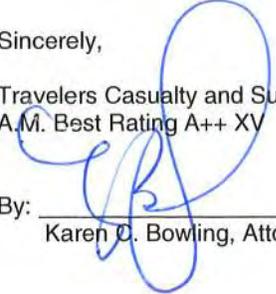
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 006092977

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

Diana L. Parker, and Karen C. Bowling

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 11th day of November, 2014.

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

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



State of Connecticut
City of Hartford ss.

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

On this the 11th day of November, 2014, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 22nd day of May, 20 14.

Kevin E. Hughes
Kevin E. Hughes, Assistant Secretary



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

3.2.10 - SCC/DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0064-965-264, Contract ID# C00106665DB82:

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-3	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Class A Contractor	2705071652	October 31, 2016
Dewberry Consultants LLC	S044733-6	Limited Liability Co.	Active	8401 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2015
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2015
ECS-Mid Atlantic, LLC	S120821-6	Limited Liability Co.	Active	108 Ingram Road Suite 1 Williamsburg, VA. 23188	Business Entity Branch Office	0411000382	February 29, 2016
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active	19955 Highland Vista Drive Ste.170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2015
Geotechnical Environmental and Testing Solutions, Inc.	0541847-0	Corporation	Active	204-B Grayson Road Virginia Beach, VA 23462	Business Entity	0407004018	December 31, 2015
Quantum Spatial, Inc.	F113594-8	Corporation	Active	45180 Business Court, Ste. 800 Sterling, VA 20166	Business Entity	0407005489	December 31, 2015
Accumark, Inc.	0440745-8	Corporation	Active	9500 King Air Court Ashland, VA. 23005	Business Entity	0407005172	December 31, 2015
Diversified Property Services of Virginia, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2016
Skelly & Loy, Inc.	F113636-7	Corporation	Active	449 Eisenhower Blvd. Suite 300 Harrisburg, PA. 17112	Business Entity	0407001402	December 31, 2015
Bryant Contracting, Inc.	0260572-3	Corporation	Active	7754 Richmond Road Toano, VA. 23168	Class A Contractor	2701025574	December 31, 2016
Accompong Engineering Group, LLC	S283521-5	Limited Liability Co.	Active	9510 Iron Bridge Road Suite 200 Chesterfield, VA. 23832	Business Entity	0407005442	December 31, 2015
Old Dominion Settlements, Inc.	0243891-9	Corporation	Active	n/a			
Pulsar Advertising, Inc.	F160855-5	Corporation	Active	n/a			

ATTACHMENT 3.2.10

State Project No. 0064-965-264, Contract ID# C00106665DB82:

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, VA 20169	Professional Engineer	0402039440	June 30, 2016
Dewberry Consultants LLC	Gerard Mrykalo	Fairfax, Va.	7103 Thames Drive Gainesville, VA 20155	Professional Engineer	0402047293	June 30, 2016
Quinn Consulting Services, Inc.	John Vicinski	Chantilly, Va.	4609 Marble Rock Court Chantilly, VA 29151	Professional Engineer	0402026380	August 31, 2015

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



LLCM3220

LLC DATA INQUIRY

LLC ID: S082038 - 3 STATUS: 00 ACTIVE

LLC NAME: Shirley Contracting Company, LLC

DATE OF FILING: 08/01/2002 PERIOD OF DURATION:

STATE OF FILING: VA VIRGINIA MERGER INDICA
CONVERSION/DOMESTICATION INDICA

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP:

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

CITY: GLEN ALLEN STATE: VA ZIP:

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

YEAR FEES PENALTY INTEREST

14 50.00

(Screen Id:/LLC_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



LLCM3220

LLC DATA INQUIRY

LLC ID: S044733 - 6 STATUS: 00 ACTIVE
 LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION:
 STATE OF FILING: VA VIRGINIA MERGER INDICA

CONVERSION/DOMESTICATION INDICA

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP:

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

R/A NAME: CORPORATION SERVICE COMPANY

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

CITY: RICHMOND STATE: VA ZIP:

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

YEAR	FEES	PENALTY	INTEREST
15	50.00		

(Screen Id:/LLC_Data_Inquiry)



Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE
 CORP NAME: GEOCONCEPTS ENGINEERING, INC.

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

STREET: GEOCONCEPTS ENGINEERING INC
 1995 HIGHLAND VISTA DR #170
 CITY: ASHBURN STATE : VA ZIP:
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04
 ACCEPTED AR#: 215 02 3065 DATE: 01/20/15
 CURRENT AR#: 215 02 3065 DATE: 01/20/15 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 15 100.00

(Screen Id:/Corp_Data_Inquiry)



Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: F113594 - 8 STATUS: 00 ACTIVE
 CORP NAME: Quantum Spatial, Inc.

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

STREET: 4701 COX ROAD, SUITE 285

CITY: GLEN ALLEN STATE : VA ZIP:
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13
 ACCEPTED AR#: 215 03 4164 DATE: 02/04/15
 CURRENT AR#: 215 03 4164 DATE: 02/04/15 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 15 670.00

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE
 CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

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

STREET: 2208 S KNOLL ST

CITY: ARLINGTON STATE : VA ZIP:
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97
 ACCEPTED AR#: 214 12 5293 DATE: 08/22/14
 CURRENT AR#: 214 12 5293 DATE: 08/22/14 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 14 100.00

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: F113636 - 7 STATUS: 00 ACTIVE
 CORP NAME: SKELLY AND LOY, INC.

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

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

CITY: RICHMOND STATE : VA ZIP:

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

ACCEPTED AR#: 215 51 6689 DATE: 04/29/15

CURRENT AR#: 215 51 6689 DATE: 04/29/15 STATUS: A A

YEAR	FEES	PENALTY	INTEREST	TAXES	BALAN
15	670.00				

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0440745 - 8 STATUS: 00 ACTIVE
CORP NAME: ACCUMARK, INC.

DATE OF CERTIFICATE: 01/30/1995 PERIOD OF DURATION:
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICA
MERGER IND: CONVERSION/DOMESTICA
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS:
R/A NAME: S CRAIG MARTIN

STREET: 9500 KING AIR CT

CITY: ASHLAND STATE : VA ZIP:
R/A STATUS: 2 OFFICER EFF. DATE: 01/05/12
ACCEPTED AR#: 215 50 5171 DATE: 02/07/15
CURRENT AR#: 215 50 5171 DATE: 02/07/15 STATUS: A A
YEAR FEES PENALTY INTEREST TAXES BALAN
15 100.00 10.00

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0541847 - 0 STATUS: 00 ACTIVE
 CORP NAME: Geotechnical Environmental and Testing Sol
 Inc.

DATE OF CERTIFICATE: 06/16/2000 PERIOD OF DURATION:
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICA
 MERGER IND: CONVERSION/DOMESTICA
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS:
 R/A NAME: TERENCE MURPHY

STREET: KAUFMAN & CANOLES PC
 150 W MAIN ST STE 2100
 CITY: NORFOLK STATE : VA ZIP:
 R/A STATUS: 4 ATTORNEY EFF. DATE: 07/17/02
 ACCEPTED AR#: 214 09 7448 DATE: 06/25/14
 CURRENT AR#: 214 09 7448 DATE: 06/25/14 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 15 100.00 100

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: F130410 - 6 STATUS: 00 ACTIVE
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA,
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICE
 DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION:
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICA
 MERGER IND: CONVERSION/DOMESTICA
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS:
 R/A NAME: BRENDAN R HANTZES
 STREET: 3771 VERMACCHIA DR
 CITY: CHANTILLY STATE : VA ZIP:
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02
 ACCEPTED AR#: 214 11 7551 DATE: 08/07/14
 CURRENT AR#: 214 11 7551 DATE: 08/07/14 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 14 100.00

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



LLCM3220

LLC DATA INQUIRY

LLC ID: S283521 - 5 STATUS: 00 ACTIVE

LLC NAME: Accompong Engineering Group, LLC

DATE OF FILING: 02/17/2009 PERIOD OF DURATION:

STATE OF FILING: VA VIRGINIA MERGER INDICA
CONVERSION/DOMESTICATION INDICA

P R I N C I P A L O F F I C E A D D R
STREET: 8425 LYLWOOD CT

CITY: CHESTERFIELD STATE: VA ZIP:

R E G I S T E R E D A G E N T I N F O R M
R/A NAME: CONRAD A SCOTT

STREET: 9510 IRONBRIDGE ROAD
SUITE 200

CITY: CHESTERFIELD STATE: VA ZIP:

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 12/27/11 LOC:

YEAR	FEES	PENALTY	INTEREST
15	50.00		

(Screen Id:/LLC_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE
 CORP NAME: OLD DOMINION SETTLEMENTS, INC.

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

STREET: 7010 LITTLE RIVER TURNPIKE, SUITE 240

CITY: ANNANDALE STATE : VA ZIP:
 R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95
 ACCEPTED AR#: 214 14 1036 DATE: 09/26/14
 CURRENT AR#: 214 14 1036 DATE: 09/26/14 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 15 220.00 220

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0260572 - 3 STATUS: 00 ACTIVE
 CORP NAME: BRYANT CONTRACTING, INC.

DATE OF CERTIFICATE: 08/31/1984 PERIOD OF DURATION:
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICA
 MERGER IND: CONVERSION/DOMESTICA
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS:
 R/A NAME: M. ANDERSON BRADSHAW

STREET: 7884 RICHMOND ROAD
 P.O. BOX 456
 CITY: TOANO STATE : VA ZIP:
 R/A STATUS: 4 ATTORNEY EFF. DATE: 08/30/91
 ACCEPTED AR#: 214 10 5135 DATE: 07/11/14
 CURRENT AR#: 214 10 5135 DATE: 07/11/14 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 14 100.00

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



CISM0180

CORPORATE DATA INQUIRY

CORP ID: F160855 - 5 STATUS: 00 ACTIVE
 CORP NAME: PULSAR ADVERTISING, INC.

DATE OF CERTIFICATE: 11/22/2004 PERIOD OF DURATION:
 STATE OF INCORPORATION: NY NEW YORK STOCK INDICA
 MERGER IND: CONVERSION/DOMESTICA
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

CITY: GLEN ALLEN STATE : VA ZIP:
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13
 ACCEPTED AR#: 214 18 2494 DATE: 05/11/15
 CURRENT AR#: 214 18 2494 DATE: 05/11/15 STATUS: A A
 YEAR FEES PENALTY INTEREST TAXES BALAN
 14 100.00

(Screen Id:/Corp_Data_Inquiry)

Alert to business entities regarding unsolicited mailings from VIR CORPORATIONS or ANNUAL BUSINESS SERVICES is available from link of the Clerk's Office website.



LLCM3220

LLC DATA INQUIRY

LLC ID: S120821 - 6 STATUS: 00 ACTIVE

LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION:

STATE OF FILING: VA VIRGINIA MERGER INDICA
CONVERSION/DOMESTICATION INDICA

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

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP:

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

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP:

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC:

YEAR FEES PENALTY INTEREST

15 50.00

(Screen Id:/LLC_Data_Inquiry)



DPOR License Lookup License Number 2705071652

License Details

Name	SHIRLEY CONTRACTING COMPANY LLC
License Number	2705071652
License Description	Contractor
Firm Type	LLC - Limited Liability Company
Rank	Class A
Address	8435 BACKLICK ROAD, LORTON, VA 22079
Specialties¹	Highway / Heavy (H/H)
Initial Certification Date	2002-10-08
Expiration Date	2016-10-31

- 1 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407003966

License Details

Name	DEWBERRY CONSULTANTS, LLC
License Number	0407003966
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
Initial Certification Date	2000-03-14
Expiration Date	2015-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401008756 (LicenseDetail?l=0401008756)	BEIGHT, JAMES LADEN	Architect License	Architecture	2015-08-31
0402026519 (LicenseDetail?l=0402026519)	STONE, DONALD EDWARD JR	Professional Engineer License	Engineering	2015-09-30
0403001932 (LicenseDetail?l=0403001932)	ROBINSON, BRYANT L	Land Surveyor License	Land Surveying	2017-01-31
0406001718 (LicenseDetail?l=0406001718)	CENA, JANICE MARIE	Landscape Architect License	Landscape Architecture	2017-01-31

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no

warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407004404

License Details

Name	GEOCONCEPTS ENGINEERING INC
License Number	0407004404
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	19955 HIGHLAND VISTA DRIVE SUITE 170, ASHBURN, VA 20147
Initial Certification Date	2003-03-28
Expiration Date	2015-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402021556 (LicenseDetail?l=0402021556)	BURKART, PAUL EDWARD	Professional Engineer License	Engineering	2016-03-31
0402021276 (LicenseDetail?l=0402021276)	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	Engineering	2016-04-30

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407005489

License Details

Name	QUANTUM SPATIAL INC
License Number	0407005489
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	45180 BUSINESS CT SUITE 800, STERLING, VA 20166
Initial Certification Date	2009-07-30
Expiration Date	2015-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0408000008 (LicenseDetail?l=0408000008)	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	Land Surveying	2017-02-28

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407003733

License Details

Name	QUINN CONSULTING SERVICES INC
License Number	0407003733
License Description	Business Entity Registration
Rank	Business Entity
Address	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
Initial Certification Date	1998-03-05
Expiration Date	2015-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380 (LicenseDetail?l=0402026380)	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2015-08-31

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the

accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407001402

License Details

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

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402030378 (LicenseDetail?l=0402030378)	SCHMIDT, TERRY WILLIAM	Professional Engineer License	Engineering	2016-06-30

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the

accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407005172

License Details

Name	ACCUMARK INC
License Number	0407005172
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	9500 KING AIR CT, ASHLAND, VA 23005
Initial Certification Date	2008-03-28
Expiration Date	2015-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402010372 (LicenseDetail?l=0402010372)	LABAUGH, W C III	Professional Engineer License	Engineering	2015-08-31

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the

accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407005442

License Details

Name	ACCOMPONG ENGINEERING GROUP, LLC
License Number	0407005442
License Description	Business Entity Registration
Rank	Business Entity
Address	9510 IRON BRIDGE RD SUITE 200, CHESTERFIELD, VA 23832
Initial Certification Date	2009-05-19
Expiration Date	2015-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402041680 (LicenseDetail?l=0402041680)	SCOTT, CONRAD ANTHONY	Professional Engineer License	Engineering	2015-11-30

1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the

accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0407004018

License Details

Name	GEOTECHNICAL ENVIRONMENTAL & TESTING SOLUTIONS INC
License Number	0407004018
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	204-B GRAYSON ROAD, VIRGINIA BEACH, VA 23462
Initial Certification Date	2000-09-12
Expiration Date	2015-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402039988 (LicenseDetail?l=0402039988)	ESPILONDO-MURDOCK, MARIA EUGENIA	Professional Engineer License	Engineering	2016-07-31
0402033932 (LicenseDetail?l=0402033932)	SCHOLEFIELD, DAVID MARK	Professional Engineer License	Engineering	2016-04-30
0402046947 (LicenseDetail?l=0402046947)	CATON, CHRISTOPHER MICHAEL	Professional Engineer License	Engineering	2015-06-30

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 4008001190

License Details

Name	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number	4008001190
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
Initial Certification Date	2000-11-29
Expiration Date	2016-11-30

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 2701025574

License Details

Name	BRYANT CONTRACTING INC
License Number	2701025574
License Description	Contractor
Firm Type	Corporation
Rank	Class A
Address	7754 RICHMOND RD, TOANO, VA 23168
Specialties¹	Highway / Heavy (H/H)
Initial Certification Date	1984-12-04
Expiration Date	2016-12-31

- 1 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0411000382

License Details

Name	ECS-MID-ATLANTIC LLC
License Number	0411000382
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	108 INGRAM RD STE 1, WILLIAMSBURG, VA 23188
Initial Certification Date	2004-12-10
Expiration Date	2016-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402030684 (LicenseDetail?l=0402030684)	GALLI, MICHAEL JAMES	Professional Engineer License	Engineering	2015-07-31
0402034612 (LicenseDetail?l=0402034612)	WARD, WILLIAM LLOYD	Professional Engineer License	Engineering	2016-07-31
0402037785 (LicenseDetail?l=0402037785)	GRESHAM, BENJAMIN SCOTT	Professional Engineer License	Engineering	2015-06-30

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no

warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0402039440

License Details

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

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0402026380

License Details

Name	VICINSKI, JOHN KEVIN
License Number	0402026380
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHANTILLY, VA 20151
Initial Certification Date	1995-08-10
Expiration Date	2015-08-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407003733 (LicenseDetail?l=0407003733)	QUINN CONSULTING SERVICES INC	Business Entity Registration	Engineering	2015-12-31

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Fri May 22 02:50:17 EDT.

The disciplinary action information in this application was last updated at Fri May 22 02:50:18 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

DPOR License Lookup License Number 0402047293

License Details

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

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

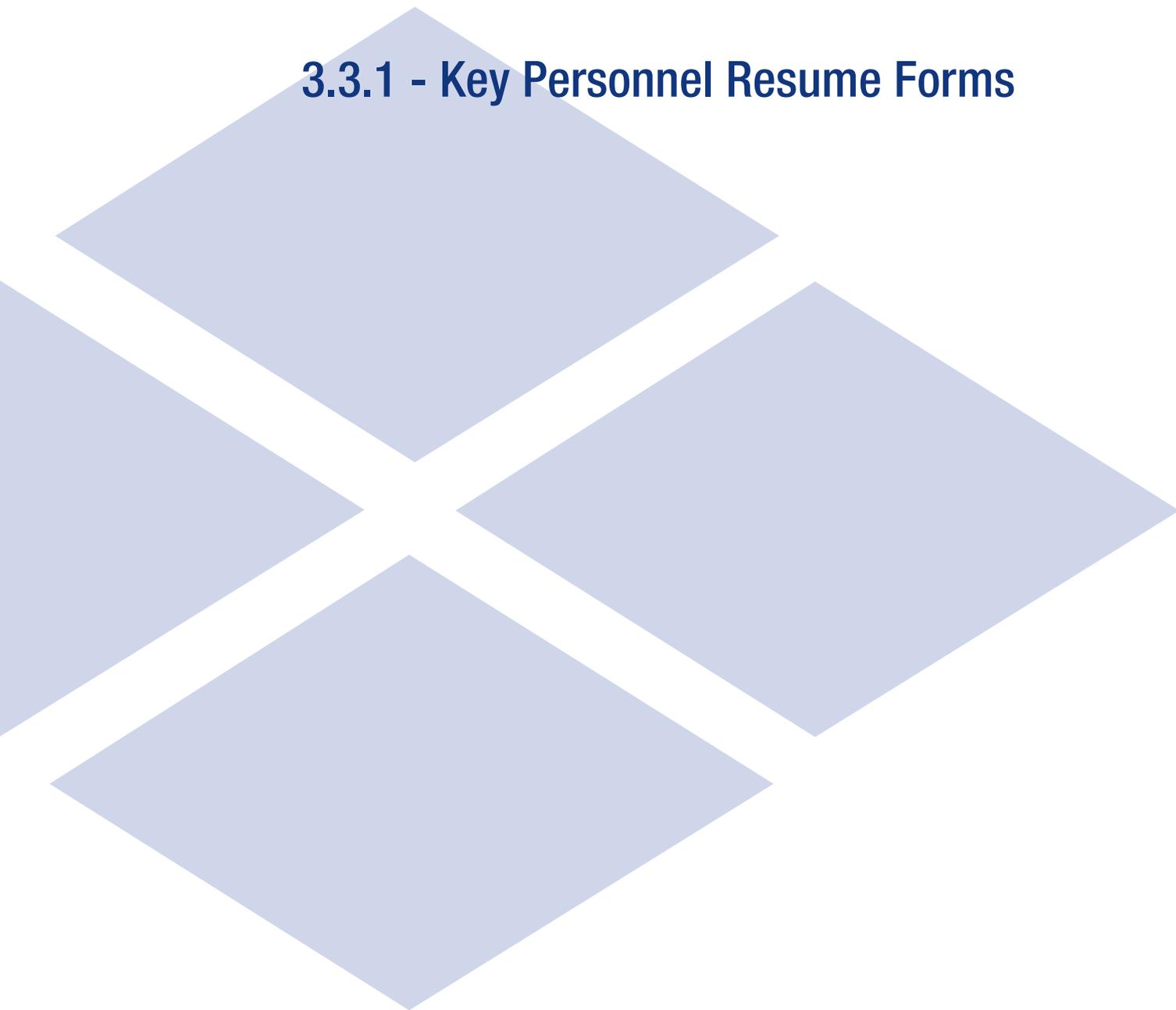
DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

The license information in this application was last updated at Wed May 27 02:50:18 EDT.

The disciplinary action information in this application was last updated at Wed May 27 02:50:19 EDT.

DPOR License Lookup build 1,025 (built 2015-05-19 12:38:05).

3.3.1 - Key Personnel Resume Forms



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Charles "Chuck" L. Smith, IV, Vice President
b.	Project Assignment: Design-Build Project Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	<p>Employment History: With this Firm 26 Years With Other Firms 1 Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC, Vice President/Design-Build Project Manager, 2004–Present</p> <p>Provides oversight and monitoring of the design-build project life cycle, including managing all design disciplines, construction management, and contract administration. He ensures project delivery in accordance with contract requirements and project schedule. Chuck manages all coordination with owners and stakeholders and is responsible for dispute resolution and overall client satisfaction. He oversees project planning, the scheduling of project resources and safety during all phases of construction. On design-build projects, Chuck's responsibilities include overall management of the design and construction process, including all Quality Control (QC) activities to ensure materials used and work performed meet contract requirements and the “approved for construction” plans and specifications.</p> <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements Segment I - Newport News, VA, 3/2015-12/2017-Design-Build Project Manager ▪ Telegraph Rd and U.S. Rte 1 Intersection - Quantico, VA, 6/2013 to 5/2015 - Design-Build Project Manager ▪ CSX JD to Jones Hill - Hyattsville, MD - 10/2013-4/2015- Contract Manager ▪ I-95 Ramp to Fort Belvoir North Area - Springfield, VA, 6/2012 to 12/2014 - Contract Manager ▪ Mulligan Road-Phase II - Alexandria, VA, 12/2011 to 10/2014 - Contract Manager ▪ USCG Saint Elizabeth's West Site Access Road, 6/2010 to 10/2013 - Design-Build Project Manager ▪ Fairfax County Parkway Phase III, 1/2010 to 12/2012 – Design-Build Construction Manager ▪ Fort Lee 'A' Gate Roundabout, 6/2011 to 12/2012 - Design-Build Project Manager ▪ Washington Headquarters Service DoD BRAC 133, 12/2008 to 8/2011–Design-Build Project Manager ▪ I-95 4th Lane Widening, 3/2008 to 9/2011 – Construction Manager ▪ New Campus East – NGA Fort Belvoir, 5/2008 to 1/2011 – Design-Build Project Manager ▪ Spotsylvania County Infrastructure Improvements, 10/2007 to 8/2015 – Design-Build Project Manager ▪ Dulles Greenway Improvements, 5/2005 to 7/2008, Contract Manager ▪ Monroe Avenue Bridge, 4/2005 to 10/2009 – Design-Build Project Manager <p>Shirley Contracting Company, LLC, Contract Manager, 1993–2004</p> <p>Responsible for daily management of large road and bridge construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, construction management, owner requisitions, public relations and subcontractor management.</p> <ul style="list-style-type: none"> ▪ I-95/I-395/I-495 Springfield Interchange Phase IV, 11/1999 to 7/2004 - Contract Manager ▪ I-95/I-495 Woodrow Wilson Bridge Project, 2002 to 2004 – Contract Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: None
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> <p>List at least three (3) but no more than five (5) relevant projects* for which you have performed a similar function.</p> <p>1. Fairfax County Parkway Phase III Design-Build - Springfield, VA Shirley Contracting Company, Design-Build Construction Manager (1/2010 - 12/2012)</p> <p>Chuck served as the Design-Build Construction Manager and primary point of contact to EFLHD for construction of the \$27.7 million design-build project. Chuck was responsible for constructability reviews, design coordination, as well as ROW and Utility Relocation planning and scheduling prior to the Project obtaining final construction approvals. Shirley, along with Dewberry, held numerous public hearings and information meetings with the community, business owners and third-party stakeholders to successfully obtain public consensus of the roadway and bridge realignment options. Chuck coordinated all efforts to relocate utilities including Fairfax Water, Dominion Power, Comcast and Verizon out of conflict with the Project. Chuck and his staff managed the construction quality control and quality assurance programs in accordance with the VDOT design-build guidelines to create a project with minimal punchlist and closeout items. Chuck and his construction team worked closely with the community during construction by updating the project's website and informing VDOT of daily lane closure schedules, upcoming traffic pattern changes and bridge openings. The scope of</p>

work included 1.4-miles of six-lane divided, limited access highway and includes ramp improvements to the Franconia Springfield Parkway interchange.

2. I-95 4th Lane Widening Project, Fairfax/Prince William Counties, VA

Shirley Contracting Company, Construction Executive (March 2008 to October 2011)

Construction Executive responsible for all construction activities on the \$91 million interstate widening project for VDOT. All construction activities were performed while maintaining and managing traffic volumes of over 200,000 vehicles per day passing through the project work zone. Chuck developed and maintained the project's construction schedule, purchased all materials and subcontractors, managed the design and constructability reviews of the nearly 200,000 SF of design-build retaining and soundwalls. Chuck and his team developed a maintenance of traffic plan that allowed construction to safely be performed while strictly adhering to VDOT's lane closure policies. Chuck worked closely with VDOT Megaproject manager, Mr. Charlie Warraich, to develop a project status monitoring system along with a robust Partnering Program to successfully deliver the Project on time and within VDOT's budget. The widening of Interstate 95 was over 6.0-miles long, adding a new 12' wide travel lane and 10' full depth shoulder to the interstate. Over 250,000 tons of asphalt concrete and stone were installed and 10 bridges were widened.

3. Monroe Avenue Bridge Design-Build, Alexandria, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (4/2005 to 10/2009)

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

4. Dulles Greenway Capital Improvements Design-Build Project -Loudoun County, VA

Shirley Contracting Company, Contract Manager (5/2005 - 7/2008)

Chuck was responsible for managing the design reviews, permitting, utility relocations, and construction of this \$75 million widening design-build project. The Project included eight individual projects combined into a single design-build program. The project involved construction in a high-traffic corridor, and included mainline widening of existing roadways and new grade separated interchanges. The construction team, led by Chuck as the overall program manager, was organized into individual project teams consisting of lead project and field managers. Chuck ensured that each team successfully planned, scheduled, and constructed their individual scope of work as the project's senior staff managed the overall schedule, final paving activities and project delivery to the Owner. Shirley and Dewberry provided all design, construction, permitting, utility relocations, and construction administration, all in a format that allowed VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a change order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.

5. I-95/I-395/I-495 Springfield Interchange, Phase IV - Springfield, VA

Shirley Contracting Company, Contract Manager (11/1999 - 7/2004)

As Contract Manager, Chuck was responsible for daily management, oversight, and construction of the \$140 million segment of the Springfield Interchange project. His duties included construction staffing, scheduling, subcontractor coordination, financial monitoring, change order administration, and owner relations for the largest single contract awarded on the Project. The Project consisted of interstate roadway widening and improvements along the Capital Beltway from the Van Dorn Road Interchange to the interchange connection at I-95/I-495/I-395. Over 150,000 SY of full-depth pavement re-construction of existing I-495 was performed. The existing concrete pavement was removed, rubblized and disposed off-site, while a new asphalt pavement sections were installed; all performed in multiple maintenance of traffic phases throughout the Project. Four new bridges were constructed as part of the Project, including one bridge carrying the Capital Beltway over the CSX Transportation and WMATA tracks. This work was completed in three phases with Chuck working in close coordination with CSX and WMATA. The Project's signature bridge was a 4,300' long flyover bridge carrying I-495/I-95 traffic to a direct connection to I-95 southbound. *Chuck led the Shirley Team to a 4 month early completion of the Project resulting in obtaining an early completion bonus offered by VDOT.*

*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Steven Kuntz, PE, DBIA, Associate Vice President
b.	Project Assignment: Responsible Charge Engineer (RCE)
c.	Name of Firm with which you are now associated: Dewberry Consultants LLC
d.	<p>Employment History: With this Firm 16 Years With Other Firms 0 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC Responsible Charge Engineer/Design Manager/Roadway Design Engineer, 1999 - Present</p> <p>General responsibilities include management of the roadway design group in Dewberry's Fairfax office and oversight and management of numerous design-build and design-bid-build projects. Project responsibilities include signing and sealing plans for right-of-way acquisition and construction; management and coordination of all design sub-consultants; internal coordination between the roadway, structural, stormwater management/water resources, and environmental groups; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff during construction. Also serves as the single point of contact between the client and DB PM during design and construction of DB projects, and oversees construction support services provide by engineering staff during construction.</p> <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements – Segment I, 3/2015 to 6/2015 (Design) – Design Manager ▪ Route 606 Reconstruction & Widening, 6/2014 to 6/2015 (Design) – Roadway Design Engineer ▪ Gloucester Parkway Extension, 3/2014 to 11/2014 (Design) – Design Manager ▪ Route 7 – Westbound Truck Climbing Lane, 11/2013 to 6/2014 (Design) - Roadway Design Engineer ▪ Interstate 66 Widening, 9/2013 to 6/2014 (Design) – Roadway Design Engineer ▪ Route 29 Bridge over Little Rocky Run, 6/2013 to 12/2013 (Design) – Design Manager ▪ Telegraph Road and U.S. Route 1 Intersection at United States Marine Corps Base Quantico, 6/2013 to 5/2014 (Design) – Design Manager ▪ Sycolin Road Overpass of the Route 7-15 Bypass, 12/2012 to 8/2014 – Design Manager ▪ Route 27/244 Interchange Modification, 7/2011 to 11/2012 (Design) – Roadway Design Engineer ▪ Pacific Boulevard Extension, 7/2011 to 8/2013 – Design Manager ▪ Route 50 Widening, 2/2011 to 1/2012 (Design) – Roadway Design Engineer ▪ Waxpool Road/Loudoun County Parkway Intersection Improvements, 2/2010 to 10/2010 – Design Manager ▪ Fairfax County Parkway Phase III Improvements, 10/2009 to 12/2012 – Design Manager ▪ Pacific Boulevard Design-Build, 7/2008 to 7/2012 – Roadway Design Engineer ▪ Intercounty Connector (ICC) Contract C, 2/2008 to 11/2011 – Roadway Design Engineer ▪ Route 7/659 Interchange, 2/2008 to 7/2010 – Project Manager ▪ Battlefield Parkway Design-Build Project, 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements, 3/2005 to 9/2007 – Design Manager ▪ Route 28 Corridor Improvements, 9/2002 to 6/2015 (Design) – Design Manager ▪ Interstate 66 Improvements, 6/1999 to 1/2011 (Design) – Project Manager
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / 2004 / Virginia #0402 039440 Professional Engineer / 2008 / Maryland #36172 Design Build Institute of America (DBIA) / 2010</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p> <p>While the term “responsible charge engineer” is new, the scope of services performed in this role is something Steve has performed on several recent projects, including several for our DB Team. The following projects were led by Steve during design, as described on his Design Manager resume, but he then continued with significant involvement during construction and project completion, consistent with the role outlined as “Responsible Charge Engineer”.</p>

1. Interstate 66 Improvements - Prince William County, Virginia

Dewberry, Design Project Manager and Role Consistent with RCE (6/1999 - 6/2015)

Following completion of design and plan approval, Steve remained involved in each phase of construction serving as the single point of contact for VDOT staff to discuss construction progress, attend monthly coordination meetings, participate in public outreach meetings and events, and ensure that all shop drawings and submittals were reviewed, returned, and accepted prior to fabrication and installation. Steve was involved in all discussions related to alternate construction methods, alternate temporary traffic control plans, and alternate engineering solutions which were identified or considered during construction. Examples include the complete temporary closure of I-66 to allow for more rapid pavement buildup and cross slope adjustments, elimination of densified aggregate pier ground improvements and replacement with full depth removal and material replacement, and reconfiguration of detour sequences which allowed interchange phases to be opened concurrently as opposed to sequentially.

2. Route 28 Corridor Improvements Design-Build Project - Fairfax and Loudoun Counties, Virginia

Dewberry, Design Manager and Role Consistent with RCE (9/2002 - 5/2017)

As design was completed and approved for each element of Shirley's Route 28 PPTA improvements, Steve continued to have a direct involvement with VDOT and construction staff and coordinate directly with the DB Project Manager throughout all stages of construction. Steve attended bi-weekly or monthly coordination meetings with VDOT and DB construction staff to discuss project progress and upcoming milestones, and oversaw the review of all construction submittals and responded to construction RFI's. All questions related to engineering details and alternate processes which required design involvement were directed to Steve for response or oversight of response by others. Examples of alternate engineering solutions which were overseen by Steve during construction include profile adjustment of the Westfields Boulevard detour to facilitate single stage opening of the interchange at the end of construction, alternate temporary traffic plans to allow for the installation of a 96" pipe below Route 28 which could not be installed via jack and bore due to the depth of the facility, and drainage modifications to avoid utility impacts to facilities which were installed following design completion.

3. Fairfax County Parkway Phase III Improvements Design-Build Project - Fairfax County, Virginia

Dewberry Consultants LLC, Design Manager and Role Consistent with RCE (10/2009 - 12/2012)

As design manager and responsible charge engineer for the Shirley Team, Steve signed and sealed all roadway plans, ensured bridge and traffic related designs were signed and sealed by appropriate staff, and served as the "Engineer of Record" for all construction related questions and alternate solutions which required EOR approval prior to acceptance by VDOT and Eastern Federal Lands Highway Division (EFLHD). Following approval of the construction plans, Steve continued to coordinate and communicate directly with the DB PM and EFLHD project management staff, and attended all project coordination and public outreach meetings. Steve oversaw the review of all construction submittals and RFI's, and provided direction as required when alternate construction sequences or field modifications were necessary. Examples include modifications to an overhead sign foundation to avoid impacts to/conflict with a previously unidentified underground storm sewer pipe, ramp profile adjustments to eliminate guardrail installation in tight ramp gore areas, and ditch adjustments to eliminate excessive excavation and clearing of trees adjacent to a residential community.

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

Dewberry Consultants LLC, Roadway Design Manager and Role Consistent with RCE (4/2011 – 8/2015)

Throughout design and construction by the Shirley Team, Steve was fully involved with VDOT and construction staff in addition to overseeing all elements of roadway design and coordinating with other design disciplines. Steve signed and sealed all roadway plans, and during construction attended regular progress meetings and construction meetings to discuss progress and upcoming milestones with VDOT and construction staff. During construction, Steve oversaw the development of alternate sequence of construction plans which advanced the opening of 3-lanes in the eastbound direction to alleviate congestion, and worked directly with construction staff to develop alternate drainage and temporary traffic concepts to avoid utility impacts or relocations.

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

Dewberry Consultants LLC, Design Manager and Role Consistent with RCE (3/2005 – 12/2007)

Following approval of all construction plans, Steve continued to coordinate and communicate directly with the DB PM for the Shirley Team, VDOT staff, and the owner of the Dulles Greenway (TRIP II). Steve attended regular construction progress meetings, oversaw the review of all construction shop drawings and submittals, and provided responses to all construction RFI's.

*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: John K. Vicinski, PE, DBIA, Quality Assurance Manager
b.	Project Assignment: Quality Assurance Manager
c.	Name of Firm with which you are now associated: Quinn Consulting Services, Inc.
d.	<p>Employment History: With this Firm 6 Years With Other Firms 25 Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>John is a professional engineer and design-build professional with over 31 years of experience in transportation and heavy construction. His transportation experience includes quality assurance management and inspection on interstates, primary and secondary roads, and rural roadways. Since joining Quinn Consulting in June 2008, he has worked as a Quality Assurance Manager (QAM) on VDOT and FHWA Design-Build projects where he has written, overseen, and implemented project specific QA/QC Plans that conformed with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Projects.</p> <p>Quinn Consulting Services, Inc., Quality Assurance Manager (QAM), June 2008–Present</p> <p>As Quality Assurance Manager, worked exclusively on VDOT design-build projects in lead QA and QC roles.</p> <ul style="list-style-type: none"> ▪ Route 606 Reconstruction Design-Build, 1/2015 to 9/2017 – QAM ▪ Telegraph Road and U.S. Route 1 Intersection Design-Build, 2/2014 to 1/2016 – QAM ▪ Route 29 Bridge Over Little Rocky Run Design-Build, 1/2014 to 8/2015 – QAM ▪ Route 27/244 Interchange Modifications Design-Build, 3/2012 to 8/2015 – QAM ▪ Route 50 Widening Design-Build, 9/2011 to 9/2015 – QAM ▪ Pacific Boulevard Extension Design-Build, 2/2012 to 6/2013 – QAM ▪ Fort Lee A-Gate Roundabout Design-Build, 3/2012 to 12/2012 – QAM ▪ Fairfax County Parkway Phase III Design-Build, 1/2011 to 3/2013 - QAM ▪ Waxpool Road/Loudoun County Pkwy Interchange Improvements Design-Build, 4/2010 to 12/2010 – QAM ▪ I-495 HOT Lanes, 11/2008 to 3/2010 – Area Quality Control Engineer ▪ Pacific Boulevard Design-Build, 6/2008 to 11/2008 – QAM ▪ Battlefield Parkway Design-Build, 6/2008 to 11/2008 – QAM ▪ Gilberts Corner Design-Build, 6/2008 to 11/2008 – QAM <p>Alpha Corporation, Vice President, September 1995 – June 2008</p> <p>Vice President/Director of Transportation Services and managed up to 25 contracts primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients.</p> <ul style="list-style-type: none"> ▪ Roadway Design-Build Project in Portsmouth, VA, 2007- 2008 – QAM ▪ Northern Virginia District-Wide CEI Contracts, 2005-2008 and 1995-1998 – Inspector Coordinator ▪ VDOT Culpeper District-Wide CEI contracts, 1998-2008 – Inspector coordinator ▪ Task Order Contract, 2004-2008 – Project Director ▪ Monroe Street Design-Build, 2006-2008 – Project Director ▪ Transportation Projects in Prince William County, 2005-2008 – Project Director ▪ I-81 Maury River Bridge Replacement Project, 2004-2006 – Project Director ▪ Northern Virginia, Culpeper, and Fredericksburg Districts of VDOT, 2002-2007 – Inspector coordinator ▪ VDOT Staunton District, 2000-2003 – Inspector coordinator
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>University of Pittsburgh at Johnstown, BS Civil Engineering Technology 1982</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #: 1992 / Civil Engineer / 0402 026380. Also registered as Professional Engineer in the State of Maryland and the Commonwealth of Pennsylvania.</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> <p>List at least three (3) but no more than five (5) relevant projects* for which you have performed a similar function.</p> <p>1. Route 50 Widening Design-Build Project - Chantilly, Virginia Quinn Consulting Services, Inc., Quality Assurance Manager (9/2011 – 6/2015)</p> <p>Quality Assurance Manager for Shirley Contracting Company's \$68 million design-build project to widen Route 50 in Fairfax and Loudoun Counties between Rte. 742 (Poland Road) to Rte. 28 (Sully Road) from a four-lane divided highway to a six-lane divided highway. Responsibilities include oversight of the QA team that works closely with the Contractor's</p>

QC team to assure that the project adheres to the project specific QA/QC Plan and the Minimum Requirements for QA and QC as set forth in the VDOT Design-Build Manual. Responsibilities of the QA team include: scheduling and chairing activity preparatory meetings; performing the required QA inspection and testing; monitoring the performance and documentation of the QC team, reviewing and approving monthly pay estimates, developing project punch lists, and addressing non-conforming items with contractor QC personnel. This project required the QAM to prepare, schedule and deliver preparatory inspection meetings that utilized the VDOT Minimum Requirements as set forth in the Design-Build Manual. In addition, the QAM gained experience delivering a successful Design-Build project to VDOT under heavy traffic conditions and public scrutiny.

2. I-495 HOT Lanes Design-Build Project - Fairfax County, Virginia

Quinn Consulting Services, Inc., Area Quality Control Engineer (11/2008 – 4/2009)

Area Quality Control Engineer on the design-build widening on 14 miles of the Capital Beltway. The \$1.5 billion project added two-lanes in each beltway direction, replaced more than 50 bridges and overpasses, upgraded 10 interchanges, and improved bike and pedestrian access. Responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Responsibilities also included interfacing with project design engineers on RFI's, field design changes (FDC's), and non-compliance reports (NCR's) and daily coordination with QA and general engineering consultant (GEC) personnel. Worked on this large VDOT PPTA project delivering a VDOT Design-Build project under heavily travelled Interstate conditions similar to those anticipated on the I-64 Segment II Project.

3. Fairfax County Parkway Phase III-Design-Build Project - Fairfax County, Virginia

Quinn Consulting Services, Inc., Quality Assurance Manager (2/2010 – 3/2013)

Quality Assurance Manager on this \$22 million FHWA/VDOT Design-Build project for Shirley Contracting Company, LLC. Project included the construction of a 6-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge over the Fairfax County Parkway. Responsibilities included overseeing QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards. Responsibilities included facilitating preparatory meetings before new activities began, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services. Delivered a VDOT Design-Build project utilizing the VDOT Design-Build Manual in Northern Virginia while working closely with Federal Highway personnel who administered the project.

4. Pacific Boulevard Design-Build Project - Loudoun County, Virginia

Quinn Consulting Services, Inc., Quality Assurance Manager (2/2012 – 6/2013)

Quality Assurance Manager (QAM) on Shirley Contracting Company's 4-mile Pacific Boulevard Extension between Relocation Drive (Route 775) and Dresden Street. This new 4-lane road included the construction of four 12' lanes, a raised median, turn lanes, curb and gutter, a 10' wide shared use path on the west side of the road and a 5' sidewalk on the east side. As QAM was responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and the 2012 version of VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Duties included preparing and delivering all project preparatory activity meetings, maintaining deficiency and non-compliance logs, preparing punch lists, and reviewing and signing all monthly pay applications. Project also included coordination with extensive utility relocations within the project limits, construction of stormwater management ponds and other BMP devices, and coordination of construction with various land parcel acquisitions.

5. Route 27/244 Interchange Modifications Design-Build Project - Arlington, Virginia

Quinn Consulting Services, Inc., Quality Assurance Manager (3/2012 – 8/2015)

Quality Assurance Manager (QAM) on Shirley Contracting Company's \$30 million dollar interchange project in Arlington, Virginia. This project included the replacement of the Washington Boulevard bridge over Columbia Pike that was built in the 1940's by the War Department as part of the Pentagon Roadway Network. The new bridge has many architectural and aesthetic features including; decorative pylons in each corner, haunched steel fascia girders with a two-tone paint scheme to mimic the previous arch, a relief pattern incorporated into the vertical outer surfaces, a concrete block pattern on retaining and abutment walls, and medallions with images reflecting the historical significance of Freedmen's Village, for which the bridge will be named. Responsibilities on this project included overseeing all of the QA oversight and testing as well as monitoring the QC program for compliance with the project specific QA/QC plan as well as the Virginia Department of Transportation (VDOT) Minimum Requirements for Quality Assurance & Quality Control on Design-Build & Public-Private Transportation Act Projects. Performed identical role as QAM as will be required on proposed project including working on a heavily travelled interchange in Northern Virginia.

*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	Steven Kuntz, PE, DBIA, Associate Vice President
b. Project Assignment:	Design Manager
c. Name of Firm with which you are now associated:	Dewberry Consultants LLC
d. Employment History: With this Firm <u>16</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):	<p>Dewberry Consultants LLC, Design Manager/Roadway Design Engineer, 1999 - Present</p> <p>General responsibilities include management of the roadway design group in Dewberry's Fairfax office and oversight of numerous design-build and design-bid-build projects. Project responsibilities include signing and sealing plans for right-of-way acquisition and construction; management of design sub-consultants; internal coordination between the roadway, structural, stormwater management/water resources, and environmental groups; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff. Also serves as the single point of contact between the client and DB PM during design and construction of DB projects, and oversees construction support services provide by engineering staff.</p> <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements – Segment 1, 3/2015 to 6/2015 (Design) – Design Manager ▪ Route 606 Reconstruction & Widening, 6/2014 to 6/2015 (Design) – Roadway Design Engineer ▪ Gloucester Parkway Extension, 3/2014 to 11/2014 (design) – Design Manager ▪ Route 7 – Westbound Truck Climbing Lane, 11/2013 to 6/2014 (design) - Roadway Design Engineer ▪ Interstate 66 Widening, 9/2013 to 6/2014 (design) – Roadway Design Engineer ▪ Route 29 Bridge over Little Rocky Run, 6/2013 to 12/2013 (design) – Design Manager ▪ Sycolin Road Overpass of the Route 7-15 Bypass, 12/2012 to 8/2014 – Design Manager ▪ Route 27/244 Interchange Modification, 7/2011 to 11/2012 (design) – Roadway Design Engineer ▪ Pacific Boulevard Extension, 7/2011 to 8/2013 – Design Manager ▪ Route 50 Widening, 2/2011 to 1/2012 (design) – Roadway Design Engineer ▪ Waxpool Road/Loudoun County Parkway Intersection Improvements, 2/2010 to 10/2010–Design Manager ▪ Fairfax County Parkway Phase III Improvements, 10/2009 to 12/2012 – Design Manager ▪ Intercounty Connector (ICC) Contract C, 2/2008 to 11/2011 – Roadway Design Engineer ▪ Route 7/659 Interchange, 2/2008 to 7/2010 – Project Manager ▪ Battlefield Parkway Design-Build Project, 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements, 3/2005 to 9/2007 – Design Manager ▪ Route 28 Corridor Improvements, 9/2002 to 6/2015 (Design) – Design Manager ▪ Interstate 66 Improvements, 6/1999 to 11/2011 (Design) – Project Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer / 2004 / Virginia #0402 039440 Professional Engineer / 2008 / Maryland #36172 Design Build Institute of America (DBIA) / 2010
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p>
1. Route 606 Reconstruction & Widening - Loudoun County, Virginia	
Dewberry Consultants LLC, Roadway Design Manager (6/2014 – 6/2015 (design))	
Steve is responsible for roadway design oversight for 5.3 miles of reconstruction and widening of Route 606 between the Dulles Greenway and Evergreen Mills Road, including coordination and oversight of all design sub-consultants. The project included complete pavement replacement and widening from 2-lanes to a 4-lane divided roadway including a new bridge over the Horsepen Dam emergency spillway, closed system storm drainage improvements, shared use path facilities, and improvements to 12 existing or new intersections. Steve led the coordination efforts with four adjacent active construction projects and coordinated directly with representatives for the two federal properties impacted by the project (FAA/MWAA for Dulles Airport and NOAA). As part of those coordination efforts and at the direction of	

VDOT, Steve worked to incorporate improved access to the NOAA property, a new intersection with Arcola Road as requested by VDOT and Loudoun County, and modifications to drainage designs to avoid direct drainage discharge to the Horsepen Lake on Dulles Airport. Steve attended monthly meetings with VDOT, Loudoun County, and MWAA to discuss design progress and attended several public meetings to present updated plans to the public and local officials.

2. Route 27/244 Interchange Modification - Arlington County, Virginia

Dewberry Consultants LLC, Roadway Design Manager (7/2011 – 11/2012 (design))

As roadway design manager, Steve was responsible for design oversight for the complete reconfiguration of the existing Route 27/244 Interchange to improve operations and safety within the tight project footprint, including removal and replacement of the existing asphalt pavement on Route 244. Steve oversaw and coordinated directly with all design sub-consultants responsible for aerial mapping, geotechnical investigations, utility designations and test pits, and noise analysis. Project elements included widening of Route 27 to include auxiliary lanes and shoulders, widening of Route 244 to incorporate pedestrian facilities, and reconfiguration of a major drainage channel which resulted in construction of a double box-culvert beneath the new twin bridges carrying Route 27 over Route 244. Steve attended multiple public meetings to discuss significant traffic pattern changes which were required during construction and for the permanent interchange configuration. Steve also coordinated directly with Arlington County for adjacent projects which were under design, including a new shared use path along Route 27 and a potential future street car project along Route 244.

3. Interstate 66 Improvements – Prince William County, Virginia

Dewberry Consultants LLC, Design Project Manager (6/1999 – 1/2011)

Steve began as a Project Engineer and became the Project Manager in late 2008. He led the design of phased improvements to widen I-66 from 4-lanes to 8-lanes between Manassas and Gainesville, reconfigure the I-66/Route 29 Interchange in Gainesville, complete a new overpass of I-66 on new alignment, and construct a single point urban interchange (SPUI) and railroad grade separation at Route 29 and Linton Hall Road. As Project Engineer, he was responsible for all elements of roadway design including horizontal and vertical geometry, drainage design, and maintenance of traffic and detour designs in preparation for phased right-of-way acquisition and construction advertisements in 2004 (2 advertisements), 2006, 2009, and 2011. Steve participated in the public outreach efforts including public hearings, citizen information meetings, and meetings with individual property owners, residential, and retail developments. He oversaw the completion of the roadway plans and coordinated the designs with bridge plans, lighting and electrical plans, stormwater management plans, and landscaping plans.

4. Route 28 Corridor Improvements Design-Build Project – Fairfax and Loudoun Counties, Virginia

Dewberry Consultants LLC, Design Manager (9/2002 – 6/2015 (design))

Steve managed the design of ten interchanges along Route 28, resulting in a limited access highway between Westfields Blvd. in Fairfax County and Route 7 in Loudoun County, and completion of plans for the widening of Centreville Road from 2- to 4-lanes, widening and reconstruction of Loudoun County Parkway from 2- to 4-lanes, and extensions of Pacific Boulevard and Atlantic Boulevard. Steve was responsible for completion of conceptual interchange configurations for four interchanges (Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Boulevard), and final design of six interchanges (Innovation Avenue, Sterling Boulevard, Nokes Boulevard, Westfields Boulevard, Willard Road, and Barnsfield Road). He coordinated the design of each of the interchange and overpass bridges, stormwater management facilities, and utility relocation designs, and oversaw the design of all aspects of horizontal and vertical geometric design, drainage design, lighting design, signing and marking design and maintenance of traffic plans. Steve attended each of the public meetings, coordinated comment resolution meetings with VDOT, MWAA, Northern Virginia Regional Park Authority, Fairfax County and Loudoun County, and attended construction progress meetings.

5. Fairfax County Parkway Phase III Improvements Design-Build Project – Fairfax County, Virginia

Dewberry Consultants LLC, Design Manager & Responsible Charge Engineer (10/2009 - 12/2012)

Steve was responsible for signing and sealing plans as the engineer of record, overseeing all aspects of design, coordination of sub-consultants, and implementation and monitoring of the design QA/QC process. Design elements included modifications to the existing Fairfax County Parkway/Franconia-Springfield Parkway/Rolling Road Interchange, widening and complete reconstruction of approximately 0.8 miles of Rolling Road (to become Fairfax County Parkway), relocation of Rolling Road and Hooes Road, a new Rolling Road Bridge over the Fairfax County Parkway, sidewalk and shared use path improvements to connect multiple communities along Rolling Road, and a new park and ride lot. Steve led the design efforts to introduce a modification in the RFP roadway and interchange configuration which allowed for reductions in right-of-way impacts to private properties. As required by the Client (Eastern Federal Lands Highway Division (EFLHD)), our Team conducted a public hearing to allow for approval of a re-evaluation of the environmental document. Steve led the public hearing effort and addressed comments to allow for plan approval. Steve attended regular progress meetings with EFLHD, VDOT, Fairfax County, and Army staff to discuss project elements and progress, attended public meetings and Pardon our Dust meetings to address citizen comments and questions, and attended regular project partnering and progress meetings.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Greg Johannes, Contract Manager
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	<p>Employment History: With this Firm <u>7</u> Years With Other Firms <u>27</u> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC Design-Build Project Manager/Contract Manager, January 2008– Present Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owners representatives, designers, construction staff and quality teams.</p> <ul style="list-style-type: none"> ▪ Intercounty Connector Contract 'D/E' Design-Build Project, 1/2012 to 12/2014 - Design/Build Project Manager/Construction Manager ▪ Intercounty Connector Contract 'C' Design-Build Project, 1/2008 to 12/2011 - Design-Build Project Manager Estimator, January 2007 - January 2008 - Developed detailed costs estimates for civil construction projects. <p>The Lane Construction Corporation Project Manager, 1979 - 2006 Managed all aspects of projects he was assigned to ranging in value from \$10 million to \$200 million. Responsible for planning and scheduling of all work activities, coordinating with owners, designers and subcontractors. Managed submittal process and pay estimate requests and oversaw project safety program.</p> <ul style="list-style-type: none"> ▪ I-540 Construction Wake County, 2004-2006, Project Manager ▪ Largo Station Blue Line Design-Build, 2002-2004, Project Manager ▪ Dulles Greenway Widening, 2000-2002, Project Manager ▪ Clara Barton Parkway Reconstruction, 1999-2000, Project Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: S.U.N.Y. Alfred Agricultural & Technical College, Alfred, New York / AAS / 1979 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain both VDOT Erosion and Sediment Control Contractor Certification (ESCCE) and Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to commencement of construction.
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> <p>List at least three (3) but no more than five (5) relevant projects* for which you have performed a similar function.</p> <p>1. Intercounty Connector Contract (ICC) D/E Design-Build - Prince George's County, MD Shirley Contracting Company, LLC, Design-Build Project Manager/Construction Manager (1/2012 – 11/2014) During the design phase of the Project, Greg served as the Design-Build Project Manager for the \$89 million ICC Contract D/E Project, the final segment of the 18.8 mile ICC tolled highway in Prince George's County, Maryland. Once construction began, Greg transitioned to the Construction Manager role. The project included 0.5 miles of new tolled highway on MD-200, one Continuous Flow Interchange at Route U.S.1 and MD 200, reconstruction of U.S.1, 2.4 miles of collector distributor roads on I-95, reconstruction of shoulders and exit ramps, and a new signalized intersection. Greg was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocation, construction, Quality Assurance and Quality Control, environmental compliance, and community relations. He was also the main point of contact for communication and coordination with the Owner, permitting agencies, residents and businesses impacted by the project as well as all other project stakeholders. He updated and maintained the project schedule, coordinated subcontractors and suppliers, managed Shirley's self-perform crews, and the QA/QC process during construction. Greg was also responsible for maintaining close coordination with CSX Railroad and Marc train as well local business owners impacted by the Project. He managed the extension of the ITS toll systems, Fiber Optic and signal interconnect cabling as well other major utilities that required relocation including a 42" waterline for WSSC, electrical duct bank and electric pole lines with telephone, cable, and a 12" sanitary sewer.</p> <p>2. Intercounty Connector (ICC) Contract C Design-Build - Montgomery and Prince George's County, MD Shirley Contracting Company, LLC, Design-Build Project Manager (1/2008 – 12/2011) As the Design-Build Project Manager for the Shirley lead team, Greg was responsible for constructability reviews during the design process, coordination of utility design and relocation work and oversight of construction in accordance with</p>

the approved contract plans. He verified Quality Control for environmental permitting and ensured that the plans were within permit and regulatory requirements for this **\$528 million design-build** project to complete 3.4 miles of the Intercounty Connector in Montgomery & Prince Georges County, Maryland. Greg provided monthly project status reports to the Maryland State Highway Administration, updated the project's CPM schedule, conducted regular progress and jobsite safety meetings, prepared/obtained and reviewed required Trainee, DBE, EEO and certified payroll documentation. During the construction phase, he was responsible for the daily scheduling of work activities including Shirley's personnel and subcontractors, material deliveries, rental equipment and trucks. He was also responsible for coordinating with the Project's Quality Control staff to ensure that all construction materials and activities are inspected as required. The overall scope of the project includes 3.4 miles of a new 6-lane freeway facility, two new major interchanges, one on US-29 and the other on Interstate 95. The interchange work included pavement rehabilitation of the existing roads as new ramps were connected to the interchange to establish acceleration and deceleration lanes. New fiber optics cabling was installed to all toll collecting facilities, cameras, and Signing for connection to the new integrated toll system, including 22 bridges, 16 retaining walls, 5 noise barrier walls and 14 SWM ponds. The project included incentives from the Owner for properly maintaining erosion and sediment control devices on the project and **the Shirley Team earned over \$4.7 million in incentives**, reflecting Shirley's commitment to the project's environmental objectives.

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

The Lane Construction Corporation, Project Manager (3/2004 - 11/2006)

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

4. Largo Station Blue Line Design-Build - Largo, MD

The Lane Construction Corporation, Project Manager (3/2002 – 2/2004)

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

5. Dulles Greenway Widening – Loudoun County, VA

The Lane Construction Corporation, Project Manager (6/2000 – 2/2002)

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

*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Greg is currently assigned to the ICC Contract D/E project as Construction Manager and his assignment will be completed by summer 2015.**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Gerard (Jerry) Mrykalo, PE, PTOE, Traffic Engineering Department Manager
b.	Project Assignment: Maintenance of Traffic (MOT) Manager
c.	Name of Firm with which you are now associated: Dewberry Consultants LLC
d.	<p>Employment History: With this Firm 9 Years With Other Firms 0 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC Traffic Engineering Department Manager/Traffic & Roadway Engineer, 2006 - Present</p> <p>General responsibilities include signing and sealing maintenance of traffic/traffic engineering discipline plans as the engineer of record, overseeing maintenance of traffic/traffic engineering design and studies (including TMPs, TTC plans, signals, ITS, lighting, signing-marking, traffic analyses). Jerry has served as the Maintenance of Traffic (MOT) Manager on 16 previous VDOT Design-Build projects (including 3 projects on I-64), is a certified Professional Traffic Operations Engineer, certified in VDOT's Advanced Level of Work Zone Traffic Control Training, and leads Dewberry's in-house work zone safety training program.</p> <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements-Segment I Design-Build, 3/2015 to 6/2015 (Design) – MOT Manager/Lead Traffic Engineer ▪ Gloucester Parkway Extension Design-Build, 3/2014 to 11/2014 – MOT Manager/Lead Traffic Engineer ▪ Route 606 Reconstruction Design-Build, 3/2014 to 12/2014 – MOT Manager/Lead Traffic Engineer ▪ I-64 Pavement Rehabilitation Design-Build, 1/2014 to 6/2014 – MOT Manager/Lead Traffic Engineer ▪ Rte 7 – WB Truck Climbing Lane Design-Build, 11/2013 to 7/2014 – MOT Manager/Lead Traffic Engineer ▪ I-66 Widening Design-Build, 9/2013 to 6/2014 – MOT Manager/Lead Traffic Engineer ▪ Route 29 over Little Rocky Run Design-Build, 6/2013 to 12/2013, - MOT Manager/Lead Traffic Engineer ▪ Telegraph Rd & Rte 1 Intersection Design-Build, 6/2013 to 3/2013 – MOT Manager/Lead Traffic Engineer ▪ Sycolin Rd Over Rte 7-15 Bypass Design-Build, 12/2012 to 6/2013 - MOT Manager/Lead Traffic Engineer ▪ I-64 Exit 91 Improvement Design-Build, 9/2012 to 8/2013 – MOT Manager/Lead Traffic Engineer ▪ Intercounty Connector Contract D/E Design-Build, 1/2012 to 3/2014 - MOT Manager/Lead Traffic Engineer ▪ Route 27/244 Interchange Design-Build, 7/2011 to 11/2012 - MOT Manager/Lead Traffic Engineer ▪ Pacific Boulevard Extension Design-Build, 7/2011 to 8/2013 - MOT Manager/Lead Traffic Engineer ▪ University Boulevard Extension Design-Build, 7/2011 to 8/2012 - MOT Manager/Lead Traffic Engineer ▪ Route 50 Widening Design-Build, 2/2011 to 1/2012, - MOT Manager/Lead Traffic Engineer ▪ Waxpool Road/Loudoun County Parkway Intersection Improvements Design-Build, 2/2010 to 10/2010 – MOT Manager/Lead Traffic Engineer ▪ Fairfax County Pkwy Phase III Improvements Design-Build, 10/2009 to 12/2012 - MOT Manager & Lead Traffic Engineer ▪ Intercounty Connector Contract C Design-Build, 2/2008 to 11/2011 - MOT Manager/Lead Traffic Engineer ▪ Route 7/659 Interchange, 2/2008 to 7/2010 - MOT Manager/Lead Traffic Engineer ▪ Springfield Interchange Improvement Project (I-95/I-395), 7/2007 to 11/2008 - Traffic Engineer ▪ Route 28 Corridor Improvements Design-Build, 1/2006 to Present - MOT Manager/Lead Traffic Engineer/Traffic Engineer ▪ I-66 Gainesville Improvements, 1/2006 to 1/2011 - MOT Manager/Lead Traffic Engineer/Traffic Engineer ▪ I-95/I-495/Woodrow Wilson Bridge Project (Woodrow Wilson Bridge Project (Telegraph Rd Interchange), 1/2006 to 9/2007 – Traffic and Roadway Engineer
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, University Park, PA / BS / 2005 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer/2010/Virginia #0402 047293, Professional Engineer/2011/Maryland #39670, Professional Engineer/2011/North Carolina #037670, Professional Engineer/2012/Georgia #PE037238, Professional Traffic Operations Engineer (PTOE)/2013, Virginia Advanced Work Zone Traffic Control/2009/#041113008, Virginia Work Zone Traffic Control Training Instructor (Advanced, Intermediate, Basic)/2009/#032409013</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i>

3. Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.

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

1. Interstate 64 Pavement Rehabilitation (DB-66) Design-Build – Norfolk, Virginia

Dewberry Consultants LLC, MOT Manager & Lead Traffic Engineer (Design 1/2014 - 6/2014)

Jerry served as the MOT Manager and Traffic Engineer-of-Record for the **\$17 million** restoration of concrete pavement, asphalt overlay, and safety improvements for 5 miles of I-64 from the Hampton Roads Bridge-Tunnel (HRBT) to I-564. This project included significant maintenance of traffic design and Transportation Management Plan (TMP) development to keep 90,000 vehicles a day moving through the site, without any long-term shoulder or lane closures. Responsibilities included the oversight of the design of the maintenance of traffic (MOT) plans, the TMP, nightly ramp detour plans, and safety improvement assessment and design. Innovative temporary lane closure analysis was performed, where Dewberry analyzed volumes for several seasons within the year and developed project-specific seasonal temporary lane closure schedules in order to not impact high seasonal traffic volumes. Jerry also prepared MOT graphics for public distribution and coordinated operations with adjacent projects along I-64 and I-264.

2. Interstate 66 Widening Design-Build – Prince William County & Town of Haymarket, Virginia

Dewberry Consultants LLC, MOT Manager & Lead Traffic Engineer (Design 9/2013 - 6/2014)

Jerry served as the MOT Manager and Traffic Engineer-of-Record for the **\$73 million** widening of 3-miles of I-66 from Route 29 in Gainesville to west of Route 15 in Haymarket, from 4-8 lanes, as well as interchange modifications at Route 15. The project includes significant maintenance-of-traffic roadway widening and two bridge replacements for over 55,000 vehicles a day through the project site. Innovative MOT phasing was also implemented utilizing temporary pavement to open an added lane early in the construction process, delivering relief to commuters earlier than planned. Responsibilities included oversight of the design of the maintenance of traffic plans, Transportation Management Plan (TMP), detour plans and temporary signal timings for a road closure, signing and pavement marking plans, traffic signal modification plans, and Intelligent Transportation Systems (ITS) plans. Jerry has also participated in Pardon our Dust meetings during design and construction to continue communication efforts with the local community.

3. Intercounty Connector (ICC) Contract D/E Design-Build - Prince Georges County, Maryland

Dewberry Consultants LLC, MOT Manager & Lead Traffic Engineer (Design 1/2012 - 3/2014)

Jerry served as the MOT Manager and Lead Traffic Engineer for the **\$89 million** Contract D/E of the ICC Design-Build mega-project. This complex project included the construction of 0.9 miles of new 4-lane freeway, 2-interchange modifications along I-95, and the construction of 2.4-miles of collector-distributor roadways along I-95. Responsibilities included maintenance of traffic design for 7 stages of construction, TMP development, public outreach support, coordination with adjacent major projects, and signing and marking design. Additional design responsibilities included innovation construction safety strategies such as work zone Automated Speed Enforcement (ASE), as well as the re-configuration of major traffic patterns for four interchanges within the project limits. The fast-tracked schedule design required extensive coordination with owner, subconsultants, and contractors.

4. Intercounty Connector (ICC) Contract C Design-Build – Montgomery & Prince Georges County, Maryland

Dewberry Consultants LLC, MOT Manager & Lead Traffic Engineer (Design 5/2008 - 9/2010)

Jerry served as the MOT Manager and Lead Traffic Engineer for the middle and eastern segments of the **\$513 million** Contract D/E of the ICC Design-Build mega-project. This complex project included the construction of 3.8-miles of new 6-lane freeway, 3-new interchanges (including one along I-95). Responsibilities included maintenance of traffic design for 5 stages of construction along I-95, TMP development, assistance with public communication, assistance with regional traffic management, coordination of major traffic switches with emergency responders, coordination with adjacent concurrent projects, design of 43 overhead sign structures, and signal design.

5. Interstate 66 Gainesville Improvements - Prince William County, Virginia

Dewberry, MOT Manager & Lead Traffic Engineer - Design (1/2006 - 1/2011)

Beginning as a Traffic Engineer, Jerry became MOT Manager & Lead Traffic Engineer in 2010 as he worked on the design of the most complex facet of this **\$230 million** project, which was the construction a single point urban interchange (SPUI) and railroad grade separation directly over top of the existing Route 29 intersection with Linton Hall Road. This project included challenging multi-stage bridge and roadway construction, temporary detour (diversion) roadways, and temporary signalization. As a traffic engineer, he was responsible for design of the maintenance of traffic plans (including along I-66), TMP development, signing and pavement marking plans, traffic signal plans, and Intelligent Transportation Systems (ITS) plans. He also coordinated with VDOT, the contractor (Shirley Contracting), and the public during construction to provide expertise and public presentations prior to major traffic pattern changes.

*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

3.4.1 - Work History Forms

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

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

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

Intercounty Connector, Contract C



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT II PROJECT

- Design-Build
- Interstate 95 Widening
- Full Depth Pavement Reconstruction
- Multiple Grade-Separated Interchanges (3)
- Roadway Construction
- Four Stages of MOT Operations on I-95
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Control
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Restricted Work Hours
- Geotechnical/Ground Improvements
- Proposed Key Personnel on this Project:
 - Construction Manager - Greg Johannes

PROJECT NARRATIVE:

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

The Project was completed on a fast-track basis and required all work for this \$513 million Project to be completed in under four years. The fixed completion date was critical to MDSHA in order to open the entire toll road for revenue service and meet commitments made to the public. Our Team met the contract goal of opening this segment on schedule.

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

A significant challenge on the Project was the full depth pavement reconstruction of existing secondary roads over the new highway. This was accomplished by means of temporary detours in order to reopen the roadway as soon as possible. The Project included other full depth pavement reconstruction on I-95 to include the shoulders which became acceleration/deceleration lanes for the new Interchange. The Route 29 interchange also required reconstruction of the shoulders as well as reconstructing portions of Route 29 due to realignment of the roadway geometry. All pavement reconstruction was accomplished while maintaining all traffic movements.

A major priority was to minimize impacts to local businesses, residents and the surrounding communities that were impacted by this new facility. Our Team developed a comprehensive approach to meet this objective by sequencing the work to occur out of traffic and in off-peak hours, adjusting profiles to balance site earthwork activities and constructing temporary bridges crossing waterways to avoid "on-road" trucking, and establishing a Site Access Management Plan to designate specific access points, haul routes, staging areas, material and equipment storage areas, and restricted areas.

PROJECT SCOPE:

- 3.8 miles of new 6-lane toll road on a new alignment
- Over 5 miles of Full Depth Pavement Reconstruction and improvements
- Route 29 Grade-Separated Interchange (3 Levels)
- Briggs Chaney Road Grade-Separated Interchange
- I-95 Grade-Separated Interchange (3 Levels)
- Three multi-level Interchanges
- 20 Bridges
- Retaining walls and sound barriers
- Temporary Traffic Control
- ITS & Tolling

SHIRLEY'S ROLE: Contract 'C' was awarded to the IC3 Joint Venture led by Shirley Contracting Company, LLC and included Clark Construction Group, Trumbull Corporation and Facchina Construction. Shirley's role in the Project was the Sponsor of the Joint Venture. In this capacity, Shirley had overall responsibility and management of the complete scope of work including all design and engineering, utility relocations, permitting, quality control, construction, public outreach, and overall Project administration and management. Shirley was the primary point of contact with the Owner, and created and monitored the Project schedule.

- VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**
- *2012 Award of Excellence in Heavy Construction from the National Capital* Chapter of American Concrete Institute
 - Selected in 2011 by Roads & Bridges magazine as *Top Roads winner*
 - This large and *fast paced project was completed on time, without claims, and with only minor change orders considering the large scope of the project.* Change orders consisted primarily of directed modifications to project scope.
 - *Our Team earned over \$4.7 million in incentive payments* for environmental compliance, reflecting our commitment to the environmental objectives of the Project.
 - The success of this project was largely due to significant innovations in design development. Specifically, the Joint Venture, *led by Shirley Contracting and Dewberry, employed several Alternative Technical Concepts to optimize the design and to reduce both the cost and duration of construction.* For example, the Project team:
 1. Optimized the RFP proposed interchange between MD 200 and I-95 through realignment and the incorporation of deep stabilization of unsuitable soils through the use of wick drains to effectively eliminate six complex bridge structures and simplify the interchange construction.
 2. Redesigned the interchange between MD200 and US-29 to eliminate 1 large fly-over structure and reduce impacts to the traveling public.
 3. Optimized the pavement structure through the incorporation of a California Bearing Ratio of seven and incorporated Falling Weight Deflectometer testing into the QC program to verify achievement of the elevated standards. This significantly reduced the amount of asphalt required for the project, effectively reducing cost and time of construction.
 4. Redesigned the I-95 Interchange which reduced ROW acquisition by 14 acres, reduced impacts to existing utilities and reduced the area of bridge deck by 320,000 SF.
 5. Utilized wick drain ground improvement strategy to provide mainline ICC crossing of large wetland area and eliminated bridges planned in RFP concept.

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-95/I-395/I-495 Springfield Interchange Improvements Phase IV Location: Fairfax, VA	Name: HNTB, Inc.	Name of Client/Owner: VDOT Mega Projects Office Project Manager: H.S. Charlie Warraich Phone: 571-237-8229 Email: HS.Warraich@VDOT.Virginia.gov	August 2003	July 2004* *Difference Due to Owner added scope	\$117,397	\$140,442* *Difference Due to Owner added scope	\$140,442

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

I-95/I-395/I-495 Springfield Interchange Improvements - Phase IV



**SIMILARITIES TO
I-64 CAPACITY IMPROVEMENTS - SEGMENT II PROJECT**

- Interstate Construction with ADT volumes of nearly 400,000
- Concrete Pavement Reconstruction
- Bridge Construction and Retaining Walls
- Complex MOT Operations
- ITS Communications
- Utility Relocations
- Third Party Stakeholder Coordination
- Coordination with VDOT
- Partnering
- Extensive Public Impacts
- Proposed Key Personnel on this Project:
 - Design-Build Project Manager - Chuck Smith

PROJECT NARRATIVE: In November 2000, Shirley Contracting Company, LLC was awarded Phase IV of VDOT's I-95/I-395/I-495 Springfield Interchange Improvements Project, known as the "Mixing Bowl". The project elements focused on the eastern end of the Interchange and included improvements from the I-95 Ramps to the I-495 Capital Beltway towards the Woodrow Wilson Bridge and reconstruction of 4.2 miles of the Capital Beltway and I-95 (I-95/I-495). The project also completed shoulder widening and pavement re-construction of the existing HOV Lanes of I-95 in order to create room for the next phase of the Interchange. Shirley was required to maintain all travel lanes with only part-time lanes closure allowable during off-peak hours. Shirley maintained three full-time MOT Crews consisting of all in-house employees in order to meet the schedule demands of the project. All closures were coordinated with the VDOT Smart Traffic Center. During the project, Shirley worked with VDOT to refine and develop new Maintenance of Traffic plans as conditions changed routinely on this large-scale project. Bridge construction on the project was valued at nearly \$50,000,000 for four bridges. Bridge B610 was the largest of the bridges constructed-a 4,200' long flyover ramp bridge from the Capital Beltway Inner Loop to I-95 Southbound. The flyover is the longest inland bridge constructed in Virginia, rising to over 100' at its highest point. The bridge consisted of 21 piers and two abutments. Bridge B635 was constructed along a heavily traveled section of both loops of the Capital Beltway requiring daily maintenance of traffic. Phasing for the bridge was a complex three-stage plan including the demolition of the existing bridge structures. The 4- span steel structure was built over the heavily traveled railroads of both CSX Transportation and the Washington Metropolitan Area Transit Authority's (WMATA) Yellow Line Train. Work windows adjacent to the rail lines were only four hours per work day from Midnight to 4:00 am. A significant amount of planning and coordination between the Shirley Team, CSX, and WMATA was required to perform the construction of the rail bridge and to make the crews the most efficient they could be in this limited time frame.

- PROJECT SCOPE:**
- 4 New Bridges Constructed
 - 150,000 SY of full-depth pavement reconstruction of the existing I-495 Capital Beltway. Concrete pavement was demolished, rubblized, and processed to be re-used and recycled at off-site locations.
 - 250,000 tons of asphalt concrete pavement
 - 500,000 CY of earthwork
 - 20,000 LF of stormwater and pressure waterlines
 - 15,000 LF of deep sanitary sewer pipe including 2,500 LF of micro-tunneling.
 - Design and Construction of 185,000 SF of absorptive sound barrier walls.
 - 150,000 SF of permanent MSE retaining walls.
 - Construction of new ITS Backbone System with 'home-run' to VDOT's Northern Virginia Smart Traffic Center
 - Maintaining heavy interstate traffic volumes with minimal impacts
 - Roadway lighting and signage including 12 new overhead structures

SHIRLEY'S ROLE: As the General Contractor on the Project Shirley was responsible for management and oversight of all aspects of construction, including roadway, bridge and retaining wall structures, maintenance of traffic, utility installations and public relations. The work was performed on a heavily traveled interstate with over 400,000 vehicles per day passing through the project. Lane restrictions were coordinated by Shirley with VDOT's Smart Traffic Center to allow for public notifications of impacts to traffic. Shirley maintained staff of over 20 managers on the project working both day and night to meet the project Schedule.

- VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**
- Shirley was able to maintain our project schedule and *achieve an early completion bonus offered by VDOT* for completing the project four months in advance of the specified project completion date.
 - *All construction activities were performed while maintaining and managing traffic volumes of over 400,000 vehicles per day* passing through the project work zone along the I-95/I-395/I-495 Corridor.
 - The most complex operations involved the *erection of structure steel over both Outer Loop of the Capital Beltway and the Northbound Lanes of I-95* in the heart of the Mixing Bowl. Steel was set over a series of weekends when detours of I-95 were set-up to allow 36-hour continuous work windows for the 300 ton and 400 ton cranes to safely erect the girders. Both Shirley and VDOT developed this 'first-ever' I-95 detour as a synchronous team realizing it was the right answer that addressed all public safety and traffic congestion issues. Shirley assisted VDOT in all aspects of the public outreach effort to inform the traveling public of the schedule timing and significant details that were involved with such a complex task. Shirley crews communicated directly with Virginia State Police and Fairfax/Prince William County officials prior to and during the intricate construction operations. The construction operations and public outreach were both hailed as huge successes.
 - *We developed work schedules and activity plans to minimize delays and impacts to the public during peak traffic rush hours;* One example of the fluidity of the project Team was an issue revolving around potential delays due to railroad work restrictions. Shirley worked with the designer and VDOT project staff, to develop a new I-495 Inner Loop detour which was implemented so that bridge construction could continue as the potential delay issues were being resolved.
 - *Project details were communicated to promote public awareness and involvement to all parties* directly and/or indirectly associated with the project.

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Interstate 95 4th Lane Widening Project Location: Fairfax and Prince William County, VA	Name: HNTB, Inc.	Name of Client/Owner: VDOT Northern Virginia District Office Project Manager: H.S. Charlie Warraich Phone: 571-237-8229 Email: HS.Warraich@VDOT.Virginia.gov	September 2011	September 2011	\$85,557	\$91,183* *Difference Due to Owner added scope	\$91,183

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



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT II PROJECT

- Interstate Widening
- 10 Interstate Bridges Widened
- Complex MOT Operations
- Communication & Coordination with VDOT
- Retaining Walls
- Sound Barrier Walls
- Traffic Volumes Exceeding 200,000 VPD
- Restricted Work Hours
- Proposed Key Personnel on this Project:
 - Design-Build Project Manager - Chuck Smith

PROJECT NARRATIVE: In January 2008, Shirley Contracting Company, LLC as the General Contractor, was awarded the Interstate 95 4th Lane Widening Project to add a fourth lane in each direction of Interstate 95 between the Fairfax County Parkway (Route 286) and Route 123. The additional lanes were constructed to relieve bottlenecks and daily congestion in this area of Interstate 95 and provide improved traffic flow. The northbound project limits extended from Exit 160 Woodbridge/Route 123 to just north of the Pohick Road bridge overpass, approximately five miles. The southbound limits were from Exit 166, Fairfax County Parkway/Newington, Route 286 to Exit 160, Route 123, approximately 6 miles. With a construction cost of approximately \$91 million, the project consisted of widening approximately six miles of Interstate 95, 10 bridge widenings including two bridges over the Occoquan River, over 200,000 square feet of design-build retaining/sound barrier combination walls, and over 2.5 miles of storm pipe installation. All work was completed on a major interstate in a heavily congested area. With only existing 10' wide shoulders and limited right-of-way for construction, the new outside travel lanes and shoulders were constructed in minimal construction space using specialized equipment and paving techniques. During off-peak travel hours structural steel erection, bridge deck pours, utility crossings, and surface asphalt placement were just a few activities that were scheduled and coordinated to reduce impacts to motorists and give the Shirley team the maximum opportunity for productive and quality work hours. In extremely tight areas, Shirley developed and VDOT approved limited lane shifts of I-95 in order to safely construct constrained bridge elements and retaining walls. Design considerations for all retaining walls and sound barrier walls took into account the poor Potomac Clay soils prevalent in the area for global stability failures. All work was completed on time and within VDOT's project budget.

- PROJECT SCOPE:**
- 10 Bridges Widened
 - Maintaining heavy interstate traffic volumes with minimal impacts
 - Installation of new substructure abutments and piers, structural steel girders and new bridge deck concrete and joints.
 - Widening of the 1,000 LF dual span bridge over the Occoquan River
 - Approximately 240,000 CY of earthwork
 - Installation of over 14,000 LF of stormwater piping, water and sanitary utility installation/relocation
 - Over 250,000 tons of sub-base stone and asphalt concrete
 - Roadway lighting and signage including 15 overhead structures.
 - Installation of over 70,000 SF of combination retaining/sound barrier walls
 - Over 2,000 drilled shaft and steel post foundations
 - 145,000 SF of traditional ground mounted sound barrier wall

SHIRLEY'S ROLE: As the General Contractor on the Project Shirley was responsible for management and oversight of all aspects of construction, including roadway, structures, drainage, maintenance of traffic, public relations and public involvement. The work was performed on a heavily travelled interstate with over 200,000 vehicles per day passing through the project. Lane restrictions were coordinated by Shirley with VDOT's Smart Traffic Center to allow for public notifications of impacts to traffic.

- VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**
- All work was performed with *no safety incidents and the project enjoyed a zero-lost time record.*
 - *All construction activities were performed while maintaining and managing traffic volumes of over 200,000 vehicles per day* passing through the project work zone along the I-95 Corridor.
 - Shirley utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote primary awareness of upcoming construction impacts and clearly define vehicular paths/routes, which *helped improve traffic flow and avoid delays.*
 - *We developed work schedules and activity plans to minimize delays and impacts to the public during peak traffic rush hours;* resolved issues quickly and efficiently, while emphasizing safety on the project for all parties including the traveling public.
 - *Project details were communicated to promote public awareness and involvement to all parties* directly and/or indirectly associated with the project.
 - *Shirley was successful in opening the new travel lanes under three distinct project milestones.* VDOT required that all northbound lanes be open within 18 months of the start of construction and that 12 months later, the southbound lane be open as well. Final milling and resurfacing of the corridor was performed ahead of the completion milestone
 - Shirley coordinated all construction and lane closures with VDOT's NOVA District Mega Projects group as well as the Express Lanes contractors in the region.
 - *Shirley and VDOT created a successful Partnering Program;* one in which both parties participated in open and honest discussion of job issues, conflict resolution and celebration of successes

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Intercounty Connector (ICC) Contract C Location: Montgomery and Prince George Counties, MD	Name: IC3 A Joint Venture (Shirley Contracting Company, LLC Lead Contractor)	Name of Client: Maryland State Highway Administration Project Manager: Mark Coblentz Phone: 301-586-9267 Email: mcoblentz@sha.state.md.us	November 2011	November 2011	\$513,988	\$528,807* *Difference Due to Owner added scope	\$41,000

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



**SIMILARITIES TO
I-64 CAPACITY IMPROVEMENTS - SEGMENT II PROJECT**

- Design-Build Project
- Widening of Interstate Roadway
- Interstate Bridge Widening
- Roadway Widening Under Traffic
- Complex Interstate Maintenance of Traffic Design
- Extensive Environmental Requirements
- Stormwater Management Improvements
- Multi-Agency Coordination
- Experience of Team Working Together
- Fast Track Schedule
- Proposed Key Personnel on this Project:
 - Design Manager - Steve Kuntz
 - MOT Manager – Jerry Mrykalo

PROJECT NARRATIVE: Dewberry was the lead designer for Contract C of the Intercounty Connector (ICC) project. This contract completed the segment of the ICC from just west of Route 29 to just east of I-95, a project length of 3.8 miles which also included interchanges at Route 29, Briggs Chaney Road, and I-95. Both the Route 29 and I-95 Interchanges were 3-level interchanges including semi-directional fly-over ramps with curved girder bridges. At the I-95 Interchange, collector-distributor (CD) roadway improvements were made along northbound and southbound I-95 for more than 2 miles in each direction, effectively combining access points with the adjacent MD-198 interchange and a future interchange which was under development and study by the Maryland State Highway Administration. During the procurement stage of the project, our Team developed an alternate concept for the I-95 Interchange which reduced right-of-way acquisition needs by 14 acres, reduced environmental and utility impacts, and reduced the overall area of bridge decks by more than 320,000 sf. Design and construction of the project was broken up into multiple stages so that construction on the ICC mainline and each interchange could be completed in overlapping phases. Bridge steel packages and numerous erosion and sediment control packages were developed early and received advance approval which allowed construction in critical areas to start before final design approval.

PROJECT SCOPE:

- Field surveys
- Roadway design – 3.8 miles of 6-lane divided freeway
- Interchange design – 3 interchanges at Route 29, Briggs Chaney, and I-95
- Bridge design – 20 bridges including 3 curved girder bridges each with a length over 1,300 linear feet
- Retaining wall design – 16 walls
- Design of 5 noise barriers
- Design of 14 stormwater management basins
- Erosion & sediment control design
- Temporary traffic control design on high-volume roadways, including I-95
- Traffic signal design
- Signing and pavement marking design
- Lighting and electrical design
- ITS and open-tolling facility design
- Sub-consultant oversight and coordination for environmental permitting, noise analysis and modeling, geotechnical investigations and testing, utility designations and test pits

DEWBERRY'S ROLE: As the engineer of record, Dewberry's Fairfax, Virginia office was responsible for all preliminary and final designs for 2 miles of the ICC and for the Briggs Chaney Road and I-95 Interchanges. Dewberry was also responsible for oversight and coordination with our design partner who completed the Route 29 Interchange and for oversight and coordination with all sub-consultants providing design support services for the project. Dewberry was responsible for developing the Alternate Technical Concept (ATC) at the I-95 Interchange which resulted in a significantly lower contract price due to the elimination of several bridges and a large reduction in the bridge deck area, as well as the ability to avoid costly relocation of high-voltage transmission lines and avoid additional impacts to adjacent properties.

Throughout the project the Dewberry-led design team was co-located with construction staff and MDSHA staff, which allowed for quick resolution to critical project decisions as well as for streamlined management of the numerous design and support sub-consultants. Throughout design and construction, Dewberry attended multiple public meetings to notify the public of upcoming traffic pattern changes and project progress. During construction, Dewberry provided construction inspection services for the entirety of the project.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

- Project was completed on time even though the I-95 Interchange was completely reconfigured and required Federal Highway approval prior to plans being authorized for right-of-way acquisition or construction.
- Our Team's design reduced the environmental impacts from the RFP-permitted impacts as follows: Wetland impacts reduced by 19 acres (52%), Wetland buffer impacts reduced by 5 acres (27%), Perennial/Intermediate Waters of the U.S. impacts reduced by 1930 feet (15%), Ephemeral Waters of the U.S. impacts reduced by 1830 feet (53%), Forested Wetland impacts reduced by 32.6 acres (17%), Floodplain impacts reduced by 9.9 acres (62%).

AWARDS:

- 2012 National Design-Build Award in Transportation National Design-Build Awards Competition
- Awarded the 2012 "Award of Excellence in Heavy Construction" from the National Capital Chapter of the American Concrete Institute
- 2012 "Globe Award" American Road & Transportation Builders Association
- Selected in 2011 by Roads & Bridges magazine as a Top Roads winner.

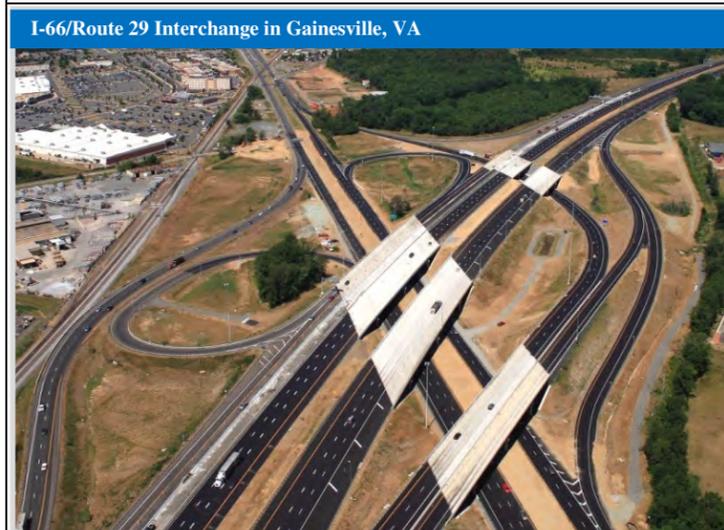
*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Interstate 66 Improvements (Single Design Contract) Location: Prince William County, VA	Name: Ph. I General Excavation Ph. 2 Moore Brothers Ph. 3 Shirley Contracting Ph. IV General Excavation Ph. V Shirley Contracting	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Amir Salahshoor, PE Phone: 703-259-1957 Email: A.Salahshoor@vdot.virginia.gov	2004	Phase I – 2008 Phase II – 2006 Phase III – Aug. 2010 Phase IV – Oct. 2011 Phase V – June 2015 (estimated)	\$215,000 (Estimated)	Phase I - IV \$217,145* *Difference Due to Owner added scope	\$10,007

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



I-66/Route 29 Interchange in Gainesville, VA

SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT II PROJECT

- Widening of a Heavily Travelled Interstate
- Modifications to Existing Interchanges
- Bridge Widening and Rehabilitation
- Bridge Replacement
- Coordination of Multiple Phases of Project
- Complex Maintenance of Traffic Design
- Multi-phased Public Outreach
- Experience of Team Working Together
- Proposed Key Personnel on this Project:
 - Design Manager - Steve Kuntz
 - MOT Manager – Jerry Mrykalo

PROJECT NARRATIVE: In 1997, Dewberry's Fairfax, Virginia office entered into contract with the Virginia Department of Transportation to design the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville, VA (Exit 43, Route 29). *Dewberry had a single design contract for the design of all elements of this project which was broken into five construction contracts.* The project included the following elements:

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

The traffic analysis and modeling completed for the Gainesville and Route 29 corridor identified the need for a new interchange at the existing intersection of Route 29 and Linton Hall Road, grade separations of two at-grade railroad crossings along Route 29 and Gallerher Road, and a new overpass (University Boulevard) over I-66 and Norfolk Southern Railroad. Dewberry completed final engineering services for both the University Boulevard and I-66/Route 29/Linton Hall Road Interchange.

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

PROJECT SCOPE:

- Field surveys
- Environmental permit plate preparation
- Traffic and operational analysis and documentation (IJR)
- Roadway design, including more than 4 miles of interstate widening
- Structural design, including ten (10) new interstate and interchange bridges
- Traffic management system (TMS) design
- TMP and complex temporary traffic control plan design
- Lighting and electrical design and traffic signal design
- Public meeting preparation, attendance, and support
- Coordination with Norfolk Southern Railroad

DEWBERRY'S ROLE: As the engineer of record for the improvements, Dewberry was responsible for all of the services outlined in the "Project Scope" as well as coordination with subconsultants and VDOT.

In addition to providing all design services, Dewberry prepared presentations and graphics for multiple public hearings, public meetings, and citizen outreach meetings, provided support to VDOT right-of-way acquisition and negotiation staff during acquisition of right-of-way and easements, and coordinated with Norfolk Southern Railroad for the retaining wall and drainage improvements to avoid impacts to the railroad property. During construction, Dewberry's involvement continued by providing support through shop drawing reviews, responding to RFI's, attending monthly coordination meetings and detail-specific construction meetings, and participated in formal partnering meetings and workshops.

The most challenging aspect of this project, similar to the I64 Capacity Improvements Segment II Project, was developing a maintenance of traffic plan that allowed the construction of all elements without reducing the number of existing travel lanes. Dewberry's design was able to accomplish this requirement with minimal inconvenience to the more than 100,000 vehicles per day travelling through the project.

An additional challenge to the maintenance of traffic plan, lie the I64 Segment II Project, was the widening and rehabilitation of four existing interstate bridges under traffic. The bridge design was coordinated with the road design to ensure that there were no conflicts between the phasing of the bridge and the road construction.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

- Advertisements for each Phase of the project were delivered on-time with successful construction bids received below the Engineer's estimate.
- During construction, it became apparent that conditions of several bridges which were intended to be minimally rehabilitated (deck overlays and widenings) had deteriorated to the point that more significant improvements were required. Dewberry was issued a contract modification to complete designs for the complete reconstruction of the bridge decks (including structural steel) and replacement of all bridge piers. Plans were developed during construction and coordinated with Shirley to ensure construction schedules were not impacted. Plans were issued as a construction revision, and reconstruction was able to be completed *without delaying the project schedule.*

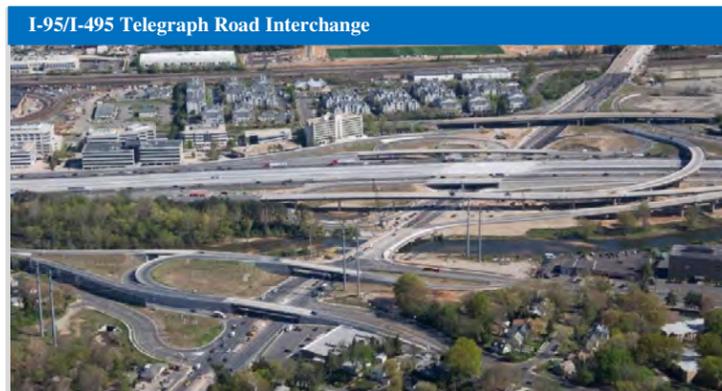
*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95/I-495 Telegraph Road Interchange Location: Fairfax County and the City of Alexandria, Virginia	Name: C-K Constructors, A Joint Venture	Name of Client: Virginia Department of Transportation, Virginia Mega Projects Project Manager: John Lynch, PE, Project Manager Phone: 540-829-7500 Email: John.Lynch@VDOT.Virginia.gov	2013	2013	\$273,000	\$273,000	\$22,213

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. Indicate whether each project listed was Design-Build, Design-Bid-Build, etc.



I-95/I-495 Telegraph Road Interchange

SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT II PROJECT

- Widening of an Interstate facility
- Reconstruction of existing pavement on an Interstate facility
- Innovative and economical ground improvement techniques
- Bridge widening and bridge reconstruction on an Interstate
- Multi-stage MOT (TTC) plan design on I-95/I-495
- Overhead sign and ITS design
- Floodplain analysis
- Proposed Key Personnel on this Project:
 - Design Manager - Steve Kuntz
 - MOT Manager – Jerry Mrykalo

PROJECT NARRATIVE: Dewberry was awarded the contract for the I-95/Telegraph Road Interchange which was the western most segment of the Woodrow Wilson Bridge Improvement Project. Dewberry's Fairfax office was responsible for the design of all improvements and the complete reconfiguration of the interchange, which included complete pavement reconstruction and widening of I-95/I-495 to the ultimate 12-lane typical section, including local and express lanes, consistent with the remainder of the project corridor in both Maryland and Virginia.

During design of the improvements, Dewberry developed alternatives for additional improvements to the Telegraph Road corridor, which culminated in the design and construction of additional ramps and overpasses to improve access to North Kings Highway and Huntington Avenue.

PROJECT SCOPE:

- Widening of I-95/I-495 to a 12-lane section, including local and express lanes
- Complete reconstruction of the existing concrete pavement
- Design of 9 new or replacement bridge structures
- Widening of existing bridges, including one over CSX and WMATA railroad tracks
- A 16-stage MOT plan to maintain all existing I-95/I-495 lanes
- Floodplain modeling for bridge and roadway improvements over and adjacent to Cameron Run
- Field surveys
- Coordination with adjacent section designs
- Lighting and electrical design and traffic signal design
- Public meeting and outreach support and presentations
- Utility relocation designs

DEWBERRY'S ROLE: As the section design consultant for the I-95/Telegraph Road Interchange project, Dewberry was responsible for all preliminary and final design services for the complete interchange reconfiguration and widening of I-95/I-495. Dewberry prepared separate plan packages for right-of-way acquisitions, advance utility relocations, and interchange construction. Services provided by Dewberry included:

- Field surveys
- Roadway widening and reconstruction, and interchange reconfiguration design
- Structural design for bridges and retaining walls
- Construction phasing design and constructability reviews
- Temporary Traffic Control plan design
- Floodplain modeling of Cameron Run, a 47 square-mile watershed
- Stormwater management design
- Lighting and electrical design and traffic signal analysis
- Intelligent Transportation System (ITS) design
- Public meeting preparation, attendance, and support
- Utility relocation design of sewer, electrical duct bank, and communication duct bank facilities
- Environmental permit plate development and coordination with VDOT Environmental staff
- Wetland mitigation site plan and specification development
- Coordination of sub-consultant activities, including aerial mapping and utility designation

The vertical adjustment of I-495 throughout the project area required complete pavement reconstruction, similar to the pavement reconstruction required for the I64 Capacity Improvements Segment II Project.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

- Advertisements for each Phase of the project were delivered on-time with successful construction bids received below the Engineer's estimate

AWARDS:

- 2014 ACEC National Recognition Award
- 2014 ACEC Metropolitan Washington Engineering Excellence Award
- 2013 VTCA Transportation Engineering Award

*For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.