

RESPONSE TO REQUEST FOR QUALIFICATIONS

# Route 7 - Westbound Truck Climbing Lane

A DESIGN-BUILD PROJECT

FROM: ROUTE 9

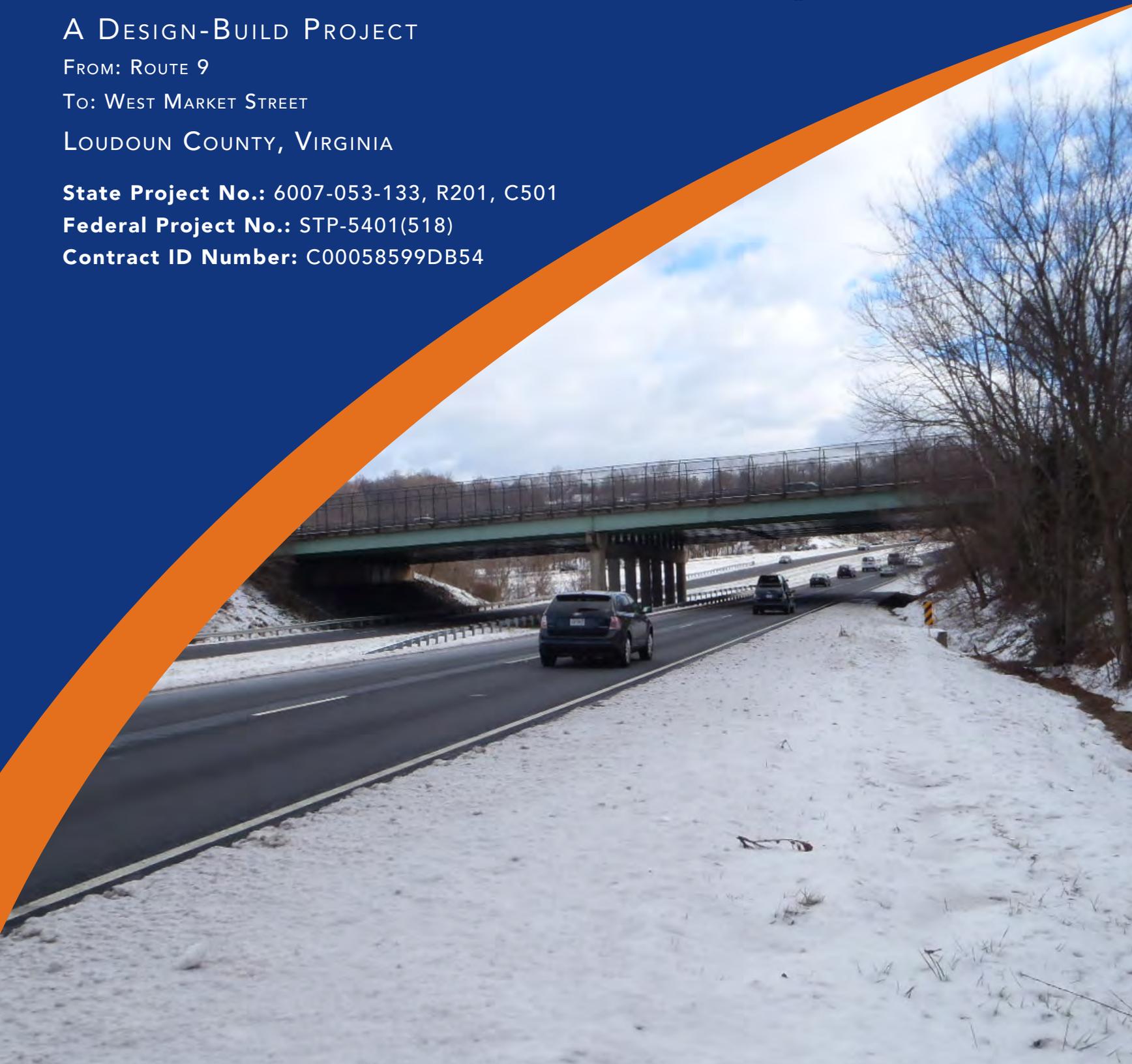
TO: WEST MARKET STREET

LOUDOUN COUNTY, VIRGINIA

**State Project No.:** 6007-053-133, R201, C501

**Federal Project No.:** STP-5401(518)

**Contract ID Number:** C00058599DB54



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:







January 10, 2013

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

**RE: Route 7-Westbound Truck Climbing Lane**  
**From: Route 9**  
**To: West Market Street**  
**Loudoun County, Virginia**  
**Contract ID Number C00058599DB54**  
**3.2 Letter of Submittal**

Dear Mr. Reichert:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our Letter of Submittal in response to your Request for Qualifications for the Route 7-Westbound Truck Climbing Lane Design-Build Project (the Project). For this pursuit, we have assembled a Team with unparalleled experience and expertise in the industry to assure VDOT that the Project will exceed all expectations.

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

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

Our Point of Contact for this Project will be:

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

The Principal Officer for this Project will be:

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

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

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

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

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

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

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

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

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

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



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

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

Sincerely,



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

Attachments:  
SCC Registrations  
DPOR Registrations  
Evidence of Prequalification  
Surety Letter



## 3.3 Offeror's Team Structure

### INTRODUCTION

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to effectively manage all of the design-build elements of the Route 7-Westbound Truck Climbing Lane Project (the Project), including extensive experience coordinating design-build projects with the Northern Virginia Regional Park Authority (NVRPA) related to the W&OD Team. Shirley is committing Team Members and Key Personnel to the Project that have been responsible for managing more than \$500 million of design-build roadway and bridge projects in Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Fort Lee Roundabout, Battlefield Parkway Design-Build, and Pacific Boulevard Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry Consultants LLC (formerly Dewberry & Davis LLC) was the Lead Designer. Further, each of these design-build projects have been, or will be, completed on or ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for over 10 years now, we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduces project risk.

#### 3.3.1 KEY PERSONNEL

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

<i>Design-Build Project Manager:</i>	Jeffrey Austin, P.E.	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM):</i>	Kaushik Vyas, P.E.	Quinn Consulting Services, Inc.
<i>Design Manager:</i>	David Mahoney, P.E.	Dewberry Consultants LLC
<i>Construction Manager:</i>	Adam Gortowski	Shirley Contracting Company, LLC

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

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

***Right-of-Way Manager*** - A critical service that our Team brings to the Project and VDOT is our in-house capability of managing the acquisition of the right-of-way and easements needed to clear the project for construction. While most other firms must bring in an outside consultant for right-of-way acquisition management, Shirley can provide this service and expertise in-house, eliminating any inefficiency regarding the right-of-way needs of the Project. If the needs of the Project dictate changing the priority of acquisitions, having this function in-house allows us to react quickly and maintain the goals and schedule for the Project. It also provides a much greater level of coordination between the design, utility, permitting, and construction disciplines. Our Right-of-Way Manager, Seth Bourne will be involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching proffers, keeping landowners informed, and maintaining the ROW budget. As the Project progresses through the acquisition phase, Seth will manage our VDOT prequalified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

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

***Utility Manager*** - A design-build project as important as the Route 7-Westbound Truck Climbing Lane Project cannot be successful without effectively managing the associated utility impacts. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Our Utility Manager, Todd Kief has managed the utility relocations for nearly \$500 million in design-build construction in Virginia over the last 10 years through his work on the Route 28 Corridor Improvements, Dulles Greenway Capital Improvements, Fort Lee Roundabout, Battlefield Parkway and Pacific Boulevard Projects. More importantly, his relationships with the individual utility owners will be a significant benefit. Todd's design-build experience has enabled him to cultivate close relationships with the representatives of over 25 public and private utilities, including many of the known utilities located in the vicinity of the Route 7-Westbound Truck Climbing Lane Project. Todd will be assisted by Utility Manager Robert (Bob) Kosciw. Bob has over 30 years of experience working for Verizon and brings an unparalleled level of experience to enable the Shirley Team to effectively and efficiently manage the design and relocation of fiber optics, copper and other communication facilities.

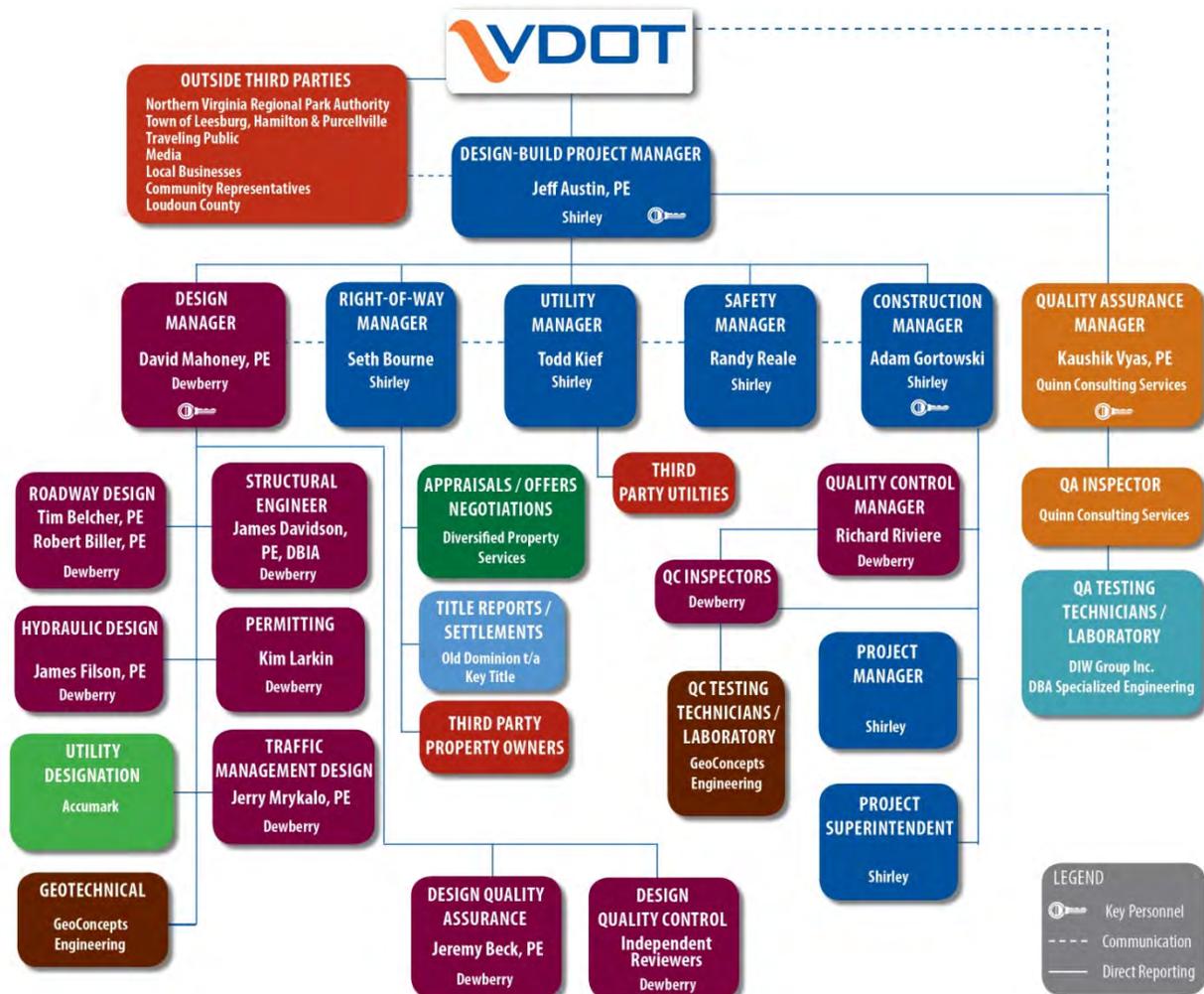
Todd will be tasked with overseeing all aspects of the utility coordination process on the Project, starting with accurately identifying the existing utilities impacted and making contact with each utility owner. Our first priority is to review these utilities with the Design and Construction Teams to create a solution that

avoids the utilities altogether. If avoidance is not possible, we will look at design alternatives that minimize utility relocations. If relocation is required, we will meet with each utility owner to review the impacts, determine prior rights and cost responsibility, and obtain relocation designs and cost estimates. The relocations will then be coordinated with the acquisition of right-of-way, permit approval, and construction schedule. We will then manage the utility relocation construction activities to conclusion, including coordinating with the construction activities in the field and tracking and updating the CPM schedule to ensure that the relocation work proceeds on schedule.

The keys to successfully managing utility relocations on the Route 7-Westbound Truck Climbing Lane Project will be, first, to have a Team that has performed this function on time and on budget on previous design-build projects, and second, to have a Team in place with established, positive relationships with the involved utility companies. The Shirley Team excels in both of these criteria.

### 3.3.2 ORGANIZATIONAL CHART

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



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

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

***\*Design-Build Project Manager (Jeffrey Austin, P.E.):*** This Key Personnel position on our Team is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, the Design-Build Project Manager (D-B PM) has ultimate responsibility for Contract management and to coordinate and integrate the various project disciplines successfully, including design, construction, quality control, right-of-way, utilities, and safety. The D-B PM will also serve as the primary support to VDOT's efforts to communicate with certain third-party stakeholders, and at VDOT's discretion, can take the lead effort in communicating and coordinating with these third parties. Mr. Austin, as the Design-Build Project Manager, has managed a significant number of Shirley Contracting Company's most challenging design-build projects. He brings over 20 years of experience to the Design-Build Project Manager role and has delivered each of his design-build projects either ahead of or on schedule and on budget. In addition, Mr. Austin has extensive firsthand experience coordinating design-build projects with the NVRPA on the Route 28-Waxpool Road/Church Road Interchange, Pacific Blvd. Design-Build, and Battlefield Blvd. Design-Build Projects.

***\*Design Manager (David Mahoney P.E.):*** Reporting to the D-B PM, this Key Personnel position has overall responsibility for management of all aspects of the design process, including roadway, structural, hydraulic, permitting, traffic, and geotechnical. In addition, the Design Manager will establish and oversee the Design QA/QC program. Of vital importance is the Design Manager's role in integrating the various design disciplines with the Construction, Right-of-Way, Utility, and Safety elements. Mr. Mahoney is an experienced Design Manager with over 28 years of experience. He has been the Design Manager on multiple design-build projects where Dewberry and Shirley have teamed together.

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

***\*Quality Assurance Manager (Kaushik Vyas, PE):*** In this Key Personnel role, the Quality Assurance Manager (QAM) reports directly to the D-B PM and is completely independent from the construction

operations and the QC process. The QAM has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and will direct the QA inspections by the QA inspector and independent QA testing technicians from DIW Group Inc., DBA Specialized Engineering. This position is unique in that the QAM has the autonomy to report findings directly to VDOT in addition to the D-B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

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

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

Mr. Kief brings extensive experience to the utility discipline having managed the utility relocations on over \$500 million in design-build for the Shirley team in Virginia. Todd's relationships with numerous utility companies in the area are one of the major reasons Shirley is able to ensure utility relocations are properly managed and integrated will all of the project elements.

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

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

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



Mr. Reale's extensive safety training and experience will be utilized to ensure the Shirley team will deliver a safe project for everyone involved and affected by it.

*\*Denotes Key Personnel*





## 3.4 Experience of Offeror's Team

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



## 3.5 Project Risks

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### INTRODUCTION

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

The first step to assessing the risks of any project is to understand the Project's goals, needs and requirements. The second step is to have relevant experience working in the Project's locale. Finally, having a solid team that integrates all of the various project disciplines and elements into a single, cohesive project, working in partnership with all involved, will only serve to reduce overall project risks. The Shirley/Dewberry Team excels in each of these categories.

In preparation of this Proposal, we have thoroughly and carefully studied the documents provided and developed an understanding of the intent of the Project's objectives. We have significant, long-term experience completing transportation projects in and around the Leesburg area having completed several projects on the Route 7/15 Bypass, Battlefield Parkway, the Dulles Greenway, Plaza Street, Sycolin Road, the widening of Route 7, Route 7 interchanges at Rivercreek Parkway, Lansdowne Blvd., and Loudoun County Parkway. Currently, we are underway with the Sycolin Road Overpass at the Route 7/15 Bypass Design/Build Project for VDOT. Dewberry is also involved in the preliminary studies for an additional interchange at Route 690 near Purcellville and are completing the design of the interchange at Route 7/Route 659 for Loudoun County. Finally, as outlined in other sections of this Proposal, the Shirley Team is unmatched in providing comprehensive, successful design-build services to VDOT in a partnering environment.

Using the experience noted above, the Shirley Team has identified the following three critical risks for the Project, their potential impact, our strategies for mitigation, and the role VDOT and others may play in addressing them.

### CRITICAL RISK #1 – OPERATION AND MAINTENANCE OF TRAFFIC

This section of Route 7, from West Market Street to Route 9, experiences significant congestion and delays on a daily basis - particularly eastbound in the morning rush to points well up Route 9 and Clarks Gap Road, and westbound in the evening rush for several miles along Route 7 (Bypass and Business), Route 15, and the Dulles Greenway. Further, during off-peak hours, any scheduled routine maintenance activities will commonly result in extensive traffic backups. The lack of adequate sight distances and paved shoulders, steep grades, and the numerous secondary street connections and median cross-overs are all concerns along this section of roadway. Constructing the Project safely under these conditions will be its most challenging aspect.

The improvement of any major roadway like Route 7 requires a significant focus on the development of the Maintenance of Traffic (MOT) and Temporary Traffic Control plans (TTC) in order to ensure the continued safe operation of the facility and the safety of all involved in constructing it. On this portion of Route 7, development of TTC plans is a critical risk due to the existing minimal shoulder widths on both sides of the roadway which restricts the ability to shift traffic to either side to accommodate temporary concrete barrier service. Typically, existing roadways will include one shoulder which is wide enough to accommodate temporarily shifting traffic to one side, thus allowing room to construct the widening on the opposite side of the roadway. On this section of Route 7, however, both shoulders along the westbound travel lanes are minimal in width, each only approximately 2.5' wide, resulting in difficulty maintaining an adequate buffer to the temporary concrete traffic barrier. To alleviate this, we recognize that night time shoulder strengthening and widening may be required prior to temporary shifting of traffic. Pavement cores in the existing shoulder will need to be completed early in the design phase to identify the limits of the full depth pavement section, as well as the depth of the stone sub-base below the existing shoulders. Temporary widening of the shoulders may be required to provide adequate offsets to the temporary concrete traffic barrier once traffic is shifted. Further, we recognize that on recent projects, there has been a desire to maintain the existing 12' width travel lanes during construction. While this serves to reduce congestion associated with temporary lane width reductions, it will increase the width of temporary pavement required. In accordance with current requirements, our Team will develop a detailed Transportation Management Plan (TMP) and site-specific Temporary Traffic Control plans per VDOT IIM-LD-241.5 for this Project to properly maintain travel lane and shoulder widths in accordance with standards and contract requirements.

Our Team's experience with widening of roadways and recognition of safe roadside concepts has also led us to anticipate the need to place temporary barrier along the median of eastbound Route 7 to protect motorists and workers during construction of the median left turn lanes and acceleration lanes. This temporary barrier installation will be necessary and appropriate given the narrow median in the Project area, as well as due to the large equipment which will be required for excavation, drainage facility installation, and paving activities.

Another significant risk to the Project will be the full depth pavement reconstruction on westbound Route 7 from Station 139+00 to Station 145+75. Because this full depth reconstruction is required at the western end of the Project limits, a temporary detour, (or at a minimum significant temporary widening), will be required in order to maintain traffic. The risk is that this detour may extend the construction limits beyond what is shown in the preliminary plans. Due to the sloped abutments at the Route 9 bridge over Route 7, we do not anticipate that widening to the outside will be feasible without significant reconstruction of the slopes and slope protection in front of the bridge abutments. Instead, widening to the median of Route 7 will likely be required, and will need to be designed to fit between the median bridge pier and existing travel lanes. Our Team recently completed a detour under very similar conditions for Route 29 in Gainesville where the detour was designed within the ultimate interchange footprints while accounting for two temporary at-grade railroad crossings. On this Project, because the vertical profile adjustment appears to be minimal and the distance between the bridge pier and existing westbound travel lanes appears to be approximately 26', we believe that a temporary pavement

widening can be constructed to the median. This should allow for the temporary diversion of traffic, with little or no disruption, while completely reconstructing the full width of the westbound travel lanes.

A second area of full depth pavement reconstruction which will introduce challenges to the Project is the full depth replacement of pavement on Route 9 from the ends of the Project up to the existing bridge, including both intersections with the interchange ramps. Reconstruction of this pavement will require phased construction so all of the travel lanes can be maintained throughout construction. Placement of barriers will need to be designed such that all turning movements – including trucks – are maintained, and sight distances are adequate during all stages. Widening of the roadway at the roundabout areas can be completed early to accommodate shifting of traffic, and our Team will investigate whether temporary removal of the raised concrete median is required to adequately divert traffic to complete all of the pavement reconstruction. With our Team's recent experience in complete pavement reconstruction on Route 50 while maintaining several high volume intersections throughout construction, we are confident we will develop a MOT plan which will adequately and safely maintain all lanes of traffic during construction while completing the full pavement replacement required.

An additional risk to the Project will be the safe maintenance of traffic for local residents and alternative forms of travel, including bicycles and pedestrians on the Washington & Old Dominion (W&OD) Trail. Currently, the W&OD Trail, Route 9, and most other roadways feeding the Trail, are extensively used by bicyclists and pedestrians. It will be essential for the MOT and TTC Plans, as well as the construction schedules and work activities, to be well planned and coordinated in order to safely provide access for these users at all times.

A further risk will be created by the consolidation of entrances to the local residences and neighborhoods. To mitigate this risk and impact, our Team will phase them in such a way that access, or replacement access, to all properties will be maintained at all times. Permanent roadway connections will be constructed before existing access points to Route 7 are closed or modified. Our Team also recognizes the importance of locating temporary traffic barrier in a way that intersection sight distances are not adversely impacted and do not result in un-safe conditions during construction. As was recently done on our Route 50 design-build project, driveway connections will be adjusted to account for the temporary traffic barrier placement, and temporary traffic barrier will be placed with additional offset and/or tapers to provide the necessary sight distances. These will be investigated during the design phase and will be accounted for in our TTC Plans. Finally, our Team is cognizant of the fact that current traffic conditions are severely congested at times and that there is the risk that conditions will be made worse during construction. We expect that there will be limitations to lane restrictions and work hours, and potentially the Project's phasing. Balanced with the Project's schedule and scope of work, the Shirley Team commits to developing solutions to minimize this risk. Throughout development of the TTC plans, our Team plans to coordinate with VDOT, Loudoun County, the Northern Virginia Regional Park Authority (NVRPA), and any other affected party to incorporate their concerns and communicate our plan. We expect that VDOT's, and potentially other parties, involvement will be to review the plans and construction sequencing. Preliminary discussions are expected in order to identify acceptable alternative lane and shoulder configurations, whether for a short duration or throughout construction. VDOT's understanding of prior commitments, discussed further in the next risk section, will also need to be

conveyed to our Team to ensure that all commitments are honored during design and construction of the Project.

### **CRITICAL RISK #2 – PUBLIC INVOLVEMENT**

The second risk that we have identified concerns public involvement and potential opposition that could result in delays and/or additional costs. Our overall strategy to mitigate this risk is to maintain constant and open lines of communication with all parties affected, and to plan for and address all of the Project commitments. Our Team recognizes that VDOT has undertaken significant, public outreach on this Project, ranging in discussions regarding the limits and locations of noise barriers, to the locations and configurations to Route 7 access points and roads. We also understand that development of final design plans will require additional and continued coordination with the public as challenges arise and detailed plans are completed. Our recognition of this critical element is based on recent design-build experience and involvement with numerous impacted property owners. For example, on the Route 50 Widening Project, we continue to receive input from and coordinate with approximately 70 property owners during construction of the widening improvements. On the Route 27/244 Interchange Improvements Project, we have worked extensively with adjacent residents with respect to “critter” control, tree removal and clearing, and project signage and temporary detour routes. Maintaining open lines of communication and positive relationships with those impacted will be critical to building support for and successfully completing this Project.

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

Our Team understands that there are several project elements which have raised concerns with the public. We have also identified additional project elements which will need close coordination during final design. For example, we understand that noise impacts to the local communities continue to be a challenging aspect of the Project, even after preliminary noise analyses have been completed. We also recognize that changes in access to Route 7, in some cases resulting in increased travel distances and times, are a concern to citizens and local residences. Our Team recently dealt with these exact concerns during design and construction of the Fairfax County Parkway Improvement - Phase III Project. There, we modified the local roadway network, within the Project footprint, to lower the roadway profile and alleviate noise concerns associated with a new overpass in close proximity to local residences. To further mitigate these concerns, we shifted the design of the overpass further away from their homes. We also eliminated a large stormwater management basin, through utilization of alternate basin sites, to avoid over five acres of heavy clearing, helping to eliminate concerns with view shed and noise impacts to an adjacent community. These unique solutions helped to turn public opposition into public support for the Project, all while keeping the community constantly involved. Our Team will look for these types of opportunities on this Project to not only mitigate issues and concerns, but also to help increase and maintain public support. As an example to further this effort, we will support VDOT as they complete

the final noise analysis by providing updated and final design profile and alignment information, as well as identifying areas where barriers or berms could easily be implemented to alleviate public concerns or outcry.

Another risk that potentially could result in delays and additional costs, particularly during right-of-way acquisition, are impacts to existing septic fields in the areas where new secondary road connections are provided. We have addressed this situation on numerous other projects and will investigate if minor modifications to the final design, such as slope grading modifications, will avoid impacts to these existing septic fields. In general, through cooperation with the impacted property owners, our Team in the past has been able to acquire property rights without confrontation, and in several situations has been able to make minor modifications that have avoided condemnation. We will maintain open lines of communication during the right-of-way acquisition process to listen to the impacted property owners concerns. Where possible, and within standards, we have and will continue to consider minor modifications to the plans which will help in the acquisition process. Examples of this successful past coordination are the elimination of a roadside ditch and introduction of a closed storm sewer system to improve grading on the adjacent, residual property, or slight shifts in entrance locations to maintain circulation within the impacted property.

While direct communication with impacted property owners will be critical to the right-of-way acquisition process, open and regular communication with the general public will also be critical to the success of the Project. As our Team has done on all of our recent design-build projects, including the Fairfax County Parkway - Phase III, Route 50 Widening and the Route 27/244 Interchange, our Team anticipates holding several public information meetings in conjunction with VDOT staff during design and construction to keep local citizens aware of the Project progress, convey the timeline for access modifications and upcoming construction activities, and listen to public concerns. In addition, the Shirley Team commits to holding ground-breaking and ribbon-cutting ceremonies, providing updates to the local media, presenting to the local governing bodies, distributing flyers to local residences and businesses, and providing information to VDOT in order to maintain the Project status on their website.

Throughout the Project process, we will look to VDOT to make us aware of specific commitments made during development of the preliminary plans to individual properties or larger communities, as well as constraints which must be adhered to during both design and construction. Our Team will provide regular updates to the District Public Affairs Office to ensure means of outreach already established are maintained during the remainder of the Project.

### **CRITICAL RISK #3 – WASHINGTON & OLD DOMINION TRAIL**

The third critical risk to the Project involves the coordination and approvals needed to affect portions of the W&OD Trail. Our Team is in the unique position of being the only designer and contractor to build new roadway overpasses over the W&OD Trail in the past 10 years. This experience includes the Route 28/625 Waxpool/Church Roads Interchange, Atlantic Boulevard, Pacific Boulevard, and Battlefield Parkway design-build projects. Dewberry also continues to coordinate with the NVRPA for the future crossing of Crosstrail Boulevard over the W&OD Trail. This significant and recent experience will be utilized in development of the final design plans for the Route 9 Interchange Ramp crossing over the

W&OD Trail. The majority of the W&OD Trail follows the alignment of the historic W&OD Railroad. In the vicinity of the Route 7 / Route 9 Interchange, the trail was previously re-routed, so there are no Section 4(f) or Section 6(f) conversions. However, providing and maintaining a historic feel on the relocated trail will be critical to maintaining cooperation with NVRPA staff and in gaining support from trail users.

We understand that there are several aspects of the trail crossing which must be considered during design of the proposed improvements. On our other projects, which crossed NVRPA property, we ensured that the proposed design met the NVRPA's requirements for "elevation open area", or EOA calculation. These calculations were based on bridge opening height, bridge opening length (as measured along the Trail), and total opening of the bridge structure. At this location, we recognize that the W&OD Trail is located within VDOT right-of-way, and that these same criteria may not apply – the proposed opening identified in the RFQ plans does not meet the EOA calculation requirements due to the length of the proposed arch structure. During final design of the proposed improvements, we will verify this requirement and continue to work with VDOT and NVRPA staff to identify ways to maximize the opening area and minimize impacts to the W&OD Trail. The purpose of the EOA calculation is to ensure a safe and "open" environment is provided in the permanent facility, and we will aim to maximize these measures during final design. Additionally, consistent with our past projects, and in recognition of the physical features of the adjacent Dry Mill Road crossing, we expect that architectural treatment, such as an ashlar stone finish, may be required at the openings and on the walls associated with the arch structure. These improvements could be economically incorporated to help maintain the historic feel of the W&OD Trail, and additional landscaping could be installed to ultimately provide shade and protection from the weather along the facility.

Equally important is the W&OD Trail crossing below the existing Route 9 Bridge and the area between the bridge underpass and the Ramp crossing previously discussed. Special consideration required for construction of the soil nail wall adjacent to the existing abutment will be necessary to ensure that soil nails for the wall properly account for the existing bridge foundation elements, and that any piles are not impacted or exposed by excavation to accommodate the W&OD Trail. Architectural treatment on the soil nail wall can be considered to provide consistency of material along the trail and to maintain the historic "feel" as much as possible. Between the bridge and the arch structure, drainage will need to be designed such that water does not collect on the trail shoulders below the arch structure, and landscaping can be installed to provide the feeling of traveling through an undisturbed area as opposed to through an interchange.

We recognize that users of the W&OD Trail range from pedestrians to bicyclists and in some areas equestrian traffic. Although this area of the trail does not include a separate equestrian gravel trail, we understand that past coordination meetings have included discussions aimed at accommodating all trail user modes of travel. Regardless of the type of traffic, maintenance of trail traffic will be safely accommodated during construction. Consistent with our other projects, temporary trails may be required in some areas during construction to maintain safe passage. We will work with VDOT and NVRPA to determine if paved or gravel trails are required, as past projects have in some areas only required temporary gravel sections. We will provide proper signage for trail users, alerting them to the upcoming



construction site, as well as to provide proper guidance through the construction area. This may include installation of temporary safety fence and/or temporary gates so that detours can be opened and closed during or after construction hours.

Throughout development of the plans, VDOT's role will be to identify to our Team any previous agreements and commitments made with the NVRPA that may not already be in the RFQ or RFP documents. We will coordinate with VDOT early in the process to set up an open dialogue with NVRPA staff to discuss final design details of the trail facility. We will also look to VDOT to help identify final requirements as to what modifications must or should be incorporated into the final design, since the entirety of the trail alignment falls with VDOT right-of-way as opposed to NVRPA property.



**ATTACHMENT 3.1.2**

**Project: 6007-053-133, R201, C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

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

**ATTACHMENT 3.1.2**

**Project: 6007-053-133, R201, C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	N/A
SCC Registration	3.2.10	Section 3.2.10.1	no	N/A
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	N/A
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	N/A
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	N/A
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	6
<b>Experience of Offeror's Team</b>				

**ATTACHMENT 3.1.2**

**Project: 6007-053-133, R201, C501**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
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
<b>Project Risk</b>				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9

**ATTACHMENT 2.10**

**COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**

**RFQ NO.** C00058599DB54

**PROJECT NO.:** 6007-053-133, R201, C501

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

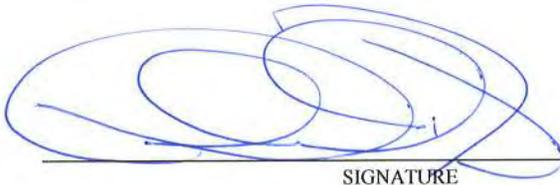
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this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

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ 10/31/12  
(Date)

2. Cover letter of Addendum #1 – 12/14/12  
(Date)

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

  
\_\_\_\_\_  
SIGNATURE

January 10, 2013  
DATE

### 3.2.6 Affiliated and/or Subsidiary Companies

## ATTACHMENT 3.2.6

### State Project No. 6007-053-133, R201, C501

#### Affiliated and Subsidiary Companies of the Offeror

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

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

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

**ATTACHMENT 3.2.6**

**State Project No. 6007-053-133, R201, C501**

**Affiliated and Subsidiary Companies of the Offeror**

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



ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.

 January 10, 2013      President/CEO/Manager  
Signature                                      Date                                      Title

Shirley Contracting Company, LLC  
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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

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

Dave Mahoney      1/9/13      Executive Vice President  
Signature                      Date                      Title

Dewberry Consultants L.L.C.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

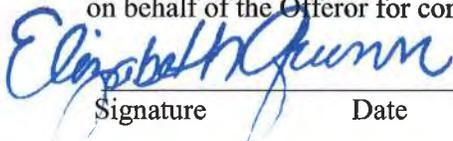
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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.



January 2, 2013 President

Signature

Date

Title

Quinn Consulting Services, Inc.

Name of Firm



**ATTACHMENT NO. 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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>David S. Smith</u>	<u>12-14-12</u>	<u>Principal/Secretary</u>
Signature	Date	Title
<u>Specialized Engineering</u>		
Name of Firm		

DEC 17 2012

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

- 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.

S. Craig Marto      1/4/13      President  
Signature                      Date                      Title

Accumark Inc.  
Name of Firm

**ATTACHMENT NO. 3.2.7(b)**

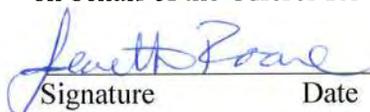
**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

Project No.: 6007-053-133, R201, C501

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>1/2/2013</u>	<u>Treasurer</u>
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.: 6007-053-133, R201, C501

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.

RP [Signature]      12-28-12      Settlement officer  
Signature                  Date                                  Title

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



TRNSPORT - E22  
LSPPREQ

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  
PREQUALIFIED VENDORS SORTED BY VENDOR NAME  
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS  
AS OF 12/20/2012  
- S -

12/20/2012  
2:05 PM  
PAGE 377

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

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

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

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

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

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

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

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

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

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

=====





One Tower Square  
Hartford, CT 06183

January 3, 2013

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

Re: Request for Qualifications - Contract ID Number: C00058599DB54 - A Design-Build Project  
Route 7 – Westbound Truck Climbing Lane From: Route 9 To: West Market Street  
Estimated Contract Value: \$32,000,000

Dear Mr. Reichert:

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

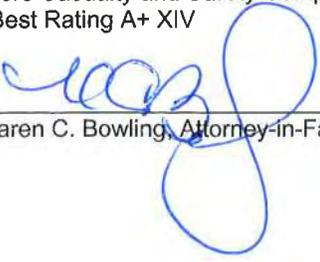
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

As surety for the above named Contractor, Shirley Contracting Company, LLC is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the project and any warranty periods 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 prequalification reference from our client.

Sincerely,

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

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



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 005239300

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

Diana L. Parker, and Karen C. Bowling

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

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

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

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



State of Connecticut
City of Hartford ss.

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

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

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

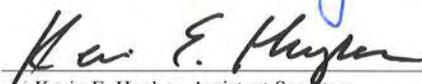
**FURTHER RESOLVED**, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 3rd day of January, 20 13

  
Kevin E. Hughes, Assistant Secretary



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

### 3.2.10 SCC & DPOR Licenses & Registrations

## ATTACHMENT 3.2.10

### State Project No. 6007-053-133, R201, C501

#### SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-2	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Business Entity-Class A Contractor	2705071652	October 31, 2014
Dewberry Consultants, LLC*	S044733-6	Limited Liability Co.	Active	8410 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2013
GeoConcepts Engineering, Inc.	516767-1	Corporation	Active	19955 Highland Vista Drive Ste. 170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2013
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2013
DIW Group Inc	F128190-8	Corporation	Active	4845 International Blvd. #104 Frederick, MD. 21703	Business Entity	0407004748	December 31, 2013
Diversified Property Services, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Timonium, Md. 20193	Real Estate Appraiser Business	4008001190	November 30, 2014
Old Dominion Settlements, Inc. (key Title)	0243891	Corporation	Active	n/a			
Accumark Inc.	0440745-8	Corporation	Active	9500 King Air Court Ashland, VA. 23005	Business Entity	0407005172	December 31, 2013

\*Formerly known as Dewberry & Davis, LLC

**ATTACHMENT 3.2.10**

**State Project No. 6007-053-133, R201, C501**

**SCC and DPOR Information**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
Dewberry Consultants, LLC	David Mahoney	Fairfax, Va.	14253 Stone Chase Way, Centerville, VA. 20121	Professional Engineer	0402020798	December 31, 2013
Quinn Consulting Services, Inc	Kaushik Vyas	Gordonville, Va.	10170 Spring Drive Gordonsville, VA. 22942	Professional Engineer	0402039004	June 30, 2014



Commonwealth of Virginia  
State Corporation Commission



01/04/13

10:27:14

LLCM3220

LLC DATA INQUIRY

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

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

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301

RTN MAIL:

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

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
12	50.00			

(Screen Id:/LLC\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

01/04/13

LLCM3220

LLC DATA INQUIRY

10:27:35

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

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

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

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
13	50.00			50.00

(Screen Id:/LLC\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

01/04/13

10:23:47

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

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

STREET: 2208 S KNOLL ST

AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134  
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106  
 ACCEPTED AR#: 212 14 5571 DATE: 09/11/12 ARLINGTON COUNT  
 CURRENT AR#: 212 14 5571 DATE: 09/11/12 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 12 100.00 5,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
**State Corporation Commission**

Virg

CISM0180

CORPORATE DATA INQUIRY

01/04/13

10:24:06

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

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

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:  
 19955 HIGHLAND VISTA DR #170  
 CITY: ASHBURN STATE : VA ZIP: 20147  
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153  
 ACCEPTED AR#: 213 01 6139 DATE: 01/02/13 LOUDOUN COUNTY  
 CURRENT AR#: 213 01 6139 DATE: 01/02/13 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

01/04/13

10:23:27

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

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

STREET: 21601 AVENS CT AR RTN MAIL:

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

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

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

Virg

01/04/13

CISM0180

CORPORATE DATA INQUIRY

10:22:59

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09  
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U  
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)  
 DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00  
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK  
 MERGER IND: CONVERSION/DOMESTICATION IND:  
 GOOD STANDING IND: Y MONITOR INDICATOR:  
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
 R/A NAME: BRENDAN R HANTZES  
 STREET: 3771 VERMACCHIA DR AR RTN MAIL:  
 CITY: CHANTILLY STATE : VA ZIP: 20151  
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129  
 ACCEPTED AR#: 212 12 1611 DATE: 07/19/12 FAIRFAX COUNTY  
 CURRENT AR#: 212 12 1611 DATE: 07/19/12 STATUS: A ASSESSMENT INDICATOR: 0  
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
 12 100.00 5,000

(Screen Id:/Corp\_Data\_Inquiry)



# Commonwealth of Virginia State Corporation Commission

Virg

01/04/13

CISM0180

CORPORATE DATA INQUIRY

10:22:20

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

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

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

CITY: ANNANDALE STATE : VA ZIP: 22003  
R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129  
ACCEPTED AR#: 212 10 2802 DATE: 06/07/12 FAIRFAX COUNTY  
CURRENT AR#: 212 10 2802 DATE: 06/07/12 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
12 220.00 25,000

(Screen Id:/Corp\_Data\_Inquiry)



Commonwealth of Virginia  
State Corporation Commission

Virg

01/04/13

CISM0180

CORPORATE DATA INQUIRY

10:25:39

CORP ID: 0440745 - 8 STATUS: 00 ACTIVE STATUS DATE: 02/22/11  
CORP NAME: ACCUMARK, INC.

DATE OF CERTIFICATE: 01/30/1995 PERIOD OF DURATION: INDUSTRY CODE: 00  
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK  
MERGER IND: CONVERSION/DOMESTICATION IND:  
GOOD STANDING IND: Y MONITOR INDICATOR:  
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:  
R/A NAME: S CRAIG MARTIN

STREET: 9500 KING AIR CT AR RTN MAIL:

CITY: ASHLAND STATE : VA ZIP: 23005  
R/A STATUS: 2 OFFICER EFF. DATE: 01/05/12 LOC : 142  
ACCEPTED AR#: 213 01 0899 DATE: 11/27/12 HANOVER COUNTY  
CURRENT AR#: 213 01 0899 DATE: 11/27/12 STATUS: A ASSESSMENT INDICATOR: 0  
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES  
13 100.00 500

(Screen Id:/Corp\_Data\_Inquiry)

**Details of license number 2705071652**

Name: SHIRLEY CONTRACTING COMPANY LLC  
License Number: 2705071652  
License Description: Contractor (Class A)  
[Class Definitions](#)  
Business Type: LLC  
Address: 8435 BACKLICK ROAD  
LORTON, VA 22079  
Specialties/Classifications: [Classification Definitions](#)  
[Specialty Definitions](#)

- HIGHWAY / HEAVY

Initial Certification Date: October 8, 2002  
Expiration Date: October 31, 2014

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

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

**No Closed Complaints**

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

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

Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.

### Details of license number 0407003966

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

[print](#)

### Complaints

#### No Open Complaints

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### Associated Professional Licensing Information

#### Landscape Architect License

Name:	COUTURE, DENNIS M
License Number:	<a href="#">0406000847</a>
License Description:	Landscape Architect License
Address:	VIENNA VA, 22180
Initial Certification Date:	March 9, 1998
Expiration Date:	March 31, 2014

**Architect License**

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

**Professional Engineer License**

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

**Land Surveyor License**

Name: ROBINSON, BRYANT L  
License Number: [0403001932](#)  
License Description: Land Surveyor License  
Address: CULPEPER VA, 22701  
Initial Certification Date: January 5, 1993  
Expiration Date: January 31, 2013

**Details of license number 0407003733**

Name:	QUINN CONSULTING SERVICES INC
License Number:	0407003733
License Description:	Business Entity Registration
Address:	14160 NEWBROOK DR SUITE 220 CHANTILLY, VA 20151
Initial Certification Date:	March 5, 1998
Expiration Date:	December 31, 2013

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

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

**Associated Professional Licensing Information****Professional Engineer License**

Name:	VICINSKI, JOHN KEVIN
License Number:	<a href="#">0402026380</a>
License Description:	Professional Engineer License
Address:	CHANTILLY VA, 20151
Initial Certification Date:	August 10, 1995
Expiration Date:	August 31, 2013

**Professional Engineer License**

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

### Details of license number 0407004404

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

[print](#)

### Complaints

#### No Open Complaints

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

### Associated Professional Licensing Information

#### Professional Engineer License

Name: BURKART, PAUL EDWARD  
License Number: [0402021556](#)  
License Description: Professional Engineer License  
Address: ASHBURN VA, 20147  
Initial Certification Date: August 30, 1990  
Expiration Date: March 31, 2014

**Professional Engineer License**

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

**Details of license number 0407004748**

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

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

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**No Closed Complaints**

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

**Associated Professional Licensing Information****Professional Engineer License**

Name:	MITCHELL, CHARLES ROBERT
License Number:	<a href="#">0402020050</a>
License Description:	Professional Engineer License
Address:	BROADLANDS VA, 20148
Initial Certification Date:	July 17, 1989

Expiration Date:

July 31, 2013

**Details of license number 4008001190**

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

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

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

### Details of license number 0407005172

Name:	ACCUMARK INC
License Number:	0407005172
License Description:	Business Entity Registration
Business Type:	CORP
Address:	9500 KING AIR CT ASHLAND, VA 23005
Initial Certification Date:	March 28, 2008
Expiration Date:	December 31, 2013

[print](#)

### Complaints

#### No Open Complaints

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

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### Associated Professional Licensing Information

#### Professional Engineer License

Name:	LABAUGH, W C, III
License Number:	<a href="#">0402010372</a>
License Description:	Professional Engineer License
Address:	RICHMOND VA, 23233
Initial Certification Date:	April 14, 1978
Expiration Date:	August 31, 2013

**Details of license number 0402039004**

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

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

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

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

**Details of license number 0402020798**

Name:	MAHONEY, DAVID JOHN
License Number:	0402020798
License Description:	Professional Engineer License
Address:	FAIRFAX VA, 22031
Initial Certification Date:	January 26, 1990
Expiration Date:	December 31, 2013

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

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

**No Closed Complaints**

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

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



**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Jeff Austin, P.E., Vice President</b>
b. Project Assignment: <b>Design-Build Project Manager</b>
c. Name of Firm with which you are now associated: <b>Shirley Contracting Company, LLC</b>
d. Years experience: With this Firm <b>12</b> Years With Other Firms <b>8</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Shirley Contracting Company, LLC, Shirley Design-Build, LLC</b> Vice President, July 2011 to Present <ul style="list-style-type: none"> <li>• <b>I-64, Exit 91 Interchange Improvements D-B Project</b>, October 2012 to Present, D-B Project Manager.</li> <li>• <b>Route 27/244 Interchange Modifications Project</b>, September 2011 to Present, Design-Build Project Manager.</li> <li>• <b>Pacific Boulevard Extension Project</b>, July 2011 to Present, Design-Build Project Manager.</li> <li>• <b>Route 50 Widening Project</b>, March 2011 to Present, Design-Build Project Manager.</li> <li>• <b>University Boulevard PPTA Project</b>, March 2011 to Present, Design-Build Project Manager.</li> </ul> Contract Manager, September 2004 to July 2011 <ul style="list-style-type: none"> <li>• <b>Waxpoo Road/Loudoun County Parkway Intersection Improvements</b>, April 2010 to March 2011, Design-Build Project Manager.</li> <li>• <b>Pacific Boulevard Design-Build Project</b>, July 2008 to August 2010, Design-Build Project Manager.</li> <li>• <b>Battlefield Parkway Design-Build Project</b>, July 2007 to November 2009, Design-Build Project Manager.</li> <li>• <b>Route 28 Corridor Improvements Project</b>, September 2004 to Present, Design-Build Project Manager.</li> <li>• <b>Dulles Greenway Capital Improvements Program</b>, March 2005 to December 2007 – Contract Manager responsible for managing the Shirley/Dewberry Team.</li> </ul> Senior Project Manager, October 2000 to September 2004 <ul style="list-style-type: none"> <li>• <b>Springfield Interchange Phase IV</b>, October 2000 to September 200 –Responsible for managing construction.</li> </ul> <b>Alpha Corporation</b> Various Positions, January 1998 to October 2000 <ul style="list-style-type: none"> <li>• <b>Prince George's County, MD</b>, January 2000 to October 2000, Senior Engineer.</li> <li>• <b>Route 7/Fairfax County Pkwy Interchange</b>, March 1998 to December 1999, Sr. Inspector &amp; Office Engineer.</li> <li>• <b>Route 58 over Hardy Creek and Route 58 over Cave Fork</b>, January 1998 to March 1998, Design Engineer.</li> </ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University/Blacksburg,VA/ Bachelor of Science/ 1992/Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1999 / PROFESSIONAL ENGINEER / 0402 033555</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each assignment.</i></li> </ol> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) <b>1. University Boulevard PPTA Project, Prince William County, VA</b> <b>Shirley Design/Build, LLC, Design-Build Project Manager, March 2011 – Present</b> Mr. Austin is responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$29 million design-build PPTA project for Prince William County. The project elements include construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as a six-lane divided urban roadway including two bridges. Mr. Austin is also overseeing the upgrading of 7,000 L.F. of Hornbaker Road to a four-lane divided roadway. As the main point of contact for the Shirley/Dewberry Team, Mr. Austin is responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners, and other stakeholders on the project. He developed the CPM schedule and continues to monitor progress on the project. <b>Owner Contact:</b> Prince William County, 5 County Complex Court, Prince William, VA 22192, Khattab O. Shammout, PE, (703) 792-6826.

ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM

**2. Pacific Boulevard Design-Build Project, Loudoun County, VA**

**Shirley Design/Build, LLC, Design-Build Project Manager, July 2008 – August 2010**

Mr. Austin was responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$19 million design-build project which extends from Auto World Drive to Severn Way in Loudoun County, Virginia. As the main point of contact for the Shirley/Dewberry Team, Mr. Austin was responsible for communication and coordination with VDOT, NVRPA, permitting agencies, impacted property owners, and other stakeholders on the Project. He developed the CPM schedule and monitored progress of the project which was completed on schedule in August 2010. In cooperation with VDOT, Mr. Austin coordinated with the Eugenia Investments, the primary property owner impacted by the Project, and the Design Team to prepare exhibits and cost estimates to ultimately revise the Project's design to incorporate improved entrance features for the property. As a result of this partnering effort, Eugenia Investments agreed to dedicate the right-of-way at no cost, saving VDOT over \$3 million and facilitating the early start of construction activities. **Owner Contact:** VDOT, Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Christiana Briganti-Dunn, PE, (703) 259-2960.

**3. Battlefield Parkway Design-Build Project, Leesburg, VA**

**Shirley Design/Build, LLC, Design-Build Project Manager, July 2007 – November 2009**

As the Design-Build Project Manager for the Shirley/Dewberry Team, Mr. Austin was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for the \$26.5 million design-build project to extend Battlefield Parkway from Kinkaid Boulevard to Route 7 in Leesburg, Virginia. He was also the point of contact for communication and coordination with VDOT, the Town of Leesburg, NVRPA, permitting agencies, impacted property owners, and local communities on the project. Mr. Austin developed the CPM schedule for the project. The project was completed on schedule in November 2009. **Owner Contact:** VDOT, Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Susan Shaw, PE, (703) 259-1995.

**4. Dulles Greenway Capital Improvements Program, Loudoun County, VA**

**Shirley Contracting Company, LLC, Contract Manager, March 2005 – December 2007**

Mr. Austin was responsible for the overall contract administration for this \$71 million design-build project which included widening the mainline roadway from four to six lanes, expansion of the mainline toll plaza, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Route 654. He managed and integrated the individual design-build disciplines of the Shirley/Dewberry Team including design, permitting, utility relocations, and construction to ensure constructability and eliminate conflicts. Mr. Austin was the main point of contact for the communication and coordination with the Owner, VDOT, the Town of Leesburg, MWAA, permitting agencies, and other stakeholders on the Project. He developed the CPM schedule and monitored project controls for the duration of the contract to ensure on-time project completion. As a result of the D-B Team's excellent performance through the first eighteen months of the project, he was able to negotiate the addition of the Greenway/Route 772 Interchange to the Project. With Mr. Austin's leadership, the D-B Team was able to complete the design, permitting, utility relocations, and construction of this added project in just 16 months and to complete the entire project by the original completion date of December 2007. In recognition of the success of this project, Mr. Austin was part of the design-build team that received the Design-Build Institute of America 2008 *Regional Design-Build Excellence Award*. **Owner Contact:** Toll Road Investors Partnership L.P., 45305 Catalina Court, Suite 102, Sterling VA 20166, E. Tom Sines (703) 707-9096.

**5. Centreville Road Widening Design-Build Project, Centreville, VA**

**Shirley Contracting Company, LLC, Contract Manager, June 2005 – September 2008**

As Contract Manager, Mr. Austin was responsible for leading the Shirley/Dewberry Team through all phases of the Design-Build process including design, permitting, ROW acquisition, utility relocations and construction. He was the primary point of contact for our team coordinating the design and construction with VDOT, local land owners, developers, the Fairfax County Department of Transportation and Board of Supervisors for the Centreville Road Widening Project. Shirley Contracting was awarded a \$26 million change order to design and construct the Centreville Road Widening Project as part of the Route 28 Corridor Improvements Project. **Owner Contact:** VDOT, Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Susan Shaw, PE, (703) 259-1995.

ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>David J. Mahoney, PE, Executive Vice President</b>
b. Project Assignment: <b>Design Manager</b>
c. Name of Firm with which you are now associated: <b>Dewberry Consultants, LLC (Formerly Dewberry &amp; Davis LLC)</b>
d. Years experience: With this Firm <b>25</b> Years With Other Firms <b>3</b> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Dewberry Consultants, LLC</b> Design Manager, 1987- Present <ul style="list-style-type: none"><li>• <b>InterCounty Connector (ICC) Contract C Design-Build Project</b>, February 2008 to 2011, Design Manager for the Shirley D/B Team</li><li>• <b>Pacific Boulevard Design-Build Project</b>, July 2008 to August 2010, Design Manager for the Shirley D/B Team</li><li>• <b>Battlefield Parkway Design-Build Project</b>, July 2007 to November 2009, Design Manager for the Shirley D/B Team</li><li>• <b>Route 28 Corridor Improvements Design-Build Project</b>, September 2002 to Present, Design Manager for the Shirley led design-build team</li><li>• <b>I-66 Widening Project from Route 234 to Route 29/Gainesville Road</b>, June 1999 to Present, Project Manager</li><li>• <b>Dulles Greenway Capital Improvements Program</b>, March 2005 to July 2006, Design Manager for the Shirley D/B Team</li><li>• <b>Route 1/Route 123 Interchange</b>, March 1997 to June 2004, Project Manager</li><li>• <b>Route 123 Widening from I-495 to Dulles Toll Road</b>, January 2001 to January 2002, Project Manager</li><li>• <b>Spriggs Road Widening from Hoadly Road to Route 234</b>, February 1996 to March 1999, Project Manager</li><li>• <b>Sam Eig Interchange at Washingtonian Center</b>, August 1994 to July 1996, Project Manager</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>South Dakota State University/Brookings SD/ Bachelor of Science/ 1984/Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer/ VA-1990(#0402020798)/MD-2000/DE-2004/DC-2009/NC-2010/GA-2012</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each assignment.</i></li></ol> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p><b>1. VDOT I-66 Mainline Widening and HOV Extension, Prince William County, VA</b> <b>Design Manager, Dewberry Consultants LLC, June 1999-June 2011</b></p> <p>Mr. Mahoney was responsible for all aspects of the design of the \$350M project; the advance advertisement for the Route 29 detour, and the section of University Boulevard from Wellington Station Road to Route 29; the widening of seven miles of I-66 from Route 234 to Route 29 from four to eight lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and a grade separation over the Norfolk/Southern Railroad line advertised in four separate contracts. This project included major reconstruction of the Route 29/I-66 Interchange, 10 new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. Additionally, Mr. Mahoney was responsible for negotiations of the contract with VDOT and subsequent modifications/supplements. Additional responsibilities as Design Manager included: all roadway and bridge design, stormwater management design, utility relocation coordination, ITS design, maintenance of traffic design, oversight of the project engineers responsible for the design of the interchanges and other roadway improvements, coordination with VDOT and local agencies, and oversight of public involvement activities. Mr. Mahoney also actively monitors the design schedule and allocates staff resources to achieve compliance with the design schedule.<b>Owner Contact:</b> VDOT – Northern Virginia District, 14685 Avion Parkway, Chantilly, VA 20151-1104, Mr. Amir Salahshoor, P.E., (703) 383-2185.</p>

ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME

**2. Route 28 Corridor Improvements Project, Loudoun and Fairfax Counties, VA**

**Design Manager, Dewberry Consultants LLC, September 2002-Present**

Mr. Mahoney, as the Design Manager for the Shirley/Dewberry Design-Build Team, is responsible for the overall design of this \$350 Million project for roadway widening, ten (10) new interchanges and various secondary roadways, including implementation and monitoring of all Design QA/QC measures to ensure that the Plans, Specifications, and other documents prepared by the Design Team meet applicable standards and the Contract Documents. Mr. Mahoney attends weekly meetings with the contractor and owner to handle construction issues, oversight of the project engineers responsible for the design of individual roadway elements, coordination with VDOT and local agencies including NVRPA, MWAA, Loudoun County, and Fairfax County. He held public hearings and other community and public involvement meetings during development of the secondary roadway projects to ensure that the local residents and businesses were involved in the development process. He actively monitors the design schedule and allocation of staff resources to ensure compliance with the design schedule. As part of his commitment to his profession, Mr. Mahoney has made presentations regarding the project to the Design-Build Institute of America (DBIA), is a member of the team that received the Tower of Dulles Award for this successful project, and was a contributor in the publishing an article in the Mid-Atlantic Builder magazine which highlighted the success of the Route 28 project. **Owner Contact:** VDOT, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703) 259-1995.

**3. Battlefield Parkway Design-Build Project, Leesburg, VA**

**Design Manager, Dewberry Consultants LLC, July 2007 – November 2009**

As Design Manager for the Dewberry Team, Mr. Mahoney was responsible for overall design on this 3,500 LF extension of a four lane urban arterial roadway including dual 1,250 foot bridges over the W&OD Trail and Tuscarora Creek Flood Plain including required coordination with the NVRPA. Design elements included mapping, surveys, geotechnical investigations and recommendations, roadway design, bridge and retaining wall design, stormwater management, floodplain analysis, scour design, utility relocation design, lighting, landscaping design, maintenance-of-traffic design, signing and marking design, and signal design. Mr. Mahoney was also responsible for the development and implementation of the Design QA/QC plan. **Owner Contact:** VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703) 259-1995.

**4. InterCounty Connector Contract C Design-Build Project, Montgomery County, MD**

**Design Manager, Dewberry Consultants LLC, February 2008 – June 2009 (Design)**

Mr. Mahoney was responsible for all aspects of the design for Contract C of the ICC, a \$513M design-build project which includes new three-level interchanges with both Route 29 and I-95, and a diamond interchange with Briggs Chaney Road. He directed a team of qualified engineers to complete the design for the interchanges and roadways including; twenty bridges, twelve retaining walls, five noise walls, stormwater management facilities, floodplain analysis, scour analysis, permitting and environmental approvals, mapping, surveys, geotechnical investigations, utility designations and test pitting, utility relocation design, ITS and ETC design, lighting, signing and marking, signals and maintenance-of-traffic. Mr. Mahoney coordinated the design with other discipline managers including permitting, right-of-way, utilities and construction and monitors and documents all design QA and QC efforts. **Owner Contact:** Maryland State Highway Administration, 11700 Beltsville Drive, Suite 200, Beltsville, MD 20705, Ms. Melinda Peters, PE, (301) 586-9265.

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

**Design Manager, Dewberry Consultants LLC, March 2005- December 2007**

Mr. Mahoney, as the Design Manager for the Dewberry Team, was responsible for all roadway and bridge design of this \$71 million design-build project to upgrade the Dulles Greenway. The improvements included: expansion of the mainline plaza to 18 lanes, widening the mainline roadway from four (4) lanes to six (6) lanes, two (2) new interchanges, upgrades to two (2) additional interchanges, and a new ramp access to Dulles Airport. Mr. Mahoney's Design Team developed environmentally sensitive plans for the highway corridor including protection of Goose Creek, a state scenic river, and innovative wetland mitigation design. Mr. Mahoney guided the division of the improvements into multiple packages to facilitate construction in the design-build mode. Mr. Mahoney attended weekly meetings with the contractor to handle construction issues, oversight of the project engineers responsible for the design of the improvements, and coordination with VDOT and local agencies. He implemented a Design QA/QC program to monitor design quality and constructability through the design process and actively monitored the design schedule and allocated staff resources to achieve compliance with the design schedule. Mr. Mahoney and his team received an award from the Design-Build Institute of America (DBIA) for the Dulles Greenway project recognizing their expertise in the design-build method of project delivery. **Owner Contact:** Toll Road Investors Partnership L.P., 45305 Catalina Court, Suite 102, Sterling VA 20166, E. Tom Sines (703) 707-9096.

ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>	
a. Name & Title:	<b>Adam Gortowski, Senior Project Manager</b>
b. Project Assignment:	<b>Construction Manager</b>
c. Name of Firm with which you are now associated:	<b>Shirley Contracting Company, LLC</b>
d. Years experience: With this Firm <u>13.5</u> Years With Other Firms <u>7.5</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.):	<p><b>Shirley Contracting Company, LLC</b></p> <ul style="list-style-type: none"> <li>• September 2010 to Present – Client: VDOT. Senior Project Manager for construction of the <b>Fairfax County Parkway &amp; Fair Lakes Interchange</b>. Fairfax, Virginia</li> <li>• April, 2010 to January 2011 – Client: VDOT. Construction Manager (Key Personnel) for the <b>Waxpool Road/ Loudoun County Parkway Intersection Improvements</b>. Ashburn, Virginia</li> <li>• July 2008 to August 2010 – Client: VDOT. Senior Project Manager for construction of the <b>Pacific Boulevard Design-Build Project</b>, as part of the Shirley/Dewberry Team.</li> <li>• December 2008 to June 2011 – Client: Loudoun County Office of Capital Construction. Senior Project Manager for construction of the <b>Route 7/ Loudoun County Parkway Interchange</b>. Ashburn, Virginia</li> <li>• 2003 to 2011 – Client: VDOT. Senior Project Manager for the Shirley/Dewberry PPTA Team completing various components of the <b>Route 28 Corridor Improvements Project</b>, including Route 28/Route 625 Interchange, Route 28/Sterling Boulevard Interchange, Route 28/ Nokes Boulevard Interchange, Route 28/Innovation Avenue Interchange and Atlantic Boulevard. Loudoun County, Virginia.</li> <li>• 2002 to 2003 – Client: Holmes &amp; Narver. Project Manager for two <b>Defense/CEETA Utility Relocation</b> projects, Fuel Storage and Distribution project and Water Tank and Pumping Station project. Fort Belvoir, VA</li> <li>• July 1999 to 2002 – Client: VDOT. Project Manager for the construction of the <b>Springfield Interchange Phases II &amp; III</b>. Springfield, Virginia</li> </ul> <p><b>Walsh Construction Company of Illinois/Archer Western Contractors, LLC. – January 1993 to July 1999</b></p> <ul style="list-style-type: none"> <li>• 1997 to July 1999–Client: VDOT. Project Engineer on <b>Jefferson Avenue Interchange</b> of I-64, Newport News, Virginia</li> </ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	<b>Purdue University, West Lafayette, IN / BS / 1992 / Construction Engineering and Management</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	<b>ESCCC Certification #4366C Expires 4/18/2013. DCR Responsible Land Disturber Certification #33779 Expires 4/27/2013.</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each assignment.</i></li> </ol> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p><b>1. Fairfax County Parkway &amp; Fair Lakes Interchange</b> <b>Shirley Contracting Company, LLC, Senior Project Manager, September 2010 – Present</b></p> <p>Mr. Gortowski is the Senior Project Manager responsible for management of construction of the \$43 million project. Daily communication with VDOT and consultant inspectors for scheduling the work and Quality Control and Quality Assurance inspections, submission of shop drawings, RFIs, materials documentation, sediment and erosion control regulation compliance, obtainment and compliance assurance of Fairfax County noise permits, EEO documentation, trainees, CPM schedule development and updates and pay requests. Work includes traffic detours, Fairfax County Department of Public Works Sanitary Sewer utility relocations, significant embankments across flood plains and wetland areas, requiring staged construction sequencing; preservation and alterations to an existing DCR regulated earthen dam, construction of bridges, box culverts, MSE walls, H-pile and lagging walls, a tiered soil nail wall and numerous sound barrier walls, transit pipe removal and abatement, traffic signals, roadway lighting, traffic control, as well as other typical roadway construction activities. <b>Owner Contact:</b> VDOT, 4975 Alliance Drive, Fairfax, VA 22030, Sanjeev Suri, PE, (703) 259-2232.</p>

ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM

**2. Atlantic Boulevard Extension Design-Build Project**

**Shirley Contracting Company, LLC, Senior Project Manager, January 2010 to August 2011**

As part of the Route 28 Corridor Improvements Project, our team with Shirley as the Lead Contractor and Dewberry as the Lead Designer was awarded several change orders amounting to \$13 million to design and construct the Atlantic Boulevard Extension over the W & OD Trail. As the Senior Project Manager of Construction for the Shirley/Dewberry Team, Mr. Gortowski was responsible for constructability reviews during the design process; coordination of utility design and relocation work specifically with Loudoun Water, City of Fairfax, Verizon and Dominion Virginia Power utilities; and oversight of construction in accordance with the approved contract plans. Mr. Gortowski verified Quality Control for environmental Permitting and ensured that the plans were within permit and regulatory requirements, including mandated stipulations of the Northern Virginia Regional Park Authority for this design-build project that extended Atlantic Boulevard from Church Road to Magnolia Road in Loudoun County, Virginia. He provided monthly status reports to VDOT, coordinated subcontractor safe start meetings, updated the CPM schedule, conducted regular progress and jobsite safety meetings, prepared/obtained and reviewed required materials documentation. He was responsible for daily scheduling of work, including Shirley's crews and subcontractors, material deliveries, rental equipment, and trucks. Mr. Gortowski was also responsible for coordinating and scheduling Quality Control staff to ensure that all construction materials and activities were appropriately inspected. The Project scope included a bridge over the W&OD Trail, MSE retaining walls, an RW-3 wall, traffic signal modifications, storm water management basins as well as other typical roadway construction activities. **Owner Contact:** VDOT, 4975 Alliance Drive, Fairfax, VA 22030, Susan Shaw, PE, (703) 259-1995.

**3. Pacific Boulevard Design-Build Project**

**Shirley Contracting Company, LLC, Senior Project Manager, July 2008 – August 2010**

As the Senior Project Manager of Construction for the Shirley/Dewberry Team, Mr. Gortowski was responsible for constructability reviews during the design process; coordination of utility design and relocation work specifically with Loudoun Water, City of Fairfax and Dominion Virginia Power utilities; and oversight of construction in accordance with the approved contract plans. Mr. Gortowski verified Quality Control for environmental Permitting and ensured that the plans were within permit and regulatory requirements, including mandated stipulations of the Northern Virginia Regional Park Authority for this \$19 million design-build project that extends Pacific Boulevard from Auto World Drive to Severn Way in Loudoun County, Virginia. He provided monthly status reports to VDOT, coordinated subcontractor safe start meetings, updates the CPM schedule, conducts regular progress and jobsite safety meetings, prepared/obtained and reviewed required materials, trainee, DBE, EEO and certified payroll documentation. He was responsible for daily scheduling of work, including Shirley's crews and subcontractors, material deliveries, rental equipment, and trucks. Mr. Gortowski was also responsible for coordinating and scheduling Quality Control staff to ensure that all construction materials and activities were appropriately inspected. The Project scope included bridges over the W&OD Trail and Cabin Branch, MSE retaining walls, storm water management basins and other typical roadway construction activities. **Owner Contact:** VDOT, 4975 Alliance Drive, Fairfax, VA 22030, Christiana Briganti-Dunn, PE, (703) 259-2960.

**4. Route 28/ Nokes Boulevard Interchange Design-Build Project**

**Shirley Contracting Company, LLC, Senior Project Manager, January 2007 – November 2009**

As part of the Route 28 Corridor Improvements Project, our Team with Shirley as the Lead Contractor and Dewberry as the Lead Designer, was awarded a \$45 million change order to design and construct the Route 28/Nokes Boulevard Interchange. Mr. Gortowski was the Senior Project Manager of construction responsible for constructability review during the design process, coordination of utility design and relocation work consisting of Loudoun Water, including 24" and 30" waterline betterments, Dominion Virginia Power, Verizon and Washington Gas. He provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He developed and updated the CPM schedule, coordinated subcontractor safe start meetings, notified police & fire and rescue of traffic switches, conducted regular progress and jobsite safety meetings, and prepared/obtained and reviewed required materials documentation. Additionally, he was responsible for daily coordination between Quality Control Staff from Dewberry and Shirley's crews and subcontractors. He ensured compliance with focused QC oversight of erosion and sediment control measures, traffic safety functions and other topical work disciplines throughout the course of the project. He also scheduled all of Shirley's crews and subcontractors, material deliveries, rental equipment, and trucks for the work that included detours of traffic, temporary and permanent signals, high mast lighting, bridge, box culvert, MSE and RW-3 retaining wall construction, utility relocations, storm water management basins the relocation of a historic cemetery as well as other typical roadway construction activities. **Owner Contact:** VDOT, 4975 Alliance Drive, Fairfax, VA 22030, Susan Shaw, PE, (703) 259-1995.

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Kaushik Vyas, P.E., Quality Assurance Manager</b>
b. Project Assignment: <b>Quality Assurance Manager</b>
c. Name of Firm with which you are now associated: <b>Quinn Consulting Services, Incorporated</b>
d. Years experience: With this Firm <u>2</u> Years With Other Firms <u>24</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked.): <b>Quinn Consulting Services, Inc.,</b> Quality Assurance Manager, March 2010 to Present <ul style="list-style-type: none"> <li>As quality assurance manager, worked exclusively on VDOT design-build projects in lead QA and QC roles.</li> </ul> <b>TRC, formally Site-Blauvelt, Transportation Engineer</b> Transportation Engineer, April 2001 to March 2010 <ul style="list-style-type: none"> <li>As Transportation Engineer, performed overall Quality Assurance Control, in line with VDOT PPTA Project QA/QC Guidelines. Pacific Boulevard Design-Build Project, July 2008 to August 2010, Design-Build Project Manager.</li> </ul> <b>Gujarat Electricity Board</b> Civil Engineer, June 1985 to July 2000 <ul style="list-style-type: none"> <li>As Civil Engineer, Worked as a Civil Engineer in Power Plants (Generation Wing), dealt with construction, maintenance of plant and technical matters of Thermal power plant project.</li> </ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Gujarat University, Ahmedabad, India / BS / 1983 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer VA 2004 / Civil Engineer / 0402 039004</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> <li><i>Note your specific responsibilities and authorities for each assignment, not those of the firm.</i></li> <li><i>Note whether experience is with current firm or with other firm.</i></li> <li><i>Provide beginning and end dates for each assignment.</i></li> </ol> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p><b>1. I-495 HOT Lanes Design-Build Project</b> <b>Quinn Consulting Services, Inc., Resident Area Engineer, November 2010 to Present</b> Resident Area Engineer on this nearly 2 billion dollar public-private Capital Beltway Project that includes widening of approximately 14 miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpool ramps. Responsibilities included oversight of quality control operations; daily staff assignments in the field; analyzing and interpreting project plans and specifications; participating in weekly progress meetings; working closely with contractors to identify and resolve problems; monitoring and reviewing daily diaries prepared by inspection staff; preparing deficiency and non-compliance reports; ensuring materials testing was performed in accordance with project specific QA/QC Plan and VDOT QA/QC Minimum Standards for Design-Build and PPTA Projects; working directly with General Contractor, Engineering and VDOT oversight personnel to discuss and/or recommend resolutions for field construction problems. <b>Owner Contact:</b> VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Chris Carter, (703) 259-1995.</p> <p><b>2. Design-Build, Route 15 Widening, Prince William County, Virginia</b> <b>TRC (formally Site-Blauvelt), Quality Control Manager, November 2007 to November 2010</b> Project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involves Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans &amp; VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and public relations in regards to the project. <b>Owner Contact:</b> Prince William County, 1 County Complex Court (MC460), Prince William, Virginia 22192-9201,</p>

ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM

Khattab Shammout, (703) 792-6826.

**3. Design-Build, Route 895 (PPTA) Project, Richmond, Virginia**

**TRC (formally Site-Blauvelt), Quality Control Manager, April 2001 to July 2002**

Project involved monitoring the James River crossing of I-95 using a segmental bridge. This bridge was built using a very advanced technique called the balanced cantilever method and was cast in place with traveling formwork. Responsible for studying the complex reinforcement plans, river crossing segmental drawings, and the pier table structure detailed drawings in order to methodically check and inspect the reinforcement of the critical river crossings. Also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data. **Owner Contact:** VDOT – Richmond District, 1401 East Broad Street, Richmond, VA, Thomas Hawthorne, (804) 524-6000.

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

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

Project included bridge over Broad Run Creek and Roadway Widening up to Route 28. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, and environmental reports. Also worked closely with utility companies during facility relocations and addressed public inquiries as related to the project. **Owner Contact:** Prince William County, 1 County Complex Court (MC460), Prince William, Virginia 22192-9201, Khattab Shammout, (703) 792-6826.

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

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

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

**Owner Contact:** Prince William County, 1 County Complex Court (MC460), Prince William, Virginia 22192-9201, Khattab Shammout, (703) 792-6826.



**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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

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

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

**A key component of the Route 7 - Truck Climbing Lanes Project will be the coordination with the Northern Virginia Regional Park Authority (NVRPA) necessary to relocate the W&OD Trail. The Route 28 Project successfully completed two grade separated crossings of the W&OD Trail. At Church Road and Atlantic Boulevard. At the Church Road Crossing, the Shirley Team worked very closely with the NVRPA to resolve significant long standing issues in order for the Project to move forward. By partnering with VDOT, NVRPA, and Loudoun County, the Team resolved these issues and successfully completed the work to the satisfaction of all, and without a delay or claim.**

Many of the Key Managers proposed for the Route 7 Truck Climbing Lane Project are the same Key Managers that have worked so closely together for the past ten (10) years on Route 28. We have developed, implemented and improved upon proven techniques and practices during this time that allow us to efficiently manage the design-build process. From Route 28, we have learned that it is absolutely essential to integrate all of the various design and construction disciplines from the earliest stages of concept development until final completion. Our Construction Team members have day-to-day input on every stage of the design and our Team pledges to not submit any plans until this constructability review is complete. We create this 'buy-in' from the Construction Team as early as possible to produce an efficient design and to begin the overall project scheduling and phasing elements. We know that it is critical for the right-of-way and utility disciplines to closely coordinate their work, and to further integrate these elements with the design documents and project schedule. We also have learned that it is critical to accurately identify all of the existing utilities that can be impacted by the design, to meet with the individual utility companies early to explain the project scope and start the design process, and to closely track and manage the entire utility relocation process.

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

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

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

Through the Route 28 project we have developed close relationships with over 25 public and private utilities that will benefit the Route 7 Project. In constructing the ten interchanges and secondary road improvements we have successfully relocated more than 52,000 feet of overhead and underground power lines, 205,000 feet of communication/fiber optic lines, 11,000 feet of water lines, 6,400 feet of sanitary sewer, and 5,100 feet of gas lines. On the Centreville Road Widening Project, a component of the Route 28 Corridor Improvements Project, we were able to eliminate or reduce many utility relocations by coordinating with the utility companies, raising the roadway profile, and other innovative design changes. Shirley's utility coordination effort contributed to a 35% reduction in the utility relocation costs on the project, **saving VDOT over \$1.9 million** from the Utility Relocation Allowance.

All of the improvements on the Route 28 Project were constructed without permanent removal of any of the existing traffic movements or reduction in traffic capacity during construction. One of the very first design activities conducted by the Team has been to evaluate the existing and projected traffic volumes and movements. From this data, the ultimate design concepts are created by our Team, presented to VDOT, the Counties, and other affected parties, and ultimately approved for final design. But along with this, the Team carefully evaluates the data to determine maintenance of traffic requirements *during* construction. By involving the construction teams early on in this process, we are better able to plan each phase of the work. For example, in most cases, the new interchanges by necessity have been located approximately in the same location as the existing signalized intersections. This has led to innovative solutions for detour intersections during construction, but also for creative and well-thought out solutions for opening the new interchanges when construction is complete. One example of this is the Route 28/Westfields Blvd. Interchange. With significant input from the construction team, Dewberry adjusted the profiles of the detour intersection and ultimate ramp/loop profiles so that they were as close as possible. Thus when the new interchange was ready to open to traffic, there was the bare minimum of work to do to switch traffic from the old detour pavement to the new pavement grades. As a result, we were able to open the new interchange in just 24 hours in non-peak traffic periods with virtually unnoticed impact to the traveling public. As an additional level of planning and coordination, we created detour plans that were distributed to the local media, Board of Supervisor's office, homeowner associations, and posted on the project website to make sure the public was informed. This same level of effort was required on the Sterling Blvd, Waxpool Road, McLearen Road, and Old Ox Road Interchanges. Each of these complex openings was completed with minimal impacts to traffic. The Route 7 Truck Climbing Lane Project will require very similar emphasis of maintenance of traffic and the interface of the new work with the existing roadways.

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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

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



The Dulles Greenway Capital Improvement Program (Greenway) included eight individual projects combined into a single design-build program. The original scope of this program included two new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to an existing interchange at Route 606, **widening of the mainline roadway from four to six lanes for a distance of 6.2 miles**, construction of a new ramp to Dulles Airport, expansion of the mainline toll plaza, and widening of the existing twin 660 foot long, 100 foot high bridges over Goose Creek. Shirley Contracting Company, LLC (as the Lead Contractor) and Dewberry & Davis, LLC (as the Lead Designer) provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a Change Order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007. The 6.2 miles of mainline widening from 4 to 6 lanes on the Greenway project is similar to the scope of work required for the Route 7 Truck Climbing Lane.

Impacts to traffic on this limited access roadway were not only a project safety concern and an inconvenience to the traveling public, but also directly affected the Owner's profitability, which made this Project unique. In addition to enhanced safety features and increased capacity in final design, our Team developed detailed traffic management plans that focused on maintaining lane widths and travel speeds, and reduced the impact to traffic during interim construction phases. Shirley and Dewberry are committed to bringing this experience to the Route 7 Truck Climbing Lane Project in order to develop Traffic Management Plans (TMP) that minimize the impact to the traveling public during construction. Where possible our TMP will also include enhancements to address existing traffic concerns.

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

date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.

Our Team is committed to providing a safe and healthy environment for our employees, subcontractors and to the general public who may enter our jobsite or workzone. We consider the prevention of accidents to be an integral part of our operation, and to these ends, we established a comprehensive, project specific, *Safety, Health and Welfare Program* for the Greenway to assure the continued safety of everyone on the project. On the Greenway our employees logged more than 300,000 man hours with no lost-time accidents. We continue to develop and enhance our safety program and proactively train our employees and subcontractors to repeat this success on all future projects.

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

**ATTACHMENT 3.4.1(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

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

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



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

**All construction activities were performed while maintaining and managing traffic volumes of approximately 144,000 vehicles per day** passing through the project work zone along the I-66 Corridor and the I-66/Route 29 interchange. The lane restrictions were coordinated with VDOT Smart Traffic Center to allow for public notifications and potential upcoming impacts, which provided advance warning to the traveling public. In addition to the communication with Smart Traffic, Shirley and the VDOT team utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote primary awareness of upcoming construction impacts and clearly define vehicular paths/routes, which helped improve traffic flow and avoid delays. Substantial coordination and planning went into creating many detours and lane shifts for Route 29 Northbound and Southbound traffic and the Interchange Ramps to maintain free flowing traffic movements during critical components of work such as the steel girder erection on all five bridges and the bride demolition. Not only did these detours allow for improved traffic flows, but it also provided for a safer work zone for both the traveling public and Shirley's construction team. Shirley is committed to using our experiences and creative construction approach to create the safest and most efficient work zones on the Route 7 Truck Climbing Lane Project.

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

This project was successfully constructed in a heavily congested area with phased construction similar to Route 7 Truck Climbing Lane Project. We **developed Traffic Maintenance Plans to minimize delays and impacts to the public during peak traffic rush hours**; resolved issues quickly and efficiently, while emphasizing safety on the project for all parties including the traveling public; and communicated project details to promote public awareness and involvement to all parties directly and/or indirectly associated with the project. Shirley and VDOT partnered successfully throughout the duration of the project and we are committed to bringing our experience from the I-66 Widening project to the Route 7 Truck Climbing Lane Project. We are fully aware of the traffic flows and volumes that will be encountered during the construction of the Route 7 Truck Climbing Lane Project and understand what will be necessary to maintain a safe and effective work zone. Shirley, VDOT and Dewberry are extremely experienced working together as a result of our relationship on this and other projects and these relationships and our construction experience will allow us to successfully construct the Route 7 Truck Climbing Lane Project.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Route 28 Corridor Improvements Project</b>  Location: <b>Fairfax and Loudoun Counties, VA</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Susan Shaw, PE</b> Phone: <b>(703) 259-1995</b> Email: <b>susan.shaw@VDOT.Virginia.gov</b>	<b>May 2007</b>	<b>August 2013*</b> <b>Design Complete 2011</b> *Difference due to Owner added scope, identified as options in original contract four additional interchange	<b>\$168,965</b>	<b>\$350,497*</b>  *Difference due to Owner added scope, identified as options in original contract four additional interchange	<b>\$25,740</b>

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



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

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

The Design-Build Team worked diligently to accelerate portions of the interchange and roadway which could be constructed without the need for utility relocations or right-of-way acquisitions. Constant communication between construction and design staff, facilitated by weekly meetings, helped to identify critical packages which needed to be finished early. In several cases, this resulted in advance steel packages for bridges, advance detour and MOT packages, or stand alone utility packages.

The lessons learned from the construction of the various interchanges and secondary road improvements on the Route 28 project will be utilized to assure expedited delivery of the Route 7 Climbing Lanes Project for VDOT. The knowledge of how to assess the critical path and prioritize items such as environmental permitting; utility easements, utility relocations, and avoidance of utility impacts; right-of-way issues, in particular issues with land owned by federal agencies; phased design development that coincides with construction activities; and proper construction execution and delivery are all processes that our Team has worked through in coordination with VDOT. With ten interchanges and five secondary road projects, the Route 28 Corridor Improvements Project is essentially equivalent to completing fifteen projects simultaneously for VDOT in the expedited design-build delivery mode. Our proven work processes and coordination not only with our Team, but with VDOT and all appropriate stakeholders will be utilized to make the Route 7 Climbing Lanes Project a success.

A specific example of how our experience on Route 28 will be utilized on the Route 7 Westbound Climbing Lane Project is the advance consideration of the maintenance of traffic (MOT) issues and opportunities to mitigate them. For instance, at the Route 28/Willard Road Interchange, we recognized that existing northbound traffic turning left to go west on Willard Road was backing up into the mainline travel lane of Route 28. As we initiated design of a detour intersection, we proposed geometry that would allow construction of dual left turn lanes at this location instead of the single left. This additional capacity provided during the MOT phase greatly reduced potential congestion and safety hazards during construction, and in fact provided additional capacity beyond what existed, at no cost to VDOT. **In the case of the Route 7 Project, Our Team will propose measures to have the third westbound lane on Route 7 operational at the earliest possible phase, and we will review the implementation of parallel access roads and entrance modifications to assume acceptable operations during all phases of construction.**

Another example occurred at the Route 28/Westfield Blvd. Interchange where our design and construction teams worked together to establish unique profiles for our detour phase that worked to dramatically reduce the time necessary to switch from the detour phase to the final interchange operation. This significant switch-over phase, which initially was projected to take weeks to accomplish (building up from the temporary detour elevations to the final roadway elevations and then paving) was planned instead to be completed over a three day period. The actual switch-over phase was then completed even faster than planned by Shirley, who made the ultimate switch-over in just a twenty-four hour period. This significantly reduced impact to the public and was only possible as a result of the extensive planning and coordination by the Design, Construction and VDOT Teams.

Additionally, extensive coordination with numerous parties for the replacement Sully Access Road was necessary as part of the Route 28/Barnsfield Road Interchange Project. Significant differences between the Metropolitan Washington Airports Authority (MWAA) and the Fairfax County Park Authority (FCPA) prevented the scheduled construction of the access road. This had the very real potential to have delayed the opening of the interchange, the only access to the newly constructed Air and Space Museum at Dulles Airport. Through close coordination with VDOT, Shirley and Dewberry created and implemented temporary access plans, which allowed the interchange to open on time. Over the next four years, Shirley, Dewberry, and VDOT worked extensively with MWAA, FCPA, various historic and regulatory agencies, and adjacent property owners to resolve any conflicts to allow design and construction of the access road to move forward.

Finally, on the Route 28/Nokes Blvd. Interchange, the discovery of approximately 49 historical graves in the vicinity of the proposed interchange could have caused significant delays to the schedule for design and construction. Shirley and Dewberry worked with the Department of Historical Resources (DHR), Loudoun County, and the descendants of the family cemetery to catalog and disinter the remains and relocate them to a cemetery location acceptable to the descendants. This potentially sensitive issue was coordinated swiftly and with appropriate sensitivities, which allowed the gravesites to be relocated and the project to proceed without impact to schedule.

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

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



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

The 6.2-mile mainline widening of the Dulles Greenway from four to six lanes part of the Capital Improvements is exactly similar in scope to this Route 7 Westbound Truck Climbing Lane project.

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

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

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

Many of the lessons learned and processes of coordination expected between Shirley, Dewberry and VDOT, that were utilized on the Greenway to advance the design and construction activities, will be used on the Route 7 Climbing Lane Project. Identification of critical path activities and priorities were completed in coordination with the owner (TRIP II) as well as VDOT, which was involved in reviews and approvals. Multiple plan packages were developed as noted above. Structural steel packages were completed in advance (to assure this long lead item was delivered to the site on time), environmental permitting was advanced (with early design support identified and completed to support this effort), and emphasis given to completing the mainline Greenway widening in a fashion to minimize disruption to the traveling public.

The Team also coordinated with the Greenway owner, the Town of Leesburg, and the adjacent developer to incorporate auxiliary lanes and intersection improvements to assure there would be no reconstruction efforts needed by the Greenway, the developer, the Town or VDOT. The coordination with the many intersecting roadways and working through issues with adjacent developers, utility owners, and Loudoun County, was something our Team did as part of the Greenway project and that we are prepared to do on the Route 7 Climbing Lane Project.

**ATTACHMENT 3.4.1(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>I-66 Improvements Manassas to Gainesville Phase III</b> Location: <b>Manassas, Virginia (East of Exit / Mile Marker 47)</b> <b>Gainesville, Virginia (West of Exit / Mile Marker 43)</b>	Name: <b>Phase I-General Excavation</b> <b>Phase II-Moore Brothers</b> <b>Phase III-Shirley Contracting Co.</b> <b>Phase IV-General Excavation</b> <b>Phase V-Shirley Contracting Co.</b>	Name of Client: <b>VDOT Northern Virginia District Office</b> Project Manager: <b>Amir Salahshoor, PE</b> Phone: <b>(703) 259-1957</b> Email: <b>A.Salahshoor@VDOT.Virginia.gov</b>	<b>2004</b>	<b>Phase I – 2004</b> <b>Phase II – 2006</b> <b>Phase III – August 2010</b> <b>Phase IV – October 2011</b> <b>Phase V – June 30, 2015 (per VDOT contract with awarded contractor)</b>	<b>\$220,000</b>	<b>\$230,000*</b>  * Differences due to owner approved option established in original contract to design Phase V (the Rt. 29/Linton Hall Interchange)	<b>\$10,008</b>

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



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

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

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

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

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

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

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