

RESPONSE TO REQUEST FOR QUALIFICATIONS

I-64 Exit 91 Interchange Improvements

A DESIGN-BUILD PROJECT

From: 0.429 Miles West of Route 285

To: 0.438 Miles East of Route 285

Augusta County, Virginia



State Project No.: 0064-007-111, P101, R201, C501, B-627

Federal Project No.: NH-064-2(152)

Contract ID Number: C00075877DB47

SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:



ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627



STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	i
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	iv
Letter of Submittal (on Offeror's letterhead)				1-7
Offeror's point of contact information	NA	Section 3.2.1	yes	1
Authorized Representative's signature	NA	Section 3.2.1	yes	4
Principal officer information	NA	Section 3.2.2	yes	1
Offeror's Corporate Structure	NA	Section 3.2.3	yes	1
Affiliated/subsidiary companies	NA	Section 3.2.4	yes	2-3
Debarment forms	Attachment 3.2.5(a) Attachment 3.2.5(b)	Section 3.2.5	no	Included in 3.2
Offeror's VDOT prequalification evidence	NA	Section 3.2.6	no	Included in 3.2
Evidence of obtaining bonding	NA	Section 3.2.7	yes	5-7
Professional Services Evidence				3
Full size copies of SCC and DPOR registration	NA	Section 3.2.8	no	Included in

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627



STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
documentation (appendix)				3.2
SCC Registration	NA	Section 3.2.8.1	yes	2-3
DPOR Registration (Offices)	NA	Section 3.2.8.2	yes	3
DPOR Registration (Key Personnel)	NA	Section 3.2.8.3	yes	3
DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.8.4	yes	3
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.9	yes	4
Offeror's Team Structure				8-12
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	8-12
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Included in 3.3
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Included in 3.3
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Included in 3.3
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Included in 3.3
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Included in 3.3
Key Personnel Resume – Environmental Manager	Attachment 3.3.1	Section 3.3.1.6	no	Included in

ATTACHMENT 3.1.2

0064-007-111, P101, R201, C501, B627



STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 20-page limit?	SOQ Page Reference
				3.3
Organizational chart	NA	Section 3.3.2	yes	10
Organizational chart narrative	NA	Section 3.3.2	yes	10-12
Experience of Offeror's Team				13-15
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Included in 3.4
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Included in 3.4
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	16-20

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

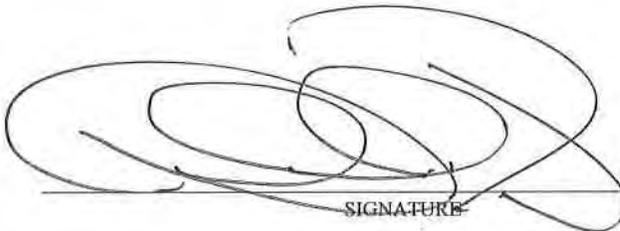
RFQ NO. C00075877DB47
PROJECT NO.: 0064-007-111, P101, R-201, C-501, B-627

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 11/03/2011
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

1/5/12
DATE



January 6, 2012

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

**RE: I-64 Exit 91 Interchange Improvements
From 0.429 Miles West of Route 285 To 0.438 Miles East of Route 285
Augusta County, Virginia. Contract ID Number C00075877DB47
Letter of Submittal 3.2**

Dear Mr. Daoulas:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our Letter of Submittal in response to your Request for Qualifications for the I-64 Exit 91 Interchange Improvements Design-Build Project (the Project). For this pursuit, we have assembled a Team with experience and expertise that is unparalleled in the industry to assure VDOT that the Project will exceed all expectations.

Our point of contact for this Project will be:

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

The principal officer with whom the contract will be executed on behalf of Shirley Contracting Company, LLC will be:

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

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

Names and detailed addresses of all affiliated and subsidiary companies:

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

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

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

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

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

State Corporation Commission Registration Numbers for firms providing Professional Services:

Firm	Registration No.	Type of Corp.	Status
Dewberry & Davis, LLC	044733	Limited Liability Company	Active
Dewberry & Davis, LLC	1284860	Corporation	Active
Quinn Consulting Services, Incorporated	0492551	Corporation	Active
ECS Mid-Atlantic, LLC	0516767	Limited Liability Company	Active
Diversified Property Services of Virginia, Inc.	130410	Corporation	Active
Old Dominion Settlements, Inc (Key Title)	243891	Corporation	Active

AMEC Environment & Infrastructure, Inc.	144198	Corporation	Active
Skelly & Loy, Inc.	113636	Corporation	Active

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

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

Business Name/Address	Type	DPOR Registration	Expiration
Dewberry & Davis, LLC 8401 Arlington Boulevard Fairfax, VA 22031	Business Entity	0407003966	Dec. 31, 2013
Dewberry & Davis, Inc. 4180 Innslake Drive Richmond, VA 23060	Business Entity Branch Office	0411000231	Feb. 29, 2012
Quinn Consulting Services, Inc. 4607 Marble Rock Court Suite 100 Chantilly, VA 22151	Business Entity	0407003733	Dec. 31, 2013
ECS Mid-Atlantic, LLC 5320 Peters Creek Road STE F Roanoke, VA 24019	Business Entity Branch Office	0411000662	Feb. 29, 2012
Diversified Property Services of Virginia, Inc 20 E Timonium Road, Suite 111 Timonium, MD 21093	Real Estate Appraiser Business	4008001190	Nov. 30, 2012
AMEC Environment & Infrastructure, Inc. 3705 Saunders Avenue Richmond, VA 23227	Business Entity Branch Office	0411000128	Feb. 29, 2012
Skelly & Loy, Inc. P.O. Box 283 Wise, VA 24293	Business Entity Branch Office	0407001402	Feb. 29, 2012

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

Key Personnel	Type	DPOR Registration	Office Location	Expiration
Dave Mahoney P.E. 14253 Stone Chase Way Centerville, VA 20121	Professional Engineer	020798	Dewberry & Davis 8401 Arlington Blvd Fairfax, VA 22031	Dec. 31, 2013
James Dale Davidson, Jr. P.E. 5213 Lighthorne Road Burke, VA 22015	Professional Engineer	202665	Dewberry & Davis 8401 Arlington Blvd Fairfax, VA 22031	Jan. 31, 2012

Kaishikkumar Vyas, P.E. 10170 Spring Dr. Gordonsville, VA 22942	Professional Engineer	039004	Quinn Consulting Services, Inc. 4607 Marble Rock Court Suite 100 Chantilly, VA 22151	June 30, 2012
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Finally, I am providing the following statement demonstrating our commitment to the Project's DBE goals:

I personally commit to VDOT that the Shirley Team will achieve a DBE participation goal of 12% through design and construction activities.



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

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

Sincerely,



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

Attachments:
SCC Registrations
DPOR Registrations
Evidence of Prequalification
Surety Letter

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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

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

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

<u>Dave Mahoney</u>	<u>12/21/11</u>	<u>Senior Vice President</u>
Signature	Date	Title

Dewberry & Davis LLC
Name of Firm

ATTACHMENT NO. 3.2.5(b)

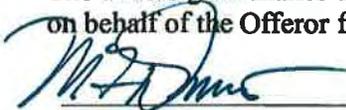
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.

 1-5-12 COUNSEL
Signature Date Title

DENBERRY & DAVIS, INC.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

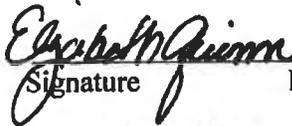
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The undersigned makes the foregoing statements to be filed with the proposal submitted on behalf of the Offeror for contracts to be let by the Commonwealth Transportation Board.



Signature

December 5, 2011

Date

President

Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.5(b)

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LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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<u><i>Patricia E. Dahlack</i></u>	<u>12/21/11</u>	<u>President</u>
Signature	Date	Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.5(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-007-111, P101, R-201, C-501, B-627

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<u>ASL</u>	<u>12/14/2011</u>	<u>Vice President</u>
Signature	Date	Title

ECS Mid-Atlantic, LLC
Name of Firm

ATTACHMENT NO. 3.2.5(b)

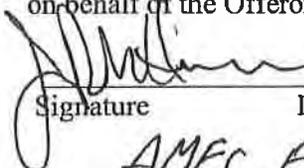
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LOWER TIER COVERED TRANSACTIONS**

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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.

	12/22/11	OFFICE MANAGER
Signature	Date	Title
AMEC ENVIRONMENT & INFRASTRUCTURE, INC.		
Name of Firm		

ATTACHMENT NO. 3.2.5(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

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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.

R. Robert Rucke 1-5-11 Settlements officer
Signature Date Title

OID Dominion Settlements, INC., dba as Key Title
Name of Firm

TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 12/30/2011
- S -

12/30/2011
2:56 PM
PAGE 346

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S018

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

--PREQ ADDRESS -----	-- WORK CLASSES -----
8435 BACKLICK RD.	002 - GRADING
LORTON, VA 22079-1403	003 - MAJOR STRUCTURES
PHONE : 703-550-8100	007 - MINOR STRUCTURES
FAX : 703-550-7897	045 - UNDERGROUND UTILITIES

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

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

DBE TYPE : N/A
DBE CONTACT: N/A
DBE/WBE EXP: N/A

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S1305

HARLAND J. SHOEMAKER & SON, INC.
PREQ. EXP : 09/30/2012

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

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One Tower Square
Hartford, CT 06183

December 21, 2011

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

Re: Request for Qualifications - Contract ID Number: C00075877DB47 - A Design-Build Project
I-64 Exit 91 Interchange Improvements From: 0.429 Miles West of Route 285
To: 0.438 Miles East of Route 285
Current Estimated Contract Value: \$37 million

Dear Mr. Daoulas:

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

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

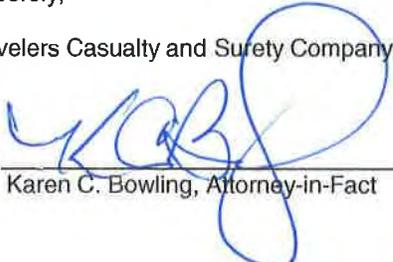
As sureties for the above named Contractor, Shirley Contracting Company, LLC, is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the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

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

Sincerely,

Travelers Casualty and Surety Company of America

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. 004596547

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

Diana L. Parker, and Karen C. Bowling

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 19th day of October, 2011.

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

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



State of Connecticut
City of Hartford ss.

By: [Signature]
George W. Thompson, Senior Vice President

On this the 19th day of October, 2011, before me personally appeared George W. Thompson, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 8th day of December, 20 11.

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


Kevin E. Hughes, Assistant Secretary



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



Commonwealth of Virginia
State Corporation Commission



12/27/11

LLCM3220

LLC DATA INQUIRY

11:48:53

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

11 50.00

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



12/23/11

LLCM3220

LLC DATA INQUIRY

09:44:04

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

LLC NAME: DEWBERRY & DAVIS LLC

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

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

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

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
12	50.00			50.00

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

01/04/12

13:34:59

CORP ID: F128486 - 0 STATUS: 00 ACTIVE STATUS DATE: 02/26/97
CORP NAME: DEWBERRY & DAVIS, INC.

DATE OF CERTIFICATE: 02/26/1997 PERIOD OF DURATION: INDUSTRY CODE: 73
STATE OF INCORPORATION: NC NORTH CAROLINA 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: CORPORATION SERVICE COMPANY

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

CITY: RICHMOND STATE : VA ZIP: 23219

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

ACCEPTED AR#: 211 50 2046 DATE: 01/21/11 RICHMOND CITY

CURRENT AR#: 211 50 2046 DATE: 01/21/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00				100.00	1,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

12/21/11

10:04:24

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#: 211 15 3803 DATE: 08/29/11 ARLINGTON COUNT

CURRENT AR#: 211 15 3803 DATE: 08/29/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

12/21/11

LLCM3220

LLC DATA INQUIRY

10:09:05

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04
LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 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: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

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: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

11

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

12/21/11

10:05:02

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)

DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: BRENDAN R HANTZES

STREET: 3771 VERMACCHIA DR

AR RTN MAIL:

CITY: CHANTILLY STATE : VA ZIP: 20151
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
 ACCEPTED AR#: 211 14 4054 DATE: 08/08/11 FAIRFAX COUNTY
 CURRENT AR#: 211 14 4054 DATE: 08/08/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

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CISM0180

CORPORATE DATA INQUIRY

12/21/11

10:05:20

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#: 211 10 8727 DATE: 06/03/11 FAIRFAX COUNTY
CURRENT AR#: 211 10 8727 DATE: 06/03/11 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
11 220.00 25,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

12/22/11

14:15:10

CORP ID: F144198 - 1 STATUS: 00 ACTIVE STATUS DATE: 09/20/00
 CORP NAME: AMEC Environment & Infrastructure, Inc.

DATE OF CERTIFICATE: 09/20/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: NV NEVADA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2000.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX RD STE 301 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060 6802
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143
 ACCEPTED AR#: 211 14 6362 DATE: 08/15/11 HENRICO COUNTY
 CURRENT AR#: 211 14 6362 DATE: 08/15/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	1,700.00					990,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

12/23/11

CISM0180

CORPORATE DATA INQUIRY

11:12:09

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219

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

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

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

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	670.00					100,000

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APELSCIDLA Business License

APELSCIDLA Business License

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

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [[Code of Virginia Section 54.1-108](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

Associated Professional Licensing Information

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

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

NAME:	STONE, DONALD EDWARD JR
CITY, STATE:	FAIRFAX, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	026519
INITIAL CERTIFICATION:	NOVEMBER 27, 1995



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APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME:	DEWBERRY & DAVIS INC
TRADING NAME:	
ADDRESS:	4180 INNSLAKE DR GLEN ALLEN, VA 23060-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000231
INITIAL CERTIFICATION DATE:	MARCH 27, 2000
EXPIRATION DATE:	FEBRUARY 29, 2012

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

Associated Professional Licensing Information

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

NAME:	MAXWELL, DAVID SCOTT
CITY, STATE:	GLEN ALLEN, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	032880
INITIAL CERTIFICATION:	JANUARY 25, 1999
EXPIRATION DATE:	JANUARY 31, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

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



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APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME:	QUINN CONSULTING SERVICES INC
TRADING NAME:	
ADDRESS:	4607 MARBLE ROCK COURT CHANTILLY, VA 20151-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407003733
INITIAL CERTIFICATION DATE:	MARCH 05, 1998
EXPIRATION DATE:	DECEMBER 31, 2013

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

RecordsMgt@dpor.virginia.gov

Associated Professional Licensing Information

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

NAME:	VICINSKI, JOHN KEVIN
CITY, STATE:	CHANTILLY, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	026380
INITIAL CERTIFICATION:	AUGUST 10, 1995
EXPIRATION DATE:	AUGUST 31, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

NAME:	VYAS, KAUSHIKKUMAR BHUPENDRAPRASAD
CITY, STATE:	GORDONSVILLE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	039004



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APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME:	AMEC E&I INC
TRADING NAME:	
ADDRESS:	3705 SAUNDERS AVE RICHMOND, VA 23227-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000128
INITIAL CERTIFICATION DATE:	APRIL 29, 1996
EXPIRATION DATE:	FEBRUARY 29, 2012

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

Associated Professional Licensing Information

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

NAME:	VESTER, ROBERT HARRISON JR
CITY, STATE:	MIDLOTHIAN, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	037748
INITIAL CERTIFICATION:	DECEMBER 19, 2002
EXPIRATION DATE:	DECEMBER 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

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Real Estate Appraiser Business

Real Estate Appraiser Business

BUSINESS NAME:	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
TRADING NAME:	
ADDRESS:	20 E TIMONIUM ROAD SUITE 111 TIMONIUM, MD 21093-0000
BUSINESS TYPE:	CORPORATION
LICENSE NO:	4008001190
INITIAL CERTIFICATION DATE:	NOVEMBER 29, 2000
EXPIRATION DATE:	NOVEMBER 30, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

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



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APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME:	ECS-MID-ATLANTIC LLC
TRADING NAME:	
ADDRESS:	5320 PETERS CREEK RD STE F ROANOKE, VA 24019-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000381
INITIAL CERTIFICATION DATE:	DECEMBER 10, 2004
EXPIRATION DATE:	FEBRUARY 29, 2012

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [[Code of Virginia Section 54.1-108](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

Associated Professional Licensing Information

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

NAME:	WYATT, BRIAN SCOTT
CITY, STATE:	MONETA, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	035334
INITIAL CERTIFICATION:	JANUARY 18, 2001
EXPIRATION DATE:	JANUARY 31, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

NAME:	WALKER, GRANT ERIC
CITY, STATE:	CHRISTIANSBURG, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	031859
INITIAL CERTIFICATION:	JANUARY 27, 1998



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APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME:	SKELLY & LOY INC
TRADING NAME:	
ADDRESS:	10034A COEBURN MOUNTAIN ROAD WISE, VA 24293-0000
BUSINESS TYPE:	BUS ENITITY BRANCH OFFICE
REGISTRATION NO:	0411000781
INITIAL CERTIFICATION DATE:	JANUARY 12, 2011
EXPIRATION DATE:	FEBRUARY 29, 2012

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

RecordsMgt@dpor.virginia.gov

Associated Professional Licensing Information

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

NAME:	MULLINS, PHILLIP CARROLL
CITY, STATE:	WISE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	018246
INITIAL CERTIFICATION:	FEBRUARY 23, 1988
EXPIRATION DATE:	FEBRUARY 29, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [Code of Virginia Section 54.1-108]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

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

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional



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APELSCIDLA Individual License

NAME:	VYAS, KAUSHIKKUMAR BHUPENDRAPRASAD
CITY, STATE:	GORDONSVILLE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	039004
INITIAL CERTIFICATION DATE:	JUNE 14, 2004
EXPIRATION DATE:	JUNE 30, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

Note: The official record copy of the data obtained from this search is



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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	DAVIDSON, JAMES DALE JR
CITY, STATE:	BURKE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	020665
INITIAL CERTIFICATION DATE:	JANUARY 26, 1990
EXPIRATION DATE:	JANUARY 31, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed.

State law prohibits the disclosure of any information about open complaints [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

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

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional

3.3 Offerors Team Structure

INTRODUCTION

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to effectively manage all of the design-build elements of the I-64 Exit 91 Project (the Project). Shirley is committing the same Team Members and Key Personnel to the Project that have been responsible for managing more than \$450 million of design-build roadway and bridge projects in Northern Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Battlefield Parkway, and Pacific Boulevard Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry & Davis LLC was the Lead Designer. Further, each of these design-build projects have been, or will be, completed ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Moreover, because our Team members and Key Personnel have worked together on these critical design-build projects for almost ten (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, PE	Shirley Contracting Company, LLC
<i>Design Manager:</i>	David Mahoney, PE	Dewberry & Davis LLC
<i>Construction Manager:</i>	Greg Johannes	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM):</i>	Kaushik Vyas, PE	Quinn Consulting Services, Inc.
<i>Lead Structural Engineer</i>	James Davidson, PE	Dewberry & Davis LLC
<i>Environmental Compliance Manager</i>	Steven Ott	Skelly & Loy, Inc.

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

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

VDOT. These additional key managers include:

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

As we progress through the design phase, we will provide continuous review of the potential impacts of the various design components and provide feedback to the Design Team in order to keep impacts to an absolute minimum. Concurrently, the impacts to and relocation of utilities will be coordinated with the right-of-way to minimize these costs as well. Available proffers will be researched and coordinated with Augusta 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 I-64 Exit 91 Project cannot be successful without effectively managing the utility impacts associated with the Project. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Our Utility Manager, Mr. Todd Kief has managed the utility relocations for nearly \$450 million in design-build construction in Virginia over the last ten (10) years through his work on the Route 28 Corridor Improvements, Dulles Greenway Capital Improvements, Battlefield Parkway and Pacific Boulevard Projects. More importantly, his relationship with the individual utility owners will be a significant benefit to the Project. Todd's experience on these design-build projects has enabled him to cultivate close relationships with the representatives of over 25 public and private utilities, including many of the known utilities located in the vicinity of the I-64 Project.

Todd will be tasked with overseeing all aspects of the utility coordination process on the Project. This process starts with accurately identifying the existing utilities impacted and making contact with each utility owner. Our first priority is to review these utilities with the Design and Construction Teams to create a solution that avoids the utilities altogether. If this cannot be done, we will look at design alternatives that serve to minimize the utility relocations. If relocation is required, we will meet with

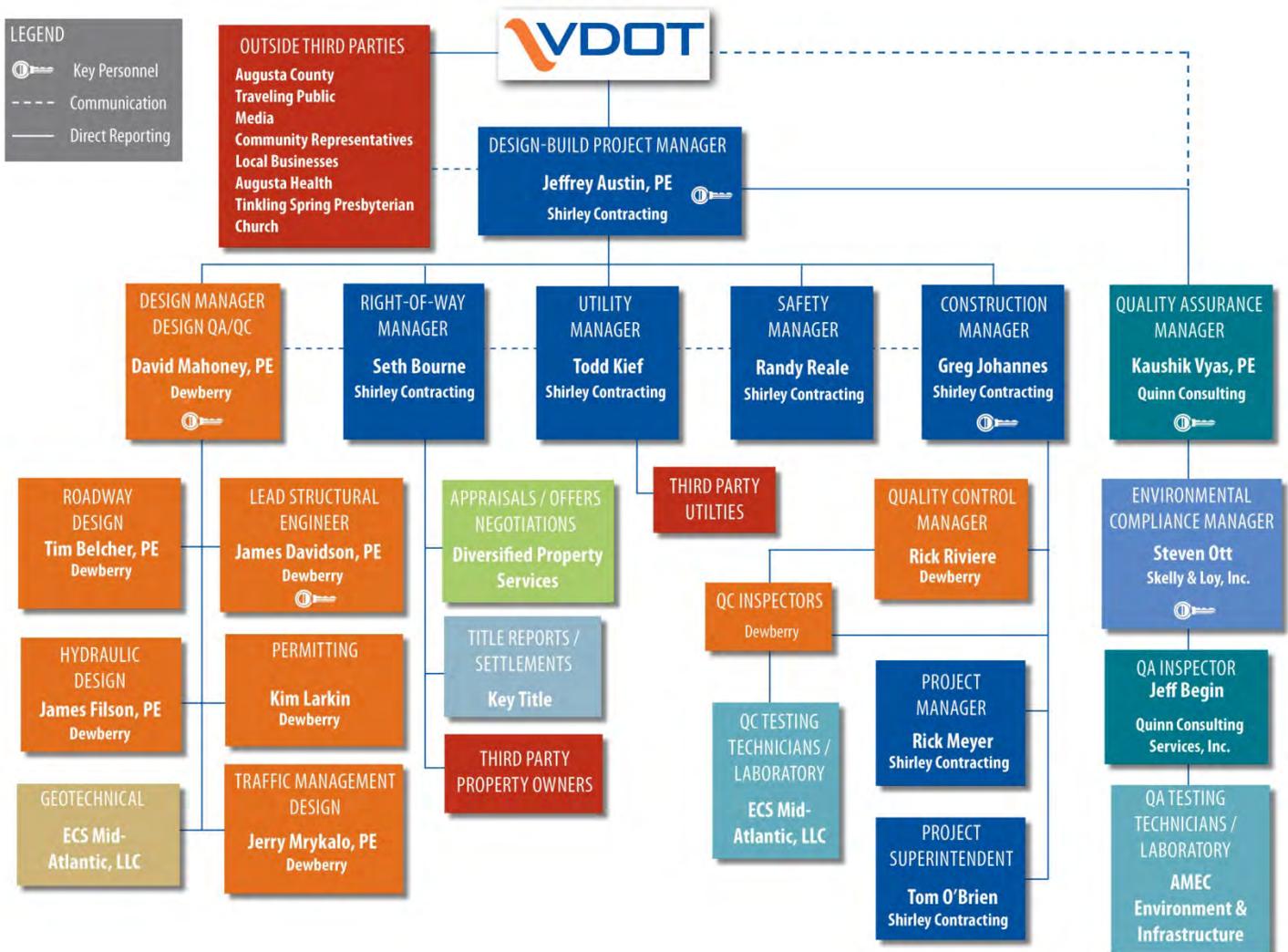


each utility owner to review the impacts, determine prior rights and cost responsibility, and obtain relocation designs and cost estimates. The relocations will then be coordinated with the acquisition of right-of-way, permit approval, and construction schedule. We will then manage the utility relocation construction activities to conclusion, including coordinating with the construction activities in the field and tracking and updating the CPM schedule to ensure that the relocation work proceeds on schedule.

The keys to a successful utility relocation management on the I-64 Exit 91 Project will be to have a Team that has performed this function on time and on budget on previous design-build projects and to have a Team in place that has established positive relationships with the utility companies. The Shirley Team exceeds both of these criteria.

3.3.2 ORGANIZATIONAL CHART

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



Major Project Disciplines include:

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

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

****Design Manager (David Mahoney, PE):*** Reporting to the D/B PM, this Key Personnel position has overall responsibility for management of all aspects of the design process, including roadway, structural, 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.

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

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

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



Safety Manager (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, and the traveling public. The Safety Manager will train and inform those engaged on the Project of specific safety hazards and will enforce all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan. Working closely with the Construction Manager, the Safety Manager will monitor the field activities and crews and has full and complete authority to halt or suspend any activity not in compliance with the applicable safety standards.

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

****Quality Assurance Manager (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 QC inspections. The QAM has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and will direct the QA inspections by the QA inspector and independent QA testing technicians from AMEC Environment & Infrastructure, Inc. This position is unique in that the QAM has the autonomy to report findings directly to VDOT in addition to the D/B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

****Environmental Compliance Manager (Steve Ott):*** In this Key Personnel role the Environmental Compliance Manager (ECM) reports directly to the Quality Assurance Manager (QAM) and is responsible for ensuring compliance with all project environmental commitments during construction. As the ECM is a QA role, it is completely independent from construction operations and QC inspections. The ECM understands the commitments made in the approved NEPA documents and will ensure that those commitments are being met. If the project is not in compliance, he will report findings directly to the QAM and the QAM has the authority to unilaterally halt or suspend the work. The ECM will have the responsibility to assure corrective action is taken before the work is accepted and certified for payment. Steve has held this same position on the Woodrow Wilson Bridge Project and the Intercounty Connector Contract "C" Project.

****Denotes Key Personnel***

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

Jeffrey S. Austin, P.E., Vice President

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

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

d. Years experience: With this firm: 11 years With Other Firms: 8 years

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

SHIRLEY CONTRACTING COMPANY, LLC (SHIRLEY DESIGN/BUILD, LLC)

CONTRACT MANAGER, SEPTEMBER 2004 TO PRESENT

- **University Boulevard PPTA Project**-March 2011-Present Design Build Project Manager responsible for managing the Shirley/Dewberry Team for this \$29 million Prince William County project.
- **Pacific Boulevard Design-Build Project**, July 2008 to August 2010 – Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$19 million VDOT project.
- **Battlefield Parkway Design-Build Project**, July 2007 to April 2009 – Design Build Project Manager responsible for managing the Shirley/Dewberry Team for the \$26.5 million VDOT project.
- **Route 28 Corridor Improvements Project**, September 2004 to Present - Responsible for managing the design and construction teams for portions of the \$330 million PPTA project.
- **Dulles Greenway Capital Improvements Program**, March 2005 to December 2007 – Responsible for managing the Shirley/Dewberry Team for the \$71 million design-build project.

SENIOR PROJECT MANAGER, OCTOBER 2000 TO SEPTEMBER 2004

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

ALPHA CORPORATION

VARIOUS POSITIONS, AUGUST 1994 TO OCTOBER 2000

- **Prince George's County**, January 2000 to October 2000, Senior Engineer responsible for development of specifications and standards for installation, maintenance and relocation of utilities within the County's right-of-way.
- **Route 7 / Fairfax County Parkway Interchange Project**, March 1998 to December 1999, Senior Inspector and Office Engineer responsible for quality assurance and quality control.
- **Route 58 over Hardy Creek and Route 58 over Cave Fork**, January 1998 to March 1998, Engineer for design of two bridges.
- **Route 7 and Route 15 Interchange Project**, June 1996 to January 1998, Office Engineer for quality assurance and quality control.
- **Cascades Parkway Widening Project from Route 625 to Nokes Boulevard**, February 1996 to February 1997, Senior Inspector for quality assurance and quality control.
- **Maryland State Highway Administration**, November 1995 to February 1996, Scheduling and claims review for two MDSHA highway construction projects.
- **Route 606 Widening Project**, July 1995 to November 1995, Inspector for quality control.
- **Federal Communications Commission**, December 1994 to July 1995, Project Manager for the build-out and relocation of FCC Offices in Washington DC.
- **Various Clients**, August 1994 to December 1994, Engineer for the design of cofferdams, excavation support systems, crane supports, grade beams, and deck slabs.

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

Virginia Polytechnic Institute & State University, Blacksburg, VA / BS / 1992 / Civil Engineering

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

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

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

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

1. University Boulevard PPTA Project--Shirley Design/Build, LLC, Design-Build Project Manager, March 2011 – Present

Mr. Austin is responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$29 million design-build

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

PPTA project for Prince William County. The project elements include construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as a six-lane divided urban roadway including two bridges. Mr. Austin is also overseeing another element of the project which is the upgrading of 7,000 L.F. of Hornbaker Road to a four-lane divided roadway. Mr. Austin is the main point of contact for the Shirley/Dewberry Team and is responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners, and other stakeholders on the project. He developed the CPM schedule and continues to monitor progress on the project.

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

2. Pacific Boulevard Design-Build Project--Shirley Design/Build, LLC, Design-Build Project Manager, July 2008 – August 2010

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

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

3. Battlefield Parkway Design-Build Project – Shirley Design/Build, LLC, Design-Build Project Manager, July 2007 – April 2009

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

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

4. Dulles Greenway Capital Improvements Program – Shirley Contracting Company, LLC, Contract Manager, March 2005 – December 2007

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

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

5. Centreville Road Widening Project – Shirley Contracting Company, LLC, Contract Manager, June 2005 – September 2008

Mr. Austin was Contract Manager responsible for leading the Shirley/Dewberry Team through all phases of the Design-Build process including design, permitting, ROW acquisition, and utility relocations and coordinating the design and construction with VDOT, local land owners, developers, and 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. Mr. Austin as Contract Manager, along with Mr. Todd Kief as Utility Manager, and Dewberry as Lead Designer, coordinated the relocation of, or designed around, numerous utilities located within the project limits including 10,000 feet of aerial Dominion Power and Verizon lines, a 48" FCWA waterline, and numerous fiber optic, gas and other utilities.

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

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
Name & Title Kaushik Vyas, P.E., Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of Firm with which associated: Quinn Consulting Services, Incorporated
d. Years experience: With this firm: 1 With Other Firms: 24 Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked): Quinn Consulting Services, Inc., Quality Assurance Manager – March 2010 to Present , As quality assurance manager, worked exclusively on VDOT design-build projects in lead QA and QC roles. TRC, formally Site-Blauvelt, Transportation Engineer – April 2001 to March 2010 , As Transportation Engineer, performed overall Quality Assurance Control, in line with VDOT PPTA Project QA/QC Guidelines. Gujarat Electricity Board, Civil Engineer – June 1985 to July 2000 , As Civil Engineer, Worked as a Civil Engineer in Power Plants (Generation Wing), dealt with construction, maintenance of plant and technical matters of Thermal power plant project.
e. Education: Location of Institution/Degree(s)/Year/Specialization: Gujarat University, Ahmedabad, India / BS / 1983 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer VA 2004 / Civil Engineer / 0402 039004
g. Document the extent and depth of experience and qualifications relevant to the Project 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and ending dates of each assignment. (List at least (3), but no more than (5) relevant projects for which you have performed a similar function).
1. I-495 HOT Lanes Design-Build Project –Quinn Consulting Services, Inc. Resident Area Engineer November 2010 to Present . 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 sound walls 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. Owner Contact: VDOT – Northern Virginia District, 14685 Avion Parkway, Chantilly, VA 20151-1104, Ms. Susan Shaw, P.E., (703)259-1995
2. Design-Build, Route 15 Widening, Prince William County, Virginia-TRC (formally Site-Blauvelt) Quality Control Manager November 2007 to November 2010. Project included five different phases for widening Route 15 from Route 66 Interchange to Sudley Road which involves Old Carolina Road, Heathcote Boulevard and Waterfall Road Widening. Project also included three bridges. Served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and also with public relations in regards to the project. Owner Contact: VDOT –Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Mahmud Hussain , 703-383-8368
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.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

David Mahoney, P.E., Senior Vice President

b. Project Assignment: **Design Manager**

c. Name of Firm With Which you are now Associated: **Dewberry & Davis LLC**

d. Years experience: With this Firm: **25 years** With Other Firms: **3 years**

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

DEWBERRY & DAVIS LLC

DESIGN MANAGER, AUGUST 1994 TO PRESENT

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

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

South Dakota State University, Brookings, SD / BS / 1984 / Civil Engineering

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

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

Member of the Design Build Institute of America and the American Public Works Association

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

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

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

1. Route 28 Corridor Improvements Project --Dewberry, Design Manager, Sept 2002 - Present

Mr. Mahoney, as the Design Manager for the Shirley/Dewberry Design-Build Team, is responsible for the overall design of this \$400 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 MWAA, Loudoun County, Fairfax County, as well as the NVRPA. 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: V VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

2. Dulles Greenway Capital Improvements Program-- Dewberry, Design Manager, March 2005 - July 2006

Mr. Mahoney, as the Design Manager for the Shirley/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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

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 II, 45305 Catalina Court, Suite 102, Sterling, VA 20166, Mr. E. Thomas Sines, CEO, (703) 707-9096

3. Intercounty Connector Contract C -- Dewberry, Design Manager, February 2008 – June 2009 (Design)

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

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

4. Battlefield Parkway -- Dewberry, Design Manager, July 2007 – November 2008

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

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

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

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

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

Greg Johannes, Project Manager

b. Project Assignment: **Construction Manager**

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

d. Years experience: With this firm: **4 years** Years With Other Firms: **27.5 years**

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

Shirley Contracting Company, LLC – January 2007 to Present

- January 2008 to Present – Client: Maryland State Highway Administration. Project Manager for construction of the **Intercounty Connector Contract C Design-Build Project**, as part of the Shirley/Dewberry Team.
- January 2007 to January 2008 Estimator Shirley Contracting Company, LLC

The Lane Construction Corporation – April 1980 to November 2006

- 2004 to 2007– Client: NCDOT. Project Manager on the **I-540 Interstate Extension**, Raleigh, North Carolina.
- March 2002 to February 2004– Client: WMATA. Project Manager on **Largo Blue Line Design-Build Extension** work in Laurel, Maryland
- June 2000 to February 2002 – Client: TRIP II Limited Partnership. Project Manager on **Dulles Greenway Widening**, Loudoun County, Virginia
- January 2000 to June 2000 – Client: VDOT. Project Manager on **Bush Hill Road Bridge Demolition**, Alexandria, Virginia
- November 1998 to December 1999 Client: FHWA. Project Manager on **Clara Barton Parkway Improvements**, Glen Echo, Maryland.
- July 1997 to October 1998 Client: VDOT. Project Manager for the **Route 28/1-66 Improvements**, Fairfax County, Virginia
- July 1996 to June 1997 Client: Greenvest, LLC. Project Manager for the **Cameron Station Stormwater Channel**, Alexandria, Virginia
- March 1994 to June 1996 Client: VDOT. Project Superintendent for the **I-95 HOV**, Woodbridge, Virginia

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

S.U.N.Y. Alfred Agricultural & Technical College, Alfred, New York / AAS / 1979 / Civil Engineering

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

Will obtain DCR Responsible Land Disturber (RLD) certification and VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to commencement of construction.

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

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

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

1. Intercounty Connector Contract C Design-Build Project – Shirley Contracting Company, LLC, Project Manager, January 2008 – Present

As the Project Manager for the design-build team, Mr. Johannes is responsible for constructability reviews during the design process, coordination of utility design and relocation work and oversight of construction in accordance with the approved contract plans. Mr. Johannes verifies Quality Control for environmental permitting and ensures that the plans are within permit and regulatory requirements for this \$513 million design-build project to complete 3.4 miles of the Intercounty Connector in Maryland. Mr. Johannes provides monthly project status reports to the Maryland State Highway Authority, updates the project's CPM schedule, conducts regular progress and jobsite safety meetings, prepares/obtains and reviews required materials. Trainee, DBE, EEO and certified payroll documentation. Mr. Johannes is responsible for the daily scheduling of work activities including Shirley's personnel and subcontractors, material deliveries, rental equipment and trucks. He is also responsible for coordinating with the Project's Quality Control staff to ensure that all construction materials and activities are inspected as required. The overall scope of the project includes 3.4 miles of a new 6-lane freeway facility including twenty two (22) bridges, sixteen (16) retaining walls, five (5) noise barrier walls and fourteen (14) stormwater management ponds. The project includes incentives from the Owner for properly maintaining erosion and sediment control devices on the project and the Shirley team has earned over \$1.8 million in incentives since the project began reflecting Shirley's commitment to the projects environmental objectives.

Owner Contact: Maryland State Highway Administration, 707 N. Calvert Street Baltimore, Maryland 21202, Ms. Melinda Peters, PE, (301) 586-9265

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

2. I-540 Construction Wake County – The Lane Construction Corporation, Project Manager, March 2004 to November 2006

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

Owner Contact: NCDOT, 1574 Mail Center. Raleigh, North Carolina 27699 , Mr. Phillip Johnson, PE, (919)733-9499

3. Largo Station Blue Line – The Lane Construction Corporation Project Manager, March 2002– February 2004

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

Owner Contact: Washington Metropolitan Transit Authority (WMATA), 1600 Fifth Street, NW, Washington, DC 20001, Mr. Colin Meyers, (202)962-1621

4. Dulles Greenway Widening – The Lane Construction Corporation, Project Manager, June 2000 – February 2002

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

Owner Contact: TRIPP II, 45305 Catalina Court, Sterling, VA 20166, Mr. Tom Sines, (703)707-9096

5. Route 28/I-66 Improvements – The Lane Construction Corporation, Project Manager, July 1997- October 1998

Mr. Johannes was the Project Manager responsible for management of construction for the \$6.1 million Route 28/I-66 Interchange Improvements project for the Virginia department of Transportation. Mr. Johannes's duties included updating, and monitoring of the CPM schedule for the project, daily coordination and scheduling of the work including material deliveries, rental equipment, trucks, Lane's construction crews, subcontractors and lane closures. Daily communication with VDOT and consultant inspectors for scheduling the work and Quality Control and Quality Assurance inspections, submission of shop drawings, RFIs, materials documentation, EEO documentation and pay requests. Work included extensive traffic control/traffic detours, widening and overlay of two (2) existing bridges, construction of two (2) new ramps, the widening of Route 28 as well as other typical roadway construction activities.

Owner Contact: VDOT, Mega Projects Office 6363 Walker Lane Suite 500 Alexandria , VA 22030, Larry Cloyd (571)483-2584

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title:

James D. Davidson, P.E., DBIA, Director of Structural Engineering

b. Project Assignment: **Lead Structural Engineer**

c. Name of Firm with which associated: **Dewberry and Davis, LLC**

d. Years experience: With this firm: **24 years** With Other Firms: **6 years**

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

DEWBERRY & DAVIS LLC

DIRECTOR OF STRUCTURAL ENGINEERING, NOVEMBER 1996 TO PRESENT

- **Route 27\244 Interchange Modifications**, September 2011 to Present, Structural Design Manager for the Shirley led D/B Team
- **Route 50 Widening Design-Build Project**, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team
- **University Boulevard Design-Build Project**, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team.
- **Airport Connector Road Design-Build Project**, October 2008 to January 2011, Design Manager
- **Pacific Boulevard Design-Build Project**, July 2008 to October 2010, Structural Design Manager for the Shirley D/B Team.
- **Intercounty Connector (ICC) Contract C**, February 2008 to Present, Bridge Manager for the Shirley led design-build team.
- **Battlefield Parkway Design-Build Project**, July 2007 to September 2009, Structural Design Manager for the Shirley D/B Team.
- **Route 28 Corridor Improvements Project**, October 2002 to Present, Bridge Design Manager for the Shirley led design-build team.
- **Dulles Greenway Capitol Improvements Program**, March 2005 to December 2007, Bridge Design Manager for the Shirley led design-build team.
- **I-66 Widening Project from Route 234 to Route 29/Gainesville Road**, October 2000 to November 2006, Bridge Design Manager.
- **Route 460 Bypass Bridges**, September 1997 to March 2001, Assistant Project Manager.
- **I-95\Telegraph Road Interchange Project**, March 1998 to Present, Senior Structural Engineer
- **Route 1/Route 123 Interchange**, March 1997 to June 2004, Bridge Design Manager.
- **I-81 Widening Project**, November 1996 to December 1997, Senior Bridge Engineer.

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

University of Virginia, Charlottesville, VA / BS / 1981 / Civil Engineering

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

Professional Engineer/VA-1990 (#0402020665) / MD-1990 / DE-2004 / DC-2004/ PA-2009/ WVA-2009/ NC-2010 /SC-2011/ NJ – 2011

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

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

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

1. Route 28 Corridor Improvements Project, Dewberry, Lead Structural Engineer, October 2002 - Present

Mr. Davidson was the Structural Design Manager for this \$330 million project which included roadway widening, ten (10) new interchanges and secondary roadways. He was responsible for the design of 16 bridges consisting of steel and concrete girder bridges ranging in length from 70 feet to over 1000 feet in length. The bridges were both straight and curved, and one of the bridges required the design of three integral steel pier caps due to limited space available for conventional piers. Additionally, he coordinated with NVRPA and DHR for the design of architectural and aesthetic treatments to the bridge over the W&OD Trail. Mr. Davidson was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

fabrication inspection and answering contractor RFI's during construction.

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

2. Dulles Greenway Capitol Improvements Program, Dewberry, Lead Structural Engineer, March 2005 - December 2007

As Bridge Design Manager, Mr. Davidson was responsible for all bridge and structural design aspects of this \$71 million design-build project, where Shirley was the Lead Contractor. The capitol improvements program included expansion of the mainline plaza to 18 lanes, widening of the mainline roadway from four (4) lanes to six (6) lanes, two (2) new interchanges, upgrades to two (2) additional interchanges, and new ramp access to Dulles Airport. Mr. Davidson was responsible for the design of the widening of 13 bridges and one new bridge. The bridges consisted of steel plate girder bridges, both straight and curved, ranging in length from approximately 150 feet to over 600 feet in length. Mr. Davidson was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection and answering contractor RFI's during construction. Mr. Davidson and the Dewberry design team received the *2004 Award of Excellence* from the Design-Build Institute of America (DBIA) for their work on this Project.

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

3. I-66 Widening, Northern VA, Dewberry, Bridge Design Manager, October 2000 – November 2006

Mr. Davidson was responsible for all bridge and structural design of the \$350 million project for the widening of seven (7) miles of I-66 from Route 234 to Route 29, from four (4) to eight (8) lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and grade separation over the Norfolk/Southern Railroad line. The project included ten (10) new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. Mr. Davidson was responsible for the design of the widening of five (5) bridges, the complete replacement of one bridge and four (4) new bridges. The widenings also consisted of complete superstructure replacements for four of the bridges. The bridges consist of steel plate girder, rolled beam and prestressed concrete girder bridges with continuous and/or simple spans. The most challenging part of this project was maintaining traffic on this extremely busy roadway during construction. The bridge construction was coordinated with the roadway construction in order to maintain a minimum of two lanes of traffic in each direction at all times. Mr. Davidson was also responsible for the coordination and review of shop drawings answering contractor RFI's during construction.

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

4. Battlefield Parkway Design-Build Project Dewberry, Lead Structural Engineer July 2007 – September 2009

Mr. Davidson was responsible for all bridge and structural design for this project, consisting of 3,500 linear feet of a four (4) lane urban arterial roadway including dual 1,250 foot long bridges over the W&OD Trail and Tuscarora Creek (being constructed by Shirley Contracting Company, LLC). Mr. Davidson was responsible for the design of the twin 1,250 foot long bridges. Bridges consist of continuous straight and curved steel plate girders and are eight (8) spans with span lengths varying from 125 feet to 195 feet. The piers are tall cast-in-place concrete, multi-column bents supported on spread footings, one abutment is cast-in-place concrete supported on spread footings, the other is a cast-in-place concrete pile cap behind Mechanically Stabilized (MSE) walls. Mr. Davidson was also responsible for the coordination and review of shop drawings answering contractor RFI's during construction.

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

5. Pacific Boulevard, Dewberry, Structural Design Manager, July 2007 – October 2010

As Structural Design Manager for the Team, Mr. Davidson was responsible for supervising the design, ensuring that all project requirements were met, assigning personnel and sealing the plans of three bridges for this project, which included 3,100 linear feet of a four (4) lane urban arterial, twin bridges over the W&OD Trail and a bridge over Cabin Branch. Design elements included, surveys, geotechnical investigations and recommendations, roadway design, bridge and retaining wall design, stormwater management, floodplain analysis, scour design, utility relocation design, landscaping design, and signing and marking design. The bridges consist of prestressed concrete bulb-t girders supported on cast-in-place concrete abutments and piers. The pair of bridges is over the W&OD trail incorporates architectural and aesthetic features to maintain the historic presence of the W&OD Trail. The bridge over Cabin Branch required hydrologic and hydraulic analysis and scour design. Mr. Davidson was also responsible for supervising the coordination and review of shop drawings and answering contractor RFI's during construction.

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

6. Airport Connector Road Design-Build Project, Dewberry, Design Manager, October 2008 – January 2011

Mr. Davidson is the Design Manager responsible for coordinating all aspects of the road and bridge design for this new \$40 million design/build project which links the Pocahontas Parkway (Route 895) directly to Richmond International Airport. The project includes design and construction of approximately 1.6 miles of new four-lane divided highway, a new interchange, three new bridges

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

(one over the CSX Railroad) and one bridge widening, over 2,000 feet of retaining walls as well as utility coordination (both existing and new). Mr. Davidson is responsible for managing and coordinating a multi-discipline design team meeting for this project which requires all design and construction to be in accordance with VDOT criteria and specifications.

Owner Contact: Transurban, 501 Pocahontas Parkway (Route 895), Richmond Virginia 23231, Mr. Richard Prezioso,
(804)822-3422

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.
Name & Title Stephen R. Ott, Environmental Compliance Monitor
b. Project Assignment: Environmental Compliance Manager
c. Name of Firm with which associated: Skelly & Loy, Inc.
d. Years experience: With this firm: 11 With Other Firms: 10 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): Skelly and Loy, Inc. 2000 to Present: Environmental Scientist/Compliance Manager for design and construction of bridge and highway mega-projects. KCI Technologies 1992-2000: Engineering Technician/Environmental Scientist-responsible for construction inspection, construction management.
e. Education: Location of Institution/Degree(s)/Year/Specialization: University of Maryland, Baltimore County/B.A./1990/Physical Geography
f. Active Registration: Year First Registered/ Discipline/VA Registration #:
g. Document the extent and depth of experience and qualifications relevant to the Project 1. Note your specific responsibilities and authorities for each assignment, not those of the firm. 2. Note whether experience is with current firm or with other firm. 3. Provide beginning and ending dates of each assignment. (List at least (3), but no more than (5) relevant projects for which you have performed a similar function).
1. ICC Contract C Design-Build Project-Skelly & Loy, Inc. Environmental Compliance Manager (2005-current) As part of the Shirley/Dewberry Team (ICC Constructors), Mr. Ott is currently serving as the contracts Environmental Compliance Manager during the design and construction for Contract C of the Inter county Connector, a \$513 million design-build project currently under construction near Beltsville, Maryland. Mr. Ott, serving as the Environmental Compliance Manager is responsible for the development and implementation of the Contract C Environmental Compliance Plan (ECP). Mr. Ott is in charge of monitoring compliance with environmental commitments in the Final Environmental Impact Statement (FEIS), Record of Decision (ROD), Section 4(f) Evaluation, and other pertinent documents during design and construction. Owner Contact: ICC Constructors, 11700 Beltsville Drive, Suite 600, Beltsville, MD 20705, Mr. Gregory R. Johannes, Design-Build Project Manager, (301)586-4800
2. Woodrow Wilson Bridge Replacement Project-Skelly & Loy, Inc. Environmental Monitoring of Construction Activities (2000-current). Mr. Ott served as the Lead Independent Environmental Monitor for the Woodrow Wilson Bridge Replacement Project. His project specific responsibilities include daily inspections of construction activities for compliance with all project permits, recommending measures to avoid and/or minimize impacts to regulated resources, informing the permittees and the USACE concurrently of any activities that are not in compliance with the project permits, and recommending measures to bring the activities back into compliance. As the ECM, Mr. Ott is responsible for the following activities to ensure compliance with the U.S. Army Corps of Engineers (U.S. ACOE) 404 permit. Mr. Ott maintained a full-time on-site presence during all phases of construction. In this full-time role he oversaw the highway construction and ensures that permit conditions are met, including the implementation and monitoring of mitigation construction activities. He was responsible for informing the permittees and the U.S. ACOE concurrently of any problems regarding noncompliance permit conditions or other activities in waters of the United States, including jurisdictional wetlands. Daily, Mr. Ott monitored the construction to ensure that work is in compliance with the project authorizations, including construction impacts to aquatic resources, riparian buffer areas, forest, placement of staging areas, land clearing and other disturbances, stormwater management, sediment and erosion controls, spills sediment plumes, time of year restrictions, and other project-related environmental impacts. As the on-site monitor, he also made recommendations for the further avoidance and minimization of project impacts. Owner Contact: PCC, 2901 Eisenhower Ave., Unit C, Alexandria, VA 22314, Mr. Mike Baker (301)567-0094
3. U.S. 112 Relocated From Snow to Delaware Line, Phase I-KCI Technologies, Inc. Environmental Monitor (2000 to 2000). This was Maryland State Highway Administration (MSHA)'s first major design-build project, and therefore, it presented unique challenges for the Environmental Monitor. As the Environmental Manager, Mr. Ott reviewed the contract designs at all major milestones, recommending changes to avoid and minimize impacts, and to comply with State and Federal permits. Mr. Ott also coordinated permit modifications and reviewed any design changes that impacted wetlands and waters. Mr. Ott attended regularly scheduled design review and Partnering meetings helping to resolve any permit compliance or other environmental issues. His daily activities included the monitoring of construction activities to verify compliance by MSHA and the contractor in regard to general and special project-wide permit conditions. He routinely performed in-field water quality testing of streams adjacent to or within the project corridor to confirm that construction activities were not adversely impacting the surface water resources. Owner Contact: MSHA, 707 North Calvert Street, Baltimore, MD 21202. Mr. Todd Nichols (410) 545-8628

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

4. U.S. Route 113 Relocated from Snow to Delaware Line Phase II, Worcester County, MD. KCI Technologies, Inc. (2000 to 2001) For this traditional design/bid/build project, Mr. Ott participated in the design reviews at the 30 percent, PS&E, and final design submissions, recommending changes to avoid and minimize impacts and to comply with State and Federal permits. As the full-time on-site environmental monitor, he conducted daily construction inspections. The focal point of the daily inspection was adherence to and compliance with the regulatory permits. He also conducted water quality tests in streams adjacent to or within the project corridor to ensure that construction activities were not adversely impacting the receiving streams. Mr. Ott attended regularly scheduled design review and Partnering meetings helping to resolve any permit compliance or other environmental issues. At the direction of MSHA, Mr. Ott conducted wetland determinations and participated in the Jurisdictional Review of wetlands in advance of any highway design changes.

Owner Contact: MSHA, 707 North Calvert Street, Baltimore, MD 21202. Mr. Todd Nichols (410) 545-8628

3.4 Experience of Offeror's Team

THE SHIRLEY TEAM

Shirley Contracting Company, LLC

In order for the I-64 Exit 91 Interchange Improvements Project to be a success for the Virginia Department of Transportation (VDOT), VDOT must select a team that has the capability and proven track record of performing all of the elements of the Project from concept to completion. Under a design-build method of delivery, the team must have extensive design experience, unparalleled construction expertise, and proven quality assurance/control programs, along with the talent, ability and resources to manage the acquisition of the right-of-way, relocate utilities (or effectively design around them), coordinate with stakeholders, and obtain the environmental and historic permits and clearances. Above all else, the team must be able to deliver on these commitments to VDOT in a concurrent process, on time and on budget. Shirley has the distinct advantage of already having a complete design-build team in place that exceeds these requirements. Shirley is one of the area's largest and most experienced design-build general contractors. With its corporate office in Northern Virginia, Shirley has provided high-quality, comprehensive construction services to public transportation and highway authorities and private developers in the Washington, D.C. metropolitan area for over 37 years. We enjoy an excellent reputation with VDOT, having completed many large-scale highway construction projects for them. Shirley has earned numerous awards for quality and safety and specializes in completing complicated projects on a fast-track basis.

Dewberry & Davis LLC

Dewberry & Davis LLC (Dewberry), the Lead Designer, has extensive VDOT design experience and resources to dedicate to the Project. For over ten (10) years, Shirley and Dewberry have worked together on similar design-build projects, providing VDOT with an unmatched level of expertise and experience in the performance of all of the project elements. In addition to the Team's design-build experience, the relationship between Shirley and Dewberry extends back 37 years across multiple traditional design-bid-build projects for VDOT as well as other owners.

Shirley and Dewberry have completed more design-build projects, acquired more rights of way and moved more utilities than any other team in the Commonwealth of Virginia. We have the resources in-house and the team in place to begin immediately. Having worked closely together for such an extended period of time, we know firsthand each other's talents and we know what the I-64 Exit 91 Interchange Improvements Project will require. The strength of our Team will ensure the success of the Project for VDOT, Augusta County, and the public.

Currently, Shirley and Dewberry are completing the first Public-Private Transportation Act (PPTA) project in Northern Virginia for VDOT. *The Route 28 Corridor Improvements Project* is a \$350 million design-build project to construct ten (10) grade separated interchanges and widen and upgrade several secondary roads in Fairfax and Loudoun Counties. The initially funded scope of the original five (5) year project included design, right-of-way acquisition, utility relocations, permitting, quality assurance and control, and construction of six (6) grade separated interchanges along Route 28. As a result of our successful track record of completing the first phase on time and on budget, the Shirley/Dewberry Team

was issued a change to add funding for the four (4) remaining interchanges called for in the overall project scope. The \$109 million change order was signed in late 2007 and as of this submission, nine interchanges are complete and open to traffic and the tenth is expected to open in the summer of 2012.

Shirley has also completed two contracts under VDOT's Design-Build Program. In 2007, Shirley and Dewberry were awarded the \$25 million *Battlefield Parkway Design-Build Project* in Leesburg, Virginia, and in April 2008, the Shirley/Dewberry Team was awarded the \$19 million *Pacific Boulevard Design Build Project from Severn Way to Autoworld Circle*. Both projects were completed on schedule and on budget and further demonstrate the depth and versatility of our Team in the design-build field.

In addition to Dewberry, the Shirley Team is also committing the following critical subconsultants who will be involved in specific aspects of the Project's design, right-of-way acquisition, and QA/QC Program:

ECS Mid-Atlantic, Inc.

ECS Mid-Atlantic Inc. (ECS) is a premier provider of geotechnical engineering services in Virginia with 18 offices around the state. ECS offers personal service and technical expertise to provide unique design solutions to its clients and their projects. During the design phase of the I-64 Exit 91 Interchange Improvements Project, ECS will provide the geotechnical investigations and recommendations to Dewberry. In addition to supporting this geotechnical program, during construction ECS will provide quality control testing technicians in the field, laboratory testing and geotechnical inspection of foundations to Dewberry as part of the Quality Control program.

Having the same subconsultant that performed the initial geotechnical program during design also perform the construction quality control testing provides a direct benefit to VDOT and the Project in that it assures that any field condition differing from the design recommendations will be immediately identified and corrected during construction.

Quinn Consulting Services, Inc.

Quinn Consulting Services, Incorporated (QCS) is a 100% woman owned VDOT-certified WBE/DBE firm that offers Construction Inspection, Construction Management, and NACE Certified Coating Inspection services to Federal, State, municipal, and private clients. Since its inception, QCS has worked on twenty-seven VDOT District-Wide, Regional, and Project Specific inspection contracts in Northern Virginia, Culpeper, Staunton, Lynchburg, Hampton Roads, Fredericksburg, Richmond, and Bristol. For the I-64 Exit 91 Interchange Improvements Project, QCS is providing an experienced Quality Assurance Manager who will be completely independent of the design, construction, and quality control firms. In the roll of Quality Assurance Manager (QAM), QCS is providing, Kaushik Vyas, a Virginia Registered Professional Engineer. Mr. Kaushik has over 25 years of experience performing quality assurance/control inspections.

AMEC Environment & Infrastructure, Inc.

AMEC is a geotechnical engineering and construction testing and special inspections firm headquartered in London and branch offices in Chantilly and Richmond, Virginia. AMEC will provide the QA Testing Technicians and independent QA materials testing laboratory for QCS on the I-64 Exit 91 Interchange Improvements Project.



Key Title (Old Dominion Settlements, Inc.)

Having closed on over 50,000 properties since 1973, the staff of Key Title has accumulated immeasurable experience in all aspects of the real estate closing process. Key Title has an excellent track record of providing titles, title insurance and settlement services on VDOT projects for many years. Since 2004, Key has been an important member of Shirley's design-build Team by providing all of our title and settlement services on the Route 28 Corridor Improvements, Battlefield Parkway, Pacific Boulevard, and Spotsylvania County Design-Build Projects, among others. On these projects, Key Title has provided these services for the acquisition of over 200 parcels on time, on budget, and in a quality manner.

Diversified Property Services, Inc.

Diversified Property Services, Inc. (Diversified) is a VDOT prequalified right of way consultant that offers a comprehensive array of right of way and land acquisition services including appraisals, appraisal reviews, negotiations, acquisitions, and partial and full relocations of both residential and commercial properties. Diversified's talented group of right of way experts have an in depth knowledge of all of the laws, regulations and ordinances applicable to right of way acquisitions for VDOT including the Uniform Relocation Assistance and Real Property Acquisitions Policies Act and the VDOT Manual of Right of Way Acquisitions. In addition, Diversified is trained in the use of the VDOT Right of Way and Utility Management System (RUMS). Diversified will report directly to our Team's Right of Way Manager and will use only VDOT Prequalified Fee Appraisers and Review Appraisers.

Skelly & Loy, Inc.

Founded in 1969, Skelly & Loy is a mid-sized engineering-environmental consulting firm with 6 Mid-Atlantic offices and is among the top engineering and environmental firms in the nation, having been ranked among Engineering News Record's Top 200 Environmental Firms. The firm provides expert mining, geologic, engineering, environmental, waste management, water resources, and cultural resources services to private and public sector clients throughout the U.S. and abroad.

Work History Form Attachments 3.4.1(a) and 3.4.1(b) for Shirley and Dewberry have been provided as an attachment. The projects presented clearly demonstrate that both Shirley and Dewberry have significant long-term relevant experience working together to complete design-build projects with similar scope and complexity.

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(1.) Route 28 Corridor Improvements Project, Fairfax and Loudoun Counties, Virginia</p> <p>DESIGN-BUILD</p> <p>(Lead Contractor: Shirley)</p> <p>(Lead Designer: Dewberry)</p>	<p>In 2002, the design-build team led by Shirley Contracting Company, LLC, serving as the Lead Contractor, was awarded the first Public-Private Transportation Act (PPTA) project to be implemented in the Northern Virginia area by VDOT. The scope included the design/build construction of ten (10) grade-separated interchanges and numerous secondary road improvements along the Route 28 Corridor between I-66 and Route 7. The Design/Build Team is responsible for all design and engineering, permitting, right-of-way acquisition, utility relocations, construction, maintenance of traffic, QA/QC, and coordination of public involvement for all project work. This complete scope of work performed by our Team has permitted VDOT to only assign three (3) full-time personnel to oversee the Project. To date, each and every component of the Project has been completed on or ahead of schedule and without a single claim.</p> <p>Many of the Key Managers proposed for the I-64 Exit 91 Interchange Improvements Project are the same Key Managers that have worked so closely together for the past eight (8) 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. We also have learned that it is critical to accurately identify all of the existing utilities that can be impacted by the design, to meet with the individual utility companies early to explain the project scope and start the design process, and to closely track and manage the entire utility relocation process.</p> <p>Since having acquired more than 200 parcels of right-of-way on Route 28, we have learned how vital the timely completion of the right-of-way acquisition process is to the project schedule and budget. As part of the constructability process we focus our efforts on developing a right-of-way priority list early on, in order to optimize the construction and utility schedule. We also look early at whether there are any total takes or relocations that could affect the schedule, proffers that may be available, and any hazardous, historic, or other environmental issues affecting any property. We have also facilitated the negotiation of settlements whereby the property owner dedicates the necessary right-of-way in exchange for certain improvements being added to the project scope, requiring extensive coordination between the Design/Build Team, VDOT and adjacent property owners. These types of agreements have resulted in savings in the overall project cost while expediting the right-of-way acquisition process.</p> <p>We are constantly looking for ways to reduce or eliminate property impacts. This keeps project costs down and helps the project schedule. This worked particularly well on the Route 28/Westfields Interchange where all of the right-of-way anticipated for the interchange was acquired in the late-1980's. However, by the time design was undertaken in 2003, changes in design standards and overall capacity requirements created the need for additional land. This would have negatively impacted both the budget and schedule. In partnership with the entire Team, Shirley worked with each landowner, the overall design, and the utility companies and was ultimately successful in obtaining all of the rights-of-way necessary at no additional cost to VDOT.</p> <p>Another instance where our Team worked through significant right-of-way issues was on the Route 28/McLearen Road Interchange. Early in the design process for this interchange, Metropolitan Washington Airports Authority (MWAA) advised that they had planned development that was in conflict with the proposed interchange. Our Team redesigned the interchange to relocate the loop ramps 250 feet to the south, thus avoiding MWAA's planned development. This design modification required MWAA to change their Airport Layout Plan (ALP) - a process that the Shirley Team supported and that took over a year for MWAA to complete. Even with this long delay, Shirley was able to re-sequence the construction schedule by prioritizing the work on the East side of Route 28 first, including the east abutment and pier of the bridge. After the revised ALP was approved, we then completed the bridge and the work on MWAA property and were still able to complete the project before its original completion date with no increased cost to VDOT.</p> <p>Through the Route 28 project we have developed close relationships with over 25 public and private utilities that will benefit the I-64 Exit 91 Interchange Improvements Project. In constructing the ten interchanges and secondary road improvements we have successfully relocated more than 52,000 feet of overhead and underground power lines, 205,000 feet of communication/fiber optic lines, 11,000 feet of water lines, 6,400 feet of sanitary sewer, and 5,100 feet of gas lines. On the Centreville Road Widening Project, a component of the Route 28 Corridor Improvements Project, we were able to eliminate or reduce many utility relocations by coordinating with the utility companies, raising the roadway profile, and other innovative design changes. Shirley's utility coordination effort contributed to a 35% reduction in the utility relocation costs on the project, saving VDOT over \$1.9 million from the Utility Relocation Allowance.</p> <p>All of the improvements on the Route 28 Project were constructed without permanent removal of any of the existing traffic movements or reduction in traffic capacity during construction. One of the very first design activities conducted by the Team has been to evaluate the existing and projected traffic volumes and movements. From this data, the ultimate design concepts are created by our Team, presented to VDOT, the Counties, and other affected parties, and ultimately approved for final design. But along with this, the Team carefully evaluates the data to determine maintenance of traffic requirements <i>during</i> construction. By involving the construction teams early on in this process, we are better able to plan each phase of the work. For example, in most cases, the new interchanges by necessity have been located approximately in the same location as the existing signalized intersections. This has led to innovative solutions for detour intersections during construction, but also for creative and well-thought out solutions for opening the new interchanges when construction is complete. One example of this is the Route 28/Westfields Blvd. Interchange. With significant input from the construction team, Dewberry adjusted the profiles of the detour intersection and ultimate ramp/loop profiles so that they were as close as possible. Thus when the new interchange was ready to open to traffic, there was the bare minimum of work to do to switch traffic from the old detour pavement to the new pavement grades. As a result, we were able to open the new interchange in just 24 hours in non-peak traffic periods with virtually unnoticed impact to the traveling public. As an additional level of planning and coordination, we created detour plans that were distributed to the local media, Board of Supervisor's office, Homeowner associations, and posted on the project website to make sure the public was informed. This same level of effort was required on the Sterling Blvd, Waxpool Road, McLearen Road, and Old Ox Road Interchanges. Each of these complex openings was completed with minimal impacts to traffic. The I-64 Exit 91 Interchange Improvements Project will require very similar emphasis of maintenance of traffic and the interface of the new work with the existing roadways. The Route 28 Project has had such a positive impact that the entire Team was awarded the prestigious <i>2004 Tower of Dulles Award</i> by the Committee for Dulles in recognition of distinguished service.</p>	<p>VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030 Ms. Susan Shaw PE, Project Mgr. p. 703.259.1995 f. 703.815.3129 susan.shaw@VDOT.virginia.gov</p>	<p>May 2007</p>	<p>AUG. 2013*</p> <p>*Difference Due to Owner added scope</p>	<p>168,963</p>	<p>350,826*</p> <p>*Difference Due to Owner added scope</p>	<p>350,826</p>

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>(2.) Dulles Greenway Capital Improvement Program Loudoun County, Virginia <i>DESIGN-BUILD</i> (Lead Contractor: Shirley) (Lead Designer: Dewberry)</p>	 <p>The Dulles Greenway Capital Improvement Program (Greenway) included eight individual projects combined into a single design-build program. The original scope of this program included new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to existing interchanges at Route 606 and Route 772, widening of mainline roadway from four (4) to six (6) lanes, expansion of the mainline toll plaza, and widening of the existing twin 660 foot long, 100 foot high bridges over Goose Creek. Shirley and Dewberry provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a change order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.</p> <p>Impacts to traffic 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 I-64 Exit 91 Interchange Improvements Project in order to develop traffic management plans that minimize the impact to the traveling public.</p> <p>On the Battlefield Parkway Interchange, Shirley partnered with the Town of Leesburg and the local community to avoid impact to soccer fields during the summer of 2005. A segment of the Town's right-of-way between the Greenway and Evergreen Mills Road that was acquired for the project was currently being used for little league soccer games. Shirley re-sequenced the CPM schedule to avoid impacting the area until after the completion of the soccer season allowing the community time to find alternate playing fields for the next season without impacting their 2005 season. This schedule re-sequencing was completed at no cost to the Owner, without impacting the project completion date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.</p> <p>Shirley is committed to providing a safe and healthy environment for our employees, subcontractors and to the general public who may enter our jobsite or workzone. We consider the prevention of accidents to be an integral part of our operation, and to these ends, we established a comprehensive, project specific, <i>Safety and Health Program</i> for the Greenway to assure the continued safety of everyone on the project. On the Greenway our employees logged more than 300,000 man hours with no lost-time accidents. We continue to develop and enhance our safety program and proactively train our employees and subcontractors to repeat this success on all future projects.</p> <p>With Shirley as the Lead Contractor and Dewberry as the Lead Designer, the Dulles Greenway Capitol Improvements Program provides yet another example of the Team's proven design-build experience. Shirley and Dewberry completed this \$71 million design-build program, including design, environmental permitting, utility relocations, construction, and VDOT acceptance in less than three years earning our Team recognition as a recipient of the <i>2008 Regional Design-Build Excellence Award</i> for large transportation projects presented by the Design-Build Institute of America (DBIA). This was accomplished by completing the Plan review and approvals that were required by multiple agencies and jurisdictions, including more than 20 individual Plan submission packages.</p>	<p>Toll Road Investors Partnership II (TRIP II) 45305 Catalina Court, Suite 102 Sterling, VA 20166 Mr. Tom Sines p. 703.707.9096 f. 703.707.8876</p>	<p>Dec 2007</p>	<p>Dec 2007</p>	<p>64,994</p>	<p>71,084*</p> <p>* Difference Due to Owner added scope</p>	<p>71,084</p>

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

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is
<p>(3.)Battlefield Parkway Design-Build Project Leesburg, Virginia <i>DESIGN-BUILD</i> (Lead Contractor: Shirley) (Lead Designer: Dewberry)</p>	 <p>Shirley Design/Build, LLC, was selected by VDOT in May 2007 using VDOT's design-build procurement process to design and construct 0.7 miles of 4-lane roadway including dual 1,250 ft. bridges spanning the W&OD trail and the Tuscarora Creek floodplain. The Design-Build Team's responsibilities included all design and engineering, permitting, right-of-way acquisition, utility relocations, construction, and quality assurance and quality control. The project required close coordination with the Northern Virginia Regional Park Authority (NVRPA) to reduce the impacts to the W&OD Trail. The Project was completed on schedule in the Fall of 2009.</p> <p>The Shirley Team, including Shirley Contracting Company, LLC as the Lead Contractor, and Dewberry as the Lead Designer, continued their long standing successful partnership performing design-build projects together.</p> <p>On the Battlefield Parkway Project, public involvement and coordination with local businesses, residents and the traveling public was always essential to provide a high level of customer service to the affected community.</p> <p>One end of Battlefield Parkway is located within a sensitive residential community and park, the middle spans the heavily used W&OD Trail park, and the other end ties into a high volume primary roadway. Our Team attended several local HOA meetings and provided other correspondence and notices, including creating and maintaining a project website to ensure that the community and traveling public was kept abreast of the project schedule and changing project conditions.</p> <p>One of the major hurdles to getting started with construction on any design-build project is the acquisition of right-of-way. On the Battlefield Parkway Project, 80% of the new roadway was located on six parcels owned by four different property owners. Understanding that we had proposed an aggressive schedule for the Project, early acquisition of this right-of-way was critical to meeting our project goals. Immediately after the Date of Commencement we began discussions with each of the affected property owners. Within five months we were able to execute Right-of-Entry agreements with all four property owners allowing Shirley to start construction three months ahead of schedule. We have learned the importance of early communication and coordination with affected property owners, a lesson that we will bring to the I-64 Exit 91 Interchange Improvements Project.</p> <p>The Battlefield Parkway Project required close coordination with the Town of Leesburg and adjacent property owners during the design phase to minimize future costs for completing future road improvements proposed within the project limits. At no cost to VDOT, our Team prepared exhibits of the future Route 7 and Battlefield Parkway interchange for review by the Town of Leesburg and VDOT and set the profile elevation on our project at an agreed upon elevation to reduce rework during future interchange construction. We also coordinated with VDOT and the Town to include a "T" intersection and stub-out to the future alignment of Russell Branch Parkway, providing exhibits and cost estimates for the additional turn lanes and pavement area. We delayed construction in this area until funding for these improvements could be approved through the Town of Leesburg and the scope added to our contract. We then resequenced the schedule so these additional improvements could be completed without delay to the original completion date.</p> <p>The Battlefield Parkway Project included many elements that are similar to the I-64 Exit 91 Interchange Improvements Project including, roadway construction, signals, utility relocations ,right-of-way acquisition, environmental permitting, and new bridge structures.</p> <p>The Battlefield Parkway Project enabled our Team to gain significant experience in coordinating and obtaining Environmental Permits through VDOT's Interagency Coordination Meeting (IACM) process. On Battlefield our Team completed wetland surveys and stream assessments and obtained the Jurisdictional Determination from the Corp of Engineers prior to the Date of Commencement. Immediately after the Date of Commencement we worked with VDOT's Project Manager and the NOVA District Environmental Section to secure the necessary mitigation and submit the Joint Permit Application (JPA). Finally, after presenting the project to the permitting agencies at the IACM meeting we obtained the Environmental Permit within only four months from the start of the project. Working jointly with VDOT through the IACM process we were able to obtain the Environmental Permit for the Battlefield Parkway Design-Build Project months ahead of the planned construction start date ensuring that there would be no construction delays due to Environmental Permitting.</p> <p>For the I-64 Exit 91 Interchange Improvements Project we are proposing to use key team members that have worked successfully on the Battlefield Parkway Project including, Shirley Contracting, Dewberry, Diversified Property Services, and Key Title and can therefore offer an experienced design-build team that is in place and can begin immediately.</p>	<p>VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030 Ms. Susan Shaw PE, Project Mgr. p. 703.259.1995 f. 703.815.3129 susan.shaw@VDOT.virginia.gov</p>	<p>Nov 2009</p>	<p>Nov 2009</p>	<p>24,527</p>	<p>26,550*</p> <p>* Difference Due to Owner added scope</p>	<p>26,550</p>

**ATTACHMENT 3.4.1(b), DESIGNER
WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Narrative Describing Nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
					Original Contract Value	Final or Estimated Contract Value	Dollar Value of Work for Which Firm Was/Is Responsible
<p>Route 28 Corridor Improvements Project</p> <p>Fairfax and Loudoun Counties, Virginia</p> <p>DESIGN-BUILD</p> <p>(Lead Designer: Dewberry)</p> <p>(Lead Contractor: Shirley)</p>	<p>Dewberry, in the role of the Lead Designer as part of the Shirley Design-Build Team, was selected by VDOT on the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. This design-build project includes design and construction of ten grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. Dewberry is responsible for all preliminary and final roadway and interchange design, bridge design, stormwater management, mapping, surveys, geotechnical investigations, environmental investigations, permitting, lighting design, utility relocation designs, floodplain studies, maintenance-of-traffic design and construction inspections. The original six interchanges were completed and opened to traffic on schedule before May 2007. The success and timely completion of the first six interchanges was a key element in the decision by the Tax District landowners, Loudoun County, Fairfax County and VDOT to extend the contract by issuing a change order for the remaining four (4) interchanges, which were completed and opened to traffic by November 2009.</p> <p>In addition to the ten interchanges being constructed, the Team was also responsible for design and construction of numerous secondary road improvements including the widening of Centreville Road from two-lanes to four-lanes, a new four-lane section of Loudoun County Parkway from Smith Switch Road to Route 7, a new four-lane section of Atlantic Boulevard (including a new bridge over the W&OD Trail), and two additional sections of Pacific Boulevard, from Sterling Boulevard to Cedar Green Road and Severn Way to Nokes Boulevard. The Team is responsible for all design, permitting, right-of-way acquisition (residential and commercial properties), utility relocations, construction, quality assurance and quality control for all project work.</p> <p>The Design-Build Team worked diligently to accelerate portions of projects so that right-of-way acquisitions and utility relocations did not need to be completed prior to the start of construction. Constant communication between construction and design staff, facilitated by weekly meetings, helped to identify critical packages which needed to be finished early. In several cases, this resulted in advance steel packages for bridges, advance detour and MOT packages, or stand alone utility packages.</p> <p>The lessons learned from the construction of the various interchanges and secondary road improvements on the Route 28 project will be utilized to assure expedited delivery of the I-64 Exit 91 Interchange Improvements 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 I-64 Exit 91 Interchange Improvements Project a success.</p> <p>A specific example of the lessons learned on Route 28 that will be utilized on the Middle Ground Boulevard Extension 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 has greatly reduced potential congestion and safety hazards during construction, and in fact provided additional capacity beyond what existed, at no cost to VDOT.</p> <p>Another example occurred at the Route 28/Westfield Blvd. Interchange where our design and construction teams worked together to establish unique profiles for our detour phase that worked to dramatically reduce the time necessary to switch from the detour phase to the final interchange operation. This significant switch-over phase, which initially was projected to take weeks to accomplish (building up from the temporary detour elevations to the final roadway elevations and then paving) was planned instead to be completed over a three day period. The actual switch-over phase was then completed even faster than planned by Shirley, who made the ultimate switch-over in just a twenty-four hour period. This significantly reduced impact to the public and was only possible as a result of the extensive planning and coordination by the Design, Construction and VDOT Teams.</p> <p>Another lesson learned on Route 28 is the issue of the potential for significant scour issues associated with bridge crossings over streams. At the Route 28/Frying Pan Road Interchange, we completed the detailed hydraulic analysis for the 500 year storm which required the proposed footings to be set much lower than the footings previously built for bridges in this same vicinity (due to changes in hydraulic design requirements in recent years).</p> <p>Additionally, extensive coordination with numerous parties for the replacement Sully Access Road was necessary as part of the Route 28/Barnsfield Road Interchange Project. Significant differences between the Metropolitan Washington Airports Authority (MWAA) and the Fairfax County Park Authority (FCPA) prevented the scheduled construction of the access road. This had the very real potential to have delayed the opening of the interchange, the only access to the newly constructed Air and Space Museum at Dulles Airport. Through close coordination with VDOT, Shirley and Dewberry created and implemented temporary access plans, which allowed the interchange to open on time. Over the next four (4) 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.</p> <p>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. Therefore, our design team has the unique experience and sensitivity to work adjacent to historical cemeteries such as on the I-64 Exit 91 Interchange Project.</p>	<p>VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030 Ms. Susan Shaw PE, Project Mgr. p. 703.259-1995 f. 703.815-3129</p>	<p>May 2007</p>	<p>Nov 2009*</p> <p>*Difference Due to Owner added scope</p>	<p>168,963</p>	<p>329,964*</p> <p>*Difference Due to Owner added scope</p>	<p>31,400</p>

**ATTACHMENT 3.4.1(b), DESIGNER
WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
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<p>(2.) Dulles Greenway Capital Improvement Program</p> <p>Loudoun County, Virginia</p> <p>DESIGN-BUILD</p> <p>(Lead Contractor: Shirley)</p> <p>(Lead Designer: Dewberry)</p>	 <p>The 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, expansion of the mainline toll plaza from ten to eighteen lanes, four new ramp toll plazas, widening of the 660' bridges over Goose Creek, a new ramp from the main toll plaza directly into Dulles Airport, and modifications to the existing Route 606 Interchange to add the ultimate ramp network and complete the cross-road widening. Following the start of construction, the Owner decided to add the design and construction of the ultimate improvements to the Route 772 Interchange to the contract, which was completed within the original contract timeline. Dewberry provided all roadway and interchange design, bridge design, stormwater management, aerial mapping, surveying, geotechnical investigations, floodplain studies, scour analysis, environmental investigations permitting, maintenance-of-traffic design, and utility relocation design. In addition to design and permitting, Dewberry also contracted separately with Trip II to provide all QA and QC Testing and Inspection Services for the project.</p> <p>While the layout for each improvement was anticipated in the 1980's and 1990's, several improvements were modified based on adjacent development and to work with ongoing site plans, as well as the need to avoid all right-of-way acquisition. This design process required close coordination with VDOT, Loudoun County, the Town of Leesburg, MWAA, the US Army Corps of Engineers, the Department of Environmental Quality, as well as other permitting agencies.</p> <p>A major criteria to this Design-Build Project was the maintenance-of-traffic of over 75,000 vehicles per day on the existing Greenway, and the need to avoid traffic impacts so as to not reduce ridership and therefore revenue for the Owner. Shirley and Dewberry worked together with the Owner to create a Transportation Management Plan that minimized traffic disruptions during construction. Because of this planning there was no loss of capacity during construction.</p> <p>In order to assure minimal disruption to traffic, our design-build team developed a maintenance of traffic (MOT) plan for the mainline Greenway widening that maintained the full travel lane widths and provided a full lane outside shoulder during construction. Temporary improvements with additional asphalt depths (milling and overlay) was required in order to shift traffic out onto the outside shoulders, similar to what our design had done in the past for VDOT on such projects as the I-66 widening.</p> <p>Many of the lessons learned and processes of coordination expected between Shirley, Dewberry, and VDOT that were utilized on the Greenway to advance the design and construction activities will be used on the Middle Ground Boulevard Extension Project. Identification of critical path activities and priorities were completed in coordination 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.</p> <p>A specific example of a lesson learned on the Greenway involved interaction with the Town of Leesburg. Leesburg requested that we provide separate-format grading plans and other information to them for the Battlefield Parkway Interchange, in addition to the VDOT plans that we were preparing for the balance of the project. In order to not impact the project schedule, our design team produced a separate set of grading plans and other information and the Construction team resequenced the work. As a result, the Battlefield Parkway Interchange opened on time.</p> <p>The Team also coordinated with the Greenway owner, the Town of Leesburg, and the adjacent developer to incorporate auxiliary lanes and intersection improvements that assured there would be no reconstruction efforts needed by the Greenway, the developer, the Town, or VDOT. The need to coordinate with the many intersecting roadways and work through issues with adjacent developers, utility owners and Loudoun County was something our Team did as part of the Greenway and is prepared to do on the I-64 Exit 91 Project.</p>	<p>Toll Road Investors Partnership II (TRIP II) 45305 Catalina Court, Suite 102 Sterling, VA 20166 Mr. Tom Sines p. 703.707.9096 f. 703.707.8876</p>	<p>Dec 2007</p>	<p>Dec 2007</p>	<p>64,994</p>	<p>71,084*</p> <p>* Difference Due to Owner added scope</p>	<p>8,653</p>

**ATTACHMENT 3.4.1(b), DESIGNER
WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)**

a. Project Name & Location	b. Narrative describing nature of Firm's Responsibilities	c. Client/Owner/Project Manager who can verify Firm's responsibilities. Include address and current phone number.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Estimated Value (in Thousands)		
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<p>(3.)Battlefield Parkway Design-Build Project Leesburg, Virginia <i>DESIGN-BUILD</i> (Lead Contractor: Shirley) (Lead Designer: Dewberry)</p>	 <p>Dewberry, serving as the Lead Designer with Shirley as the Lead Contractor, was selected by VDOT using the Department's design-build procurement process to design and construct 0.7 miles of four-lane roadway, including dual 1,250 foot long bridges spanning the W&OD Trail and the Tuscarora Creek Floodplain. Dewberry provided all roadway design, bridge and structural design, geotechnical investigations and recommendations, stormwater management, floodplain studies, scour analysis, environmental investigations, permitting, maintenance-of-traffic, utility relocation design, landscaping design, and lighting design. This project required close coordination with the Northern Virginia Regional Park Authority (NVRPA) and DHR to reduce impacts and provide mitigation related to a new bridge over the W&OD trail. Coordination was also required with the Town of Leesburg, along with VDOT in the plan review process.</p> <p>Through coordination with VDOT, the Town of Leesburg and adjacent landowners, Shirley and Dewberry also successfully added ultimate intersection improvements at Russell Branch Parkway to the project. This addition will result in the Town not needing to reconstruct the roadway when Russell Branch is extended. Based on this early and constant coordination, a better overall product was delivered to VDOT, adjacent landowners and the traveling public.</p> <p>Dewberry also provided the QA and QC Testing and Inspection as part of the Design-Build Team, providing these services in conformance with the latest VDOT Design-Build requirements. Per current VDOT requirements, our Team also provided the independent Quality Assurance Manager (QAM) for the testing and inspection. This specific expertise will be implemented on the I-64 Exit 91 Interchange Improvements Project for VDOT.</p> <p>An example of the Team working towards an outstanding final product on the Battlefield Parkway Project was the need to provide a quick analysis of the future Route 7/Battlefield Parkway Interchange, including preliminary vertical alignments. Although there are no immediate plans or funding to construct this interchange, nor was this analysis a Contract requirement, Dewberry analyzed available information to confirm the future interchange configuration that would cause the least impact to the Parkway under construction by our Team. This preliminary study allowed our Team to confirm for VDOT and the Town of Leesburg that our initial vertical alignment for Battlefield Parkway approaching Route 7 worked well with the future grade separation planned for the Route 7/Battlefield Parkway Interchange.</p> <p>Our Team also worked with VDOT and the Town after discovering issues with an existing box culvert previously constructed by the Town as part of a separate project. After much analysis and coordination, we were able to incorporate the appropriate modifications and corrections into our project without delays to the overall schedule or future corrective reconstruction.</p> <p>Another example of a lesson learned on this project was related to the impacts and opportunities for future development of an adjacent private property owner. Our Team worked with VDOT and the Town of Leesburg throughout preliminary and final design to minimize the size of a preliminary stormwater management pond and coordinate their future entrances. This helped facilitate the right-of-way negotiations and should produce future benefits for the landowner, Leesburg and VDOT. On the I-64 Exit 91 Project, there will likely be many issues with adjacent property owners, where the experience and flexibility of our Team will help VDOT make the project a success.</p>	<p>VDOT Northern Virginia District Office 4974 Alliance Drive Fairfax, VA 22030 Mr. Susan Shaw, PE Project Mgr. p. 703.259-1995 f. 703.815-3129.2844</p>	<p>Nov 2009</p>	<p>Nov 2009</p>	<p>24,527</p>	<p>26,550*</p> <p>* Difference Due to Owner added scope</p>	<p>2,542</p>

Section 3.5 Project Risk

The Shirley Team is very proactive when dealing with risk to the project. Our experienced approach reduced the risk VDOT has had to take on previous design-build projects and has served to deliver all of our design-build projects on-time and on-budget. This section addresses what our Team believes are three of the most critical risks to the I-64/Route 285 (Exit 91) Project and how our Team will mitigate them.

Critical Risk #1 – Environmental Commitments: The proposed project is the result of a great deal of advanced coordination with the community as well as interested parties, the most notable of these being the Virginia Department of Historic Resources (VDHR) State Historic Preservation Officer (SHPO). The Tinkling Springs Presbyterian Church, which dates back to 1860, was placed on the National Register of Historic Places (NRHP) in 1973. The NRHP-eligible boundary was recently expanded to include the church cemetery. The avoidance of the critical aspects of these irreplaceable resources and the coordination with the church Board of Trustees to provide adequate access have undergone extensive coordination between VDOT, the SHPO, the church and Federal Highway Administration (FHWA).

The risk is critical because any proposed changes outside of the currently authorized project would require lengthy agency coordination, could cause an erosion of public support, could cause irreversible damage to the resource, and has the potential for project shutdown, or a loss of funding.

Therefore, our team's extensive background in avoiding or minimizing cultural resource impacts is an essential element critically necessary for this project. Our Environmental Compliance Manager (ECM), Steve Ott, worked on the Maryland's Intercounty Connector Contract "C" which involved over 700 environmental commitments and commitment tracking databases that were required to be adhered to by our design-build team. Mr. Ott also served as an Independent Environmental Monitor for VDOT's Woodrow Wilson Bridge Project. For the I-64/Route 285 project, our Team will identify and track all of the environmental commitments, especially those listed in the Categorical Exclusion approved by FHWA. The relocation of Route 627 (Tinkling Springs Drive) will not be altered from the agreement between VDOT, FHWA, VDHR, and the church. Once the final design is completed, our team will coordinate with VDOT and VDHR to ensure that the alignment is consistent with the NEPA *de minimus* findings from VDHR.

Another cultural resource is the nearby Shenandoah National Park. The park was established in 1935 and is owned by the National Park Service. Shenandoah National Park offers beautiful mountain top views, which have been limited by air pollution from the west¹. Due to the project's proximity to the park, the project lies within a Class 1 Prevention of Significant Deterioration (PSD) Area for air quality. The risk is critical because it is another commitment identified in the approved Categorical Exclusion.

¹ United States Department of Interior, National Park Service. *Skyline Drive Historic District NRHP Registration Form*. http://www.nps.gov/shen/historyculture/upload/nhl_skyline_drive_historic_district_final.pdf. February 2009.

Our team will ensure that water, a water truck/applicator, and a water truck operator are present on the site at all times. We will also adhere to DEQ Fugitive Dust and Open Burning precautions during construction. Our ECM will coordinate with VDOT and VDHR to ensure compliance with the approved NEPA document.

Another commitment identified in the NEPA document is avoidance of areas where hazardous materials are known. There are two gas stations immediately adjacent to Route 285 and the proposed widening moves construction activities close to potential soil and groundwater contamination associated with releases from those stations. The consequences of encountering unknown contamination are construction delays associated with reporting, coordinating, and investigating any discovery with DEQ and VDOT. Additionally, unknown contamination could lead to increased costs associated with investigations and remediation of any contaminated materials, as well as additional costs from redesigning areas where cuts could expose additional contaminated material are also a risk.

The Shirley team has specific experience in dealing with right-of-way acquisitions of both active and abandoned gas stations on the Route 28 PPTA project. In one instance, stormwater management, interchange ramp grading, and utility relocations were designed in a manner to avoid cuts and eliminate the risk of exposing contaminants to the environment. In a similar manner on this project, we will be sensitive of the design elements adjacent to the gas stations to avoid the unintended consequence of transporting potential groundwater contamination along storm sewer pipes, relocated streams, or relocated utilities. Any stormwater ponds in the vicinity, if contamination is identified, will be investigated to assess a need for an impermeable linear to prevent exposure of contaminated groundwater and from the infiltration of stormwater into groundwater.

During construction in the vicinity of any of the gas stations, we will educate construction workers of the potential risk of exposure of any potential contaminated soil and/or groundwater during excavation. If contamination is discovered, all operations in the area will cease and the Environmental Compliance Manager will contact VDOT and the DEQ immediately.

Our Team's proven cooperative design-build process assures that all project players are committed to compliance with environmental permits as well as the approved Categorical Exclusion and Section 4(f) determination from project start to finish. Based on our understanding of the environmental commitments made during the NEPA process and the approved Section 4(f) mitigation efforts, we will make every effort to remain compliant with the environmental documents and avoid revisiting the NEPA process. With the incorporation of this proven process, we believe that the VDOT role and risk will be significantly minimized.

In summary, our Team:

- ◆ Understands the various environmental commitments on this project.
- ◆ Has the proven design-build experience to address and adhere to these commitments.
- ◆ Will reduce the risk to VDOT, other agencies, and other stakeholders.

Critical Risk #2 – Geology: The karst geology and associated soil and rock conditions underlying this site have the potential to affect several key aspects of project construction: roadway; bridge; stream relocation; excavation; and stormwater management: all of which could influence both cost and project scheduling. Our team identified the risk through geological mapping, previous exploration results for the site, and our experience with transportation and other projects in the vicinity with similar subsurface conditions. Additionally, regulatory agencies review karst areas with great scrutiny and often require dye studies to determine potential impacts to threatened and endangered species, specifically the Madison Cave Isopod, in the vicinity.

Experience

Our Team member and geotechnical subconsultant, ECS Mid-Atlantic, LLC, has an office less than 40 miles from the I-64/Route 285 Interchange and has extensive experience in dealing with the geology in the project area. The site is located within the Valley and Ridge Province of the Shenandoah Valley. The area within the proposed bridge improvements is mapped primarily as the Martinsburg Formation. Locally this formation is mapped as a dark-gray to black calcareous slate. Outcrops of the Lincolnshire Formation limestone are also mapped to the northeast of the existing bridge; this limestone formation was penetrated in only one rock core location. The potential exists for some development of karst features (including sinkholes) in the northern section of the project along Route 285 near Goose Creek. Storm water basins, if located over these areas, may require the incorporation of liners in order to reduce risk of sinkhole development.

In general, the rock surface is shallow to moderately deep throughout the project area, with some borings refused by dense limestone or slate at depths of 2 feet or less. The rock is generally classified as unweathered to slightly weathered, hard, black calcareous slate. In general, limited mechanical ripping of rock can be accomplished in the slate to depths of about 2 feet below auger refusals noted on the boring logs. Deeper excavations, and particularly confined trench excavations in the slate and limestone, however, will likely require hoe-ramming or controlled blasting. Based on the rock cores collected at the bridge abutments and piers, the formation is moderately to intensely fractured and jointed and thin bedded.

According to the *Soil Survey of Augusta County, Virginia* (1979), soils in the area of the existing bridge and approaches are generally mapped as the Weikert-Berks shaly silt-loam. These soils are described as well-drained residual materials consisting of silt near the surface grading to highly weathered rock (saprolite) with depth. The shrink/swell potential of these soils is generally low. Limited areas of lean to fat clay were encountered in the residuum overlying limestone bedrock to the northeast of the bridge along Route 285. Sections of fill reaching a maximum thickness of about 32 feet were also recorded in the borings at the existing abutment approach slabs and along the I-64 ramps.

Shallow ground water was generally encountered in close proximity to Goose Creek and in areas of shallow rock where it appears to be perched in the residuum directly over dense rock. Utility placements in these areas may encounter areas of seasonally high groundwater.

Mitigation

The risks imposed by the local geology can be mitigated by:

- ◆ Prioritizing geotechnical investigations at areas with structural components
- ◆ Sufficient exploration and identification of areas of greatest concern
- ◆ Design considerations such as selection of appropriate foundations systems and location of stormwater structures away from areas of concern where possible, and
- ◆ Following identified procedures for cut and fill

In some areas, additional exploration will be required to better identify and characterize competent rock support for bridge foundations. Also, use of *electrical resistivity (ER)* surveying and pressuremeter testing can provide enhanced characterization of zones prone to karst. The results of additional exploration and surveying may then allow for consideration of foundation systems appropriate to the identified rock condition. Identification of significant compressible zones will allow for design considerations for embankment construction, which can reduce settlement potential at deep embankments, particularly adjacent to abutments.

Our Team will work with VDOT to identify issues and options to work towards an optimal solution for any geological issues encountered in an effort to extend the overall life of the Project elements and reduce future maintenance requirements. VDOT's role will be to review the investigations and recommendations made by our Team and ultimately approve our designs for construction. We believe the Request for Proposals for the I-64 Exit 91 Project will require the design-build team to be responsible for subsurface risks and the Shirley Team is comfortable with accepting that risk.

Critical Risk #3 – Utilities: The key to the successful completion of utility relocations within the project schedule is having the experienced resources and relationships in place at the time the project starts. Through our long history of completing design-build projects for VDOT and other Owners, the Shirley Team has gained extensive experience working with and coordinating relocations for over 25 different public and private utility owners, including all of the utility owners affected by this project. In addition to the multitude of utility conflicts that we have avoided through alternate design solutions, our Team has successfully completed the relocation of utilities totaling more than \$22 million on our design-build projects over the last ten (10) years. This direct experience has allowed us to form close relationships and a working knowledge of the individual utility companies, their processes and procedures. It is because of this experience that we have learned first-hand the importance of avoiding utility conflicts and relocations altogether. This will be our first priority throughout the design and construction phases of the project. If conflicts cannot be avoided by design, then we will work diligently to minimize these relocations through a combination of design and/or protection improvements for the utilities in place. Only as a last resort will we relocate utilities to eliminate conflicts with the new construction.

Utilities have the potential to significantly impact the Project schedule and cost. On design-build projects this risk is even greater for several reasons. First, at this stage of the Project's development, the

roadway plans are at a very preliminary level of completion and utility test pits have not been performed. It is difficult at this stage to determine the accurate location of the existing facilities or the full extent of the impact the design will have on them. Second, the majority of the utility companies have not begun their design and analysis of the cost and schedule for their potential relocations. Finally, there is limited leverage available to the design-builder to affect the utility companies to complete their work within the overall project schedule.

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

It is precisely our Team's experience managing these risks that has led to the successful completion of every one of our design-build projects for VDOT. We have a proven strategy for mitigating these risks, one that VDOT can count on the Shirley Team implementing on the I-64 Exit 91 Interchange Project. These strategies include:

- ◆ Designating a full time Utility Manager whose primary focus is to manage the utility scope of the Project from concept to completion.
- ◆ Completely integrating utilities with all other project disciplines including design, right of way, permitting, construction, and QA/QC.
- ◆ Prioritizing any relocations based on the lead time required.
- ◆ Creating a realistic Project Schedule with input from the utility and other disciplines.
- ◆ Holding weekly (at a minimum) Construction Progress Meetings on the jobsite.
- ◆ Supplementing and assisting the Utility companies with their work.

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