STATEMENT OF QUALIFICATIONS

Route 659 (Belmont Ridge Road) - Reconstruct to 4-Lanes

A DESIGN-BUILD PROJECT

From: Route 642 (Hay Road)
To: Route 2150 (Gloucester Parkway)

LOUDOUN COUNTY, VIRGINIA

Contract ID Number: C00076244DB76
State Project No.: 0659-053-262, R204, C504, B670, B671
3.2 LETTER OF SUBMITTAL
July 22, 2014

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

RE: Route 659 (Belmont Ridge Road)-Reconstruct to 4-Lanes Project
Loudoun County, Virginia
Contract ID Number: C00076244DB76
3.2 Letter of Submittal

Dear Mr. Reichert:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our response to your Request for Qualifications (RFQ) for the Project referenced above. With Dewberry as our Lead Designer, Shirley offers VDOT an experienced Team with a proven track record of delivering design-build projects on time, under budget and with a partnering approach. Our Teams’ commitment and expertise is demonstrated by successful completion of over 25 design-build projects totaling more than $2 billion.

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

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

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

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

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

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

3.2.7 Signed Certification Regarding Debarment Forms for Primary and Lower Tiered Covered Transactions are included as Attachments 3.2.7(a) and 3.2.7(b).
3.2.8 Shirley Contracting Company, LLC is currently Prequalified (active status) with VDOT. Our Vendor Number is S018. A screen shot print out from VDOT’s on-line Prequalified List is included as Attachment 3.2.8.

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

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

3.2.11 The following statement demonstrates our commitment to the Project’s DBE goals:

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

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

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On behalf of our Team, we thank VDOT for the opportunity to submit this SOQ and we look forward to partnering with all involved to deliver another successful project.

Sincerely,

---

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

**Attachments:**

- 3.2.6 - Affiliates and Subsidiaries
- 3.2.7(a) - Certification Regarding Debarment Forms (Primary)
- 3.2.7(b) - Certification Regarding Debarment Forms (Lower Tier)
- 3.2.8 - Evidence of Prequalification
- 3.2.9 - Surety Letter
- 3.2.10(a) - SCC Registrations
- 3.2.10(b) - DPOR Registrations
3.3 Offeror’s Team Structure
3.3 Offeror’s Team Structure

INTRODUCTION
The complexities and potential risks of the Route 659 (Belmont Ridge Road) - Reconstruct to 4-Lanes Project (the Project), demands a Team that has the proven experience to solve complex challenges, meet commitments, partner with stakeholders, and integrate all aspects of work under a design-build method of delivery. To ensure the Project’s successful delivery meeting these requirements, Shirley is proposing an experienced team that has worked together on multiple VDOT design-build projects as shown below.

<table>
<thead>
<tr>
<th>TEAM MEMBERS</th>
<th>VDOT DESIGN-BUILD PROJECTS</th>
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<tbody>
<tr>
<td>Shirley Contracting Company, LLC</td>
<td>Battlefield Pkwy.</td>
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<tr>
<td>Dewberry Consultants LLC</td>
<td>Pacific Blvd.</td>
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<td>Quinn Consulting Services, Inc.</td>
<td>Pacific Blvd Ext.</td>
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<td>GeoConcepts Engineering, Inc.</td>
<td>Waxpool Road/LCP</td>
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<td>Route 50</td>
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<td>Quantum Spatial, Inc.</td>
<td>Route 27/244</td>
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<td>Diversified Property Services, Inc.</td>
<td>Route 29 Over Little Rocky Run</td>
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<td>Key Title</td>
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<tr>
<td>DIW Group Inc.</td>
<td>I-64/Exit 91</td>
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<td>Skelly &amp; Loy, Inc.</td>
<td>Gloucester Pkwy.</td>
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<td>Route 7 Truck</td>
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<td>Climbing Lane</td>
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<td>Route 606</td>
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<td>Reconstruction</td>
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<td></td>
<td>Route 28 PPTA</td>
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</tbody>
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3.3.1 KEY PERSONNEL
Our Team has the experience and personnel to effectively manage all design-build elements of the Project. Shirley is committing Team Members and Key Personnel to the Project that have been responsible for managing 14 VDOT design-build projects valued at over $730 million. Every one of our design-build projects has completed on or ahead of schedule, at a fixed price, and without a single claim or outstanding issue. Our Team has worked together on these critical design-build projects for over 12 years and have developed a close working relationship. Having a thorough understanding of each other’s abilities allows us to efficiently manage each discipline, reduce project risk, and deliver a successful project.

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

| Design-Build Project Manager:       | Jeff Austin, PE            |
|                                      | Shirley Contracting Company, LLC |
| Quality Assurance Manager (QAM):     | Kaushik Vyas, PE            |
|                                      | Quinn Consulting Services, Inc. |
| Design Manager:                      | Steve Kuntz, PE, DBIA       |
|                                      | Dewberry Consultants LLC    |
| Construction Manager:                | Ricky Meyer                 |
|                                      | Shirley Contracting Company, LLC |

Each of these individuals has extensive experience in the design, construction, and administration of VDOT design-build projects, as well as significant overall design and construction expertise.
3.3.2 ORGANIZATIONAL CHART

The Organizational Chart below outlines the structure of the Shirley Team proposed for the Project. The “chain of command” shown on the chart by solid lines represent the primary reporting relationships. Dashed lines represent communication relationships between major project disciplines and participants. The narrative following the chart describes the functional relationships and communication among the participants throughout the Project.
VDOT, as the Owner, will maintain oversight responsibility for all aspects of the Project to ensure compliance with the Contract documents, perform plan review and approval, and take final acceptance when complete. We anticipate that VDOT will want to be the primary liaison between certain outside third-party stakeholders, adjacent projects, and the Project Team.

**Design-Build Project Manager (Jeff Austin, PE)** will have full and complete authority over all aspects of the Shirley Team’s responsibilities. In addition to being the primary point of contact with VDOT, Jeff has ultimate responsibility for Contract management. He will coordinate and integrate the various project disciplines, including design, right-of-way acquisition, construction, quality control, utilities, and safety. Jeff 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. In addition, Jeff will be the primary point of contact for coordination and approval efforts with the NVRPA for impacts to the W&OD Trail. He has served as the Design-Build Project Manager (D-B PM) on 11 of Shirley’s design-build projects with VDOT, including three projects that included grade-separated crossings of the W&OD Trail.

**Quality Assurance Manager (Kaushik Vyas, PE)** will report to the D-B PM and is completely independent from construction operations and the QC process. He has full responsibility for assuring that the Project complies with the Contract documents, manages all aspects of the QA program, and directs the QA inspections and QA testing technicians from Quinn Consulting Services and independent laboratory testing by Specialized Engineering. Kaushik has the autonomy to report findings directly to VDOT in addition to the D-B PM. If work does not comply with the Contract documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action before the work is accepted and certified for payment. Kaushik is an experienced Quality Assurance Manager who is performing this role as part of our Team on four other VDOT design-build projects.

**Design Manager (Steve Kuntz, PE, DBIA)** has overall responsibility for management of the design process, including roadway, structural, hydraulic, and traffic elements. He will manage supplemental field surveys, environmental permitting processes, and subconsultant activities. Steve will also be responsible for oversight of the Design QA/QC program, and ensuring that the Project design integrates with the right-of-way, utility, construction, and safety components. He will be in constant communication with the D-B PM to ensure design milestones are achieved and design contract requirements are incorporated in the construction plans. Steve has over 15 years of experience designing and managing complex and high-priority transportation projects, including four projects with grade-separated crossings of the W&OD Trail, and more recently the realignment and widening of Route 659 immediately north of the Project (associated with the Route 7/659 Interchange for Loudoun County).

**Construction Manager (Ricky Meyer)** will manage all aspects of construction, safety, and the construction quality control process. He 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. Ricky will be on site at all times during construction, and will coordinate with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract documents. He will communicate with the QAM to arrange review of construction activities through witness and hold points and ensure work is performed in a safe manner. Ricky has over 25 years of experience overseeing day-to-day field construction activities.
**Value Added Positions**

With this complex design-build project requiring a higher level of coordination and integration among the various disciplines, it is crucial that the design-build team have an extended history of working together and a clear understanding of how all project disciplines interact. In addition to the overall design, construction and quality assurance aspects of this design-build project, a successful team must also integrate the right-of-way, utility relocation, structural engineering, traffic management, and public relations disciplines into a single, cohesive project. Given that the Project impacts the W&OD Trail, coordination with the Northern Virginia Regional Park Authority (NVRPA) will also be a primary focus. To mitigate possible risks, the Team is **exceeding the SOQ requirements** by committing additional value added positions that will play a key 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. Additional value added positions are:

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Company</th>
</tr>
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<tbody>
<tr>
<td>Utility Manager</td>
<td>Todd Kief</td>
<td>Shirley Contracting Company, LLC</td>
</tr>
<tr>
<td>Right-of-Way Manager</td>
<td>Ryan Marrah</td>
<td>Shirley Contracting Company, LLC</td>
</tr>
<tr>
<td>Structural Engineer</td>
<td>Jim Davidson, PE, DBIA</td>
<td>Dewberry Consultants LLC</td>
</tr>
<tr>
<td>MOT/Temp Traffic Control Engineer</td>
<td>Jerry Mrykalo, PE, PTOE</td>
<td>Dewberry Consultants LLC</td>
</tr>
<tr>
<td>Public Relations Manager</td>
<td>Danielle Barber</td>
<td>Shirley Contracting Company, LLC</td>
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</table>

**Utility Manager (Todd Kief)** is a value added position and demonstrates our in-house ability to manage utility relocations. With over 25 years of construction management experience, Todd has managed the utility relocations for Shirley’s design-build work for more than 12 years, including the coordination of utility relocations for four design-build projects with crossings of the W&OD Trail. Todd’s experience and close relationships with multiple utility owners enables him to maintain a thorough understanding of the relocation process, risks, costs, schedule, and interaction with other Project disciplines. He plays a vital role in achieving completion of the Project on time and within budget. Reporting to the D-B PM, Todd will actively coordinate existing and proposed utilities with the design, right-of-way, safety, and construction managers and disciplines. As the liaison with each individual utility company, he will ensure full integration of utilities into the Project scope and schedule. Working with the design team, Todd’s first priority is to avoid relocations. If not possible, the focus will be to minimize relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule.

**Right-of-Way Manager (Ryan Marrah)** is a value added position. Reporting to the D-B PM, Ryan will manage the process to acquire all right-of-way and easements needed to construct the Project. Reporting to Ryan will be the VDOT prequalified sub-consultants performing appraisals, appraisal reviews, title reports, offers, negotiations, and settlements. Ryan will facilitate communication with affected landowners, maintain status of the process for VDOT, and will coordinate with the design, utility, and construction disciplines. He will be involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching proffers, keeping landowners informed, maintaining the ROW budget, and critical to this Project, coordinating with the NVRPA.
3.3 OFFEROR’S TEAM STRUCTURE

Structural Engineer (Jim Davidson, PE, DBIA) is a value added position reporting to the Design Manager who will manage the design of the bridge and retaining walls on the Project. With over 30 years design experience in the Commonwealth of Virginia, Jim has designed or led the design of over 200 bridges, including the four bridges over the W&OD Trail completed by the Shirley Team. Jim will also be responsible for reviewing structural designs, verifying modifications to designs, reviewing structural RFI’s and shop drawings, and preparing load ratings for VDOT project acceptance.

MOT/Temporary Traffic Control Engineer (Jerry Mrykalo, PE, PTOE) is a value added position that will report directly to the Design Manager. Jerry will manage the development of the Transportation Management Plan (TMP) and Temporary Traffic Control (TTC) plans during design, as well provide expertise and monitoring throughout construction. As a Professional Traffic Operations Engineer (PTOE) with design experience on both grade separated and temporary at-grade crossings of the W&OD Trail, his supervision of the TMP/TTC plan analysis and development will focus on maximizing safety and mobility for all parties throughout construction. As a VDOT Certified Work Zone Traffic Control training instructor for all levels (Advanced, Intermediate, and Basic) and as an ATSSA certified Traffic Control Design Specialist, Jerry will also provide the added value of safety training for the design and construction team tailored to the unique project challenges.

Public Relations Manager (Danielle Barber) is a value added position that will report to the D-B PM. Danielle will coordinate and execute public outreach activities for the Project. Serving as a liaison between VDOT, local governments, the traveling public, and other stakeholders, she will advise on construction operations on the Project and their potential impacts. She will develop programs to achieve project goals and convey key project concepts to these communities of interest. Danielle will work directly with VDOT representatives to build trust with stakeholders and maintain public support for the Project.

In addition to the Key and Value Added Personnel described above, the essential positions described below are included in the chain of command.

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

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

Safety Manager (Charlie Wilson) will report to the D-B PM. He will review the plans and field activities to provide a safe environment for VDOT, construction workers, the traveling public, local residents, and businesses. Charlie will train and inform those engaged on the Project of specific safety hazards and enforce all aspects of applicable industry safety standards, Shirley’s Corporate Safety Policy and the Project’s Health, Safety and Welfare Plan. He will monitor field activities and crews and has full authority to halt or suspend any activity not in compliance with the applicable safety standards. Using his extensive safety training and experience, Charlie will ensure that the Shirley Team will deliver a safe project for everyone involved.
3.4 EXPERIENCE OF THE OFFEROR’S TEAM
3.4 Experience of Offeror’s Team

**INTRODUCTION**

Our Team has the experience to effectively manage all elements of this design-build Project. Together, we have been responsible for managing over $730 million of design-build infrastructure projects in Virginia over the past 12 years. We have an extensive history working together and our experienced Team brings a comprehensive approach that reduces project risk, minimizes owner resources, and efficiently manages each discipline.

Below is an overview of projects with similar scope and complexity to this Project that Shirley and Dewberry have or are working on together. Work History Forms are included as Attachments 3.4.1 (a) and (b).

<table>
<thead>
<tr>
<th>Projects</th>
<th>Design-Build</th>
<th>Bridge Construction</th>
<th>Road Widening</th>
<th>Construction over W&amp;OD Trail</th>
<th>Utility Relocation</th>
<th>NVRPA Coordination</th>
<th>Multi-Agency Coordination</th>
<th>Public Involvement</th>
<th>Pedestrian Accommodations</th>
<th>Permitting</th>
<th>Extensive MOT</th>
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[Images of projects: Atlantic Boulevard, Pacific Boulevard, Battlefield Parkway, Church Road]
INTRODUCTION
The scope of the Project has numerous challenges that create risks that affect schedule, cost, and stakeholder impacts. To mitigate risks, VDOT is relying on an Offeror’s experience, expertise, and design-build approach to identify these risks in a timely manner and explore solutions that are in the Project’s best interest. As evidenced by our long-term history of successfully completing design-build projects for VDOT, the Shirley Team is the best Team to partner with VDOT and project stakeholders to deliver solutions with the least impact to the public.

Upon review of the RFQ Information Package, we have identified the following three risks, which we feel are most critical to the Project’s success:

CRITICAL RISK #1 – NVRPA COORDINATION AND APPROVALS

Why the Risk is Critical?
The W&OD Trail is a regional park that follows the alignment of the historic W&OD Railroad. Based on the historic nature of the resource and the recreational use of the property, a Section 4(f) De minimis impact finding and Section 6(f) concurrence for “no conversion of use” are required. To date, VDOT has completed extensive environmental coordination for the Project, resulting in DCR advising that there is “no conversion of use” and FHWA advising of their intent to make a De minimis impact finding. However, the Project’s Categorical Exclusion notes, “NVRPA concurrence was granted with the understanding that VDOT will consult with NVRPA as project development proceeds”. Understanding and complying with NVRPA’s Guideline for the Development of W&OD Trail Bridge Crossings and completing the design, right-of-way, and construction coordination required to maintain NVRPA’s support for the Project will be critical to maintaining the Project schedule and managing potential changes in scope required by NVRPA.

Impact on the Project
Coordination with NVRPA has the potential to impact the schedule in all phases of the design-build process. Understanding and anticipating NVRPA’s requirements will be vital to ensuring timely approval of NVRPA permits for design and construction activities, and will facilitate earlier plan approval. Failure to recognize these requirements may result in:

- Loss of NVRPA support for the categorical exclusion;
- Loss of De minimis impact finding or “no conversion of use” resulting in the need to acquire replacement land rights;
- Degradation of safety to trail users;
- Delays in design approvals and increased construction costs;
- Delays to the start of construction due to lack of right of entry agreements, easements, or permits;
- Increased utility relocation or redesign costs due to late coordination with Virginia Power; and
- Loss of support for the Project by trail users due to poor communication of construction impacts.

Mitigation Strategies
Our Team is in the unique position of being the only design-build Team to complete multiple bridges over the W&OD Trail within the last 10 years. This experience includes bridge crossings at Route 625 (Church Road), Atlantic Boulevard, Pacific Boulevard, and Battlefield Parkway. Our Team members continue to coordinate with
NVRPA on additional projects including the design-build construction of W&OD trail alignment modifications as part of the Route 7 Westbound Truck Climbing Lane Project and the design of the future W&OD trail crossing at Crosstrail Boulevard. In an unsolicited email to our Team on the Route 7 Westbound Truck Climbing Lane Project, NVRPA’s Land Manager, Dan Iglhaut recently stated, “We look forward to working with you - our experiences with Shirley at other W&OD crossing projects have all been good.”

We will use our existing relationship with NVRPA and our knowledge of NVRPA requirements to initiate the following mitigation strategies during each phase of the Project:

**Design Phase**

We will start the design phase coordination with NVRPA during development of our Technical Proposal. Using our knowledge of NVRPA guidelines, we will prepare a design that meets all NVRPA criteria and VDOT requirements. This will minimize the need for major design changes after award as a result of NVRPA comments.

During design, we must consider many aspects of the trail crossing. The first, and potentially most critical, is the adjustment of the roadway profile to maintain the necessary clearance of the bridge over the trail and under the overhead transmission lines. This coordination could result in design modifications such as raising the transmission lines, lowering of the W&OD Trail, and/or changes to the bridge design to reduce superstructure depth. Our Team is very familiar with, and will prepare the design to meet NVRPA’s Guideline for the Development of W&OD Trail Bridge Crossings. This may include adjustment of the median and shoulder widths to provide the required light well width on the bridge and ensuring the elevation open area meets NVRPA requirements. To minimize road debris falling on the trail, we will incorporate safety features such as bridge fencing. Additionally, we will integrate aesthetic features and landscaping to preserve the historic nature of the trail. We will evaluate these during the Technical Proposal phase in order to eliminate the need for scope changes after award.

During Technical Proposal preparation, we will develop a list of all design phase W&OD Trail permits that are required to access W&OD trail property for design surveys and subsurface investigations. Immediately following award and with VDOT’s approval, we will submit the design phase permits to NVRPA in order to begin field surveys. Once we receive NTP, we will coordinate with NVRPA’s Land Manager to notify trail users when we will be performing design phase activities on NVRPA Property. This early coordination will serve to promote open communication between our Team and NVRPA staff ahead of the start of physical construction.

We will also initiate early design coordination meetings with NVRPA to discuss the design of the crossing and review preliminary plan details of the Project elements. This will allow our Team to address many NVRPA comments ahead of the first submission plans. Finally, we will submit plans directly to NVRPA concurrent with our submission to VDOT to allow the maximum time for NVRPA review of design documents and reduce the likelihood that delays to the receipt of comments will affect the design schedule.

### Critical Design Phase Coordination

- Acquire W&OD permits for survey & subsurface investigation;
- Preparation of a design that meets NVRPA’s Guideline for the Development of W&OD Trail Bridge Crossings;
- Develop design that keeps substructure elements outside of W&OD Trail property;
- Verify Section 4(f) and 6(f) compliance;
- Verify Clearance to Dominion Virginia Power Transmission Lines;
- Verify Minimum Clearance over the Trail;
- Consideration and approval of bridge aesthetic treatments; and
- Verification of "Elevation Open Area" calculations and required light well width.
Right-of-Way Acquisition Phase
As noted in the Categorical Exclusion, FHWA intends to make a De minimis impact finding and DCR has advised NVRPA that there is “no conversion of use” of the 6(f) property. This is critical to the right-of-way phase because the “no conversion of use” determination means that the Project will be able to acquire the temporary and permanent easements on NVRPA property without the need to provide replacement land rights. Our projects at Atlantic Boulevard, Pacific Boulevard, and Battlefield Parkway were also able to meet this requirement by completely spanning the W&OD Trail right-of-way with no substructure elements on NVRPA property.

On previous projects, our Team was able to coordinate a right-of-entry agreement between NVRPA and VDOT that allowed construction to proceed while the negotiations for the easements continued. This agreement minimized the risk that right-of-way acquisition delays affected the Project schedule. Our Team will complete early coordination with NVRPA to obtain a similar agreement for the Project with terms that were supported by VDOT in previous agreements.

Construction Phase:
We recognize that users of the W&OD Trail range from pedestrians to bicyclists to equestrian traffic, and understand that our construction operations, safety measures, and maintenance of trail traffic, will need to accommodate all trail users.

For trail reconstruction, temporary trails may be required in some areas during construction to maintain safe passage. We will work with VDOT and NVRPA to determine where temporary paved and/or gravel trails are required, as past projects have in some areas only required temporary gravel sections. We will provide proper signage for trail users, alerting them to the upcoming construction site, as well as provide proper guidance through the construction area. In order for detours to be opened and closed during or after construction hours, installation of temporary safety fence and/or temporary gates may be required.

Finally, we will coordinate closely with NVRPA staff to minimize construction impacts by completing available work during off-peak hours and notifying W&OD Trail users accordingly. This will include notices posted on VDOT’s and NVRPA’s websites and variable message signs strategically placed during construction.

Role of VDOT and Other Agencies
While our Team will take the lead role in coordinating with NVRPA, VDOT’s role will include attendance at coordination meetings and support of the Teams’ efforts to communicate the Project’s goals to NVRPA and maintain NVRPA’s support in meeting those goals. Additionally, we will ask for VDOT’s support in obtaining
a right-of-entry agreement with NVRPA similar to the agreements obtained on our Battlefield Parkway and Pacific Boulevard Projects. We will coordinate with NVRPA for preparation and review of the document limiting VDOT’s effort to review and approval of the agreement.

CRITICAL RISK #2 – CONSTRUCTABILITY & PUBLIC SAFETY

*Why the Risk is Critical?*

The proposed reconstructed alignment of Belmont Ridge Road consists of considerable horizontal and vertical alignment changes. The high usage of this road, currently over 13,000 vehicles per day in its current 2-lane configuration, makes this facility a vital north/south corridor. With unforgiving existing geometric conditions consisting of less than 11’ lanes with virtually no shoulders in many locations, this Project will provide a substantial improvement to the safety of all users. Adequately accommodating traffic through the construction site is critical, but project constructability and the maintenance of public safety rise to an especially critical risk for this Project for the following reasons:

- Since maintaining traffic in a single lane using flagging, temporary lane closures will result in stopped traffic on this high-speed roadway;
- The horizontal alignment of the proposed reconstructed roadway crosses the existing roadway at several locations, which will require a carefully planned sequence of construction with multiple crossovers;
- Profile changes proposed can lead to constructability challenges and vehicle sight distance deficiencies. This is especially important given the multiple existing driveways within the Project limits and the 45 mph posted speed; and
- Accommodations will need to be made for the high volumes of pedestrian and bicycle traffic on the W&OD Trail.

*Impact on the Project*

The impact of a breakdown in constructability or public safety could have negative impacts on the Project. Our Team will plan all construction activities carefully in order to maintain safety and mobility for all stakeholders. Failure to do this could have the following impacts on the Project:

- Degradation of safety for the public (including W&OD Trail users) and construction personnel;
- Significant additional travel delays on Route 659;
- A loss of public support for the Project from the surrounding community and local officials, (note that the Public Hearing was held in 2007, prior to when many residents moved to the area);
- Schedule delays and the need to change work hour restrictions during construction; and
- An increase in overall cost of the Project.

*Mitigation Strategies*

The first mitigation strategy is identified on our Organizational Chart in the form of a value added Maintenance of Traffic / Temporary Traffic Control Engineer (Jerry Mrykalo, PE, PTOE). Jerry will be involved in the Project from the beginning of design through completion of construction. During the construction phasing planning process, he will work with the Construction Manager and the Safety Manager to develop a sequence that provides for suitable constructability while also allowing Route 659, all intersecting streets, and the W&OD Trail to safely and continuously operate throughout construction. Next, he will utilize his extensive experience and qualifications to lead the detailed design phase by development of a thorough Type C Transportation Management Plan (TMP).
focused on maximizing safety and mobility for all parties. To ensure the proper implementation of the TMP and temporary traffic control (TTC) plans through each stage of construction, he will remain involved during construction through regular coordination with Shirley as the lead contractor.

The second mitigation strategy is development of site-specific temporary lane closure hours, which our Team tailors to the Project based on updated 24-hour traffic data counts. Since this Project is located to the west of the largest employment areas, such as Washington D.C. and Tysons Corner, peak travel periods can be quite different from those experienced in other parts of the NOVA District. Temporary lane closures on Route 659 can have major impacts on travel times if implemented at improper times, as any necessary closures would require maintaining two-way traffic in a single lane using a flagging operation. It is imperative that these operations, which limit capacity to less than 1,000 vehicles / hour, are limited to off-peak hours since Route 659 currently carries over 1,500 vehicles in the peak hour. In advance of implementation of temporary lane closures and as part of the work zone traffic analysis required by the TMP, our Team will analyze the allowable closure hours to ensure that temporary closures will provide acceptable operations. Using analysis software such as Synchro, Quick Zone, and HCS+, we will ensure the closures are limited to hours, which align with the smallest impacts to the traveling public. Through this process and in coordination with VDOT Traffic Engineering and project management staff, we will be able to ensure that we maximize construction efficiency while also limiting motorist delay.

Third, our Team will minimize impacts to the traveling public through development of a comprehensive TTC plan for each stage of construction. These plans will be coordinated with the construction sequencing, and include temporary pavement markings and signing, locations for all temporary barrier and impact attenuators, identification of safe construction access points, and necessary temporary drainage to maintain safety during construction. The development of the TTC plans will also focus on creating a detailed access and staging plan, which will ensure safe access to and construction of each major project element. Additionally, the plans will include the use of site-specific enhanced safety and mobility strategies exceeding the minimum requirements, including the following:

- Temporary raised pavement markers and wider than minimum temporary lane markings, for increased visibility of temporary markings for crash prevention;
- Temporary geometry and temporary crossovers which will maintain the existing posted speed limit (double the minimum length) to eliminate the need for traffic to suddenly slow to navigate the work zone;
- Install two-way roadway enhanced safety devices, such as centerline rumble strips, oversize warning signs, and temporary rumble strips to avoid run-off road and head-on collisions;
- Employ accelerated construction techniques to ensure the minimize durations of major activities to reduce impacts to traveler mobility;
- Provide for a forgiving roadside design, such as graded shoulders and temporary concrete barrier;
- Install enhanced pedestrian and bicycle safety devices, such as physical barrier between trails and work sites, ADA accommodations, and warning signing for the safety of W&OD Trail users;
- Maintaining safe driveway and intersection sight distances by ensuring features such as temporary barrier, stockpiles, and construction equipment do not block sightlines;
- Construct improvements in the vicinity of the W&OD Trail during overnight hours when the trail is closed in order to maximize safety; and
- Utilize our Team’s in-house VDOT Work Zone Traffic Control training program to ensure design and construction staff is aware of best-practices in work zone design and implementation.
Finally, a comprehensive public outreach campaign will be a key objective of our Team throughout the duration of the Project. Experience has demonstrated that advance, clear and open communication with the public builds public support, allows the Team to answer questions and address concerns in a timely manner, and facilitates traffic management during execution of the work. Our Team commits to a partnering approach with the public by holding public information meetings and outreach events, establishing points of contact, publicizing key project milestones, and coordinating with Loudoun County emergency services. To meet this commitment, Shirley is adding Danielle Barber, Public Relations Manager as a value-added position.

From integrating both design and construction personnel into constructability planning from the outset, to utilizing a value added Maintenance of Traffic / Temporary Traffic Control Engineer with proven experience, and providing a TMP and TTC plans with the innovative enhancements described above, our Team is well prepared to successfully address this critical risk by constructing this Project in a manner that significantly exceeds safety and mobility standards on this critical corridor.

**Role of VDOT and Other Agencies**

VDOT will be involved from a review and approval standpoint during the development of the construction plans. To determine if the proposed configurations are acceptable and if additional analysis is required, our Team will discuss with VDOT the analysis of traffic volumes and the construction phasing during the TMP and TTC development process. During construction, VDOT will be involved with the public outreach and coordination with elected officials. We will involve NVRPA during both plan review and construction for activities near the W&OD Trail, including issuance of necessary permits prior to conducting any work on NVRPA property. Based on our experience on similar projects, we recognize that constant coordination between our Team, VDOT, NVRPA, elected officials, and other stakeholders will be a requirement to achieve success.

**CRITICAL RISK #3 – UTILITY CONFLICTS AND RIGHT-OF-WAY**

*Why the Risk is Critical?*

A review of the Project site and planned alignment, as reflected in the RFQ Information Package, indicates numerous existing utilities that will conflict with the improvements to Belmont Ridge Road. With the meandering nature of the roadway realignment and the necessity of maintaining at least 2-lanes of traffic at all times, relocation of these utilities will need to be accounted for in the design, planned into the right-of-way acquisition process, coordinated with each individual utility company, and sequenced with the construction phasing. This places a tremendous emphasis on the utility companies to begin design and planning for their relocations at a very early stage (beginning in the RFP procurement process), to provide accurate cost estimates to the Offeror, and to meet schedule commitments throughout. With these utilities not being a party to the design-build contract and having no contractual relationship with the Offeror, this creates the risk to the Project that their non-performance could jeopardize the Project’s successful completion.

Additionally, the right-of-way acquisition process is even more critical due to the crucial interaction with the utility relocation discipline, the interaction with the NVRPA, the timely dedication and coordination with Loudoun County for proffered rights-of-way, and the phased nature of construction.

*Impact on the Project*

The individual and combined effect of the above risks could impact the Project in several ways including:

- Delays to the Project schedule;
- Increased costs to both the Offeror and VDOT;
- Greater impacts to the traveling public due to extended construction timeframes and more numerous maintenance of traffic phases;
- Loss of public support;
- Coordination issues between adjacent projects;
3.5 Project Risks

- Higher impacts to the W&OD Trail and its users; and
- Increased impacts to adjacent landowners.

**Mitigation Strategies**

Our first strategy in dealing with utility and right-of-way risk is to dedicate key managers to the Project whose sole responsibility is to focus on these disciplines. As shown in Section 3.3 of this SOQ, we have included the **value-added** positions of Utility Manager and Right-of-Way Manager on the Shirley Team. Having experienced personnel in-house provides us the critical opportunity to integrate these elements with all other project disciplines, build on established relationships, create single points of contact on the Team, and enhance our Team’s flexibility to adapt and react to changing situations that may arise.

Second, our Team focuses heavily on these disciplines throughout the RFP stage of the procurement. As we prepare our conceptual design, we thoroughly review existing utilities, coordinate specifically with the utility companies, create solutions to address each conflict encountered, and establish realistic budgets and schedules to resolve these conflicts. To account for necessary easements, this information is closely coordinated with the design and right-of-way process.

As an example, our Design and Utility Teams will investigate the potential overhead transmission line conflict at the W&OD Trail. If conflicts appear likely, our Team will create options for resolving them in a timely and cost-effective manner. An added benefit of our Team is the experience Dewberry brings having been the engineer for the widening of Route 659 immediately to the north, which is associated with the Route 7/659 Interchange. Dewberry’s involvement and prior coordination with the utility companies in this area, and their understanding of the required utility relocations, will help to ensure coordination is streamlined and avoids re-work for both projects.

Finally, our Right-of-Way and Utility Managers will research prior rights and identify replacement utility easements for inclusion in the right-of-way plans. Our Team will thoroughly research proffers that may be available, total verses partial takes, residential/business relocations, contaminated soils that may be present, and the effect that adjacent projects may have on the processes. Once these utility and right-of-way impacts are determined, our Team will incorporate this information into our Project schedule in order to properly sequence the work with construction, allow the appropriate timeframes for performing these tasks, and to flag any critical areas that may need additional attention. Throughout the duration, the Team will closely monitor progress to identify issues that affect the schedule and address them in a timely manner. This could include adding resources, re-sequencing the work, and if necessary, re-designing elements that mitigate potential delays.

**Role of VDOT and Other Agencies**

Our Team’s approach to all design-build projects is to collaborate with VDOT and other parties to create innovative solutions that resolve conflicts and keep the project moving. We will keep VDOT informed of our progress, budgets, and any issues that arise at all times though regularly established progress meetings and open communication. We will look to VDOT during the right of way acquisition phase to obtain available proffers, review and approve right-of-way plans, process check requests in a timely manner, and handle eminent domain proceedings. VDOT will also likely assist our efforts to address non-performance by utility companies if necessary, and to support the relocation process.
ATTACHMENT 2.10

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFQ NO. C00076244DB76
PROJECT NO.: 0659-053-262, R204, C504, B670, B671

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 05/29/2014 (Date)

2. Cover letter of Addendum No. 1 – 06/23/2014 (Date)

3. Cover letter of (Date)

SIGNATURE 7/22/14 DATE
3.1.2 SQQ Checklist
ATTACHMENT 3.1.2

Project: 0659-053-262, R204, C504, B670, B671
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.

<table>
<thead>
<tr>
<th>Statement of Qualifications Component</th>
<th>Form (if any)</th>
<th>RFQ Cross reference</th>
<th>Included within 15-page limit?</th>
<th>SOQ Page Reference</th>
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## ATTACHMENT 3.1.2

**Project: 0659-053-262, R204, C504, B670, B671**  
**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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### Statement of Qualifications Component

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**ATTACHMENT 3.2.6**

State Project No. 0659-053-262, R204, C504, B670, B671

**Affiliated and Subsidiary Companies of the Offeror**

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

- **☐** The Offeror does not have any affiliated or subsidiary companies.
- **X** Affiliated and/ or subsidiary companies of the Offeror are listed below.

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<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
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<th>Address</th>
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<tr>
<td>Affiliate</td>
<td>Atkinson Construction</td>
<td>7500 Old Georgetown Road, Bethesda, MD 20814</td>
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<td>Affiliate</td>
<td>Atkinson Contractors, LP</td>
<td>7500 Old Georgetown Road, Bethesda, MD 20814</td>
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<tr>
<td>Affiliate</td>
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<td>8435 Backlick Road, Lorton, Virginia 22079</td>
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<td>Affiliate</td>
<td>SCC Infrastructure</td>
<td>7500 Old Georgetown Road, Bethesda, MD 20814</td>
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<td>Affiliate</td>
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ATTACHMENT 3.2.6
State Project No. 0659-053-262, R204, C504, B670, B671

Affiliated and Subsidiary Companies of the Offeror

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ATTACHMENT NO. 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

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

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

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

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

[Signature]
7/22/14
Date

President/CEO/Manager
Title

Shirley Contracting Company, LLC
Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

[Signature] [Date] [Title]

[Deuberry Consultants LLC]

Name of Firm
ATTACHMENT NO. 3.2.7(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

[Signature] 7/16/14 [Signature] 7/16/14
Signature Date

Quinn Consulting Services, Inc.
Name of Firm

[Title]
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

[Signature] 7/16/14 [Title]

[Date] [Principal]

Specialized Engineering

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

[Signature] 7/16/14  Principal
Signature Date Title

[GeoConcepts Engineering, Inc.
Name of Firm]
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

[Signature] 7/16/14 [Title]

Date Name of Firm
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

[Signature] 7/15/14 [Vice President]
Signature Date Title

Quantum Spatial, Inc.
Name of Firm
ATTACHMENT NO. 3.2.7(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

Signature: ___________________________ Date: 6/6/14
Treasurer:
Title: ___________________________

Name of Firm: SKELLY AND LLOY, INC.
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

[Signature] Date 7/14/2014 President

Title

Diversified Property Services, Inc.

Name of Firm
ATTACHMENT NO. 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT LOWER TIER COVERED TRANSACTIONS

Project No.: 0659-053-262

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

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

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

Signature: __________________________ Date: 6-4-14

Title: ________________________________

Name of Firm: OLD DOMINION SETTLEMENTS INC T/A KEY TITLE
3.2.8 VDOT Prequalification Certificate
S1060
SHEPAUL ENTERPRISES, INC.
PREQ. EXP : 09/30/2014

--PREQ ADDRESS -------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
P. O. BOX 1638
BRECKLEY, WV 25802-1638
PHONE : 304-877-6451
FAX : 304-877-5789

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

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

DBE TYPE : DBE
DBE CONTACT: N/A

S018
SHIRLEY CONTRACTING COMPANY, LLC
PREQ. EXP : 09/30/2014

--PREQ ADDRESS -------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
8435 BACKLICK RD.
LORTON, VA 22079-1403
PHONE : 703-550-8100
FAX : 703-550-7897

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

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

DBE TYPE : N/A
DBE CONTACT: N/A
July 18, 2014

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

Re: Request for Qualifications - Contract ID Number: C00076244DB76 - A Design-Build Project
Route 659 (Belmont Ridge Road) – Reconstruct to 4-Lanes From: Route 642 (Hay Road)
To: Route 2150 (Gloucester Parkway), Loudoun County, Virginia
Estimated Contract Value: $59,800,000

Dear Mr. Reichert:

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 $5,000,000,000.

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

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

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

Sincerely,

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

By: [Signature]
Karen C. Bowling, Attorney-in-Fact
POWER OF ATTORNEY

Attorney-In-Fact No. 219657
Certificate No. 005781029

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

Diana L. Parker, and Karen C. Bowling

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 30th day of January 2014.

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

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

State of Connecticut
City of Hartford ss.

By: Robert L. Raney, Senior Vice President

On this the 30th day of January 2014, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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

Marie C. Tetreaux, Notary Public

58440-8-12 Printed in U.S.A.
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 14th day of July, 2014.

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.
## ATTACHMENT 3.2.10

### State Project No. 0659-053-262, R204, C504, B670, B671

**SCC and DPOR Information**

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

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shirley Contracting Company, LLC</td>
<td>S082038-3</td>
<td>Limited Liability Co.</td>
<td>Active</td>
<td>8435 Backlick Road Lorton, VA 22079</td>
<td>Class A Contractor</td>
<td>2705071652</td>
<td>October 31, 2014</td>
</tr>
<tr>
<td>Quinn Consulting Services, Inc.</td>
<td>0492551-7</td>
<td>Corporation</td>
<td>Active</td>
<td>14160 Newbrook Drive Suite 220 Chantilly, VA 20151</td>
<td>Business Entity</td>
<td>0407003733</td>
<td>December 31, 2015</td>
</tr>
<tr>
<td>GeoConcepts Engineering, Inc.</td>
<td>0516767-1</td>
<td>Corporation</td>
<td>Active</td>
<td>19955 Highland Vista Drive Ste.170 Ashburn, VA 20147</td>
<td>Business Entity</td>
<td>0407004404</td>
<td>December 31, 2015</td>
</tr>
<tr>
<td>DIW Group, Inc.</td>
<td>F128190-8</td>
<td>Corporation</td>
<td>Active</td>
<td>4845 International Blvd. #104 Frederick, MD 21703</td>
<td>Business Entity</td>
<td>0407004748</td>
<td>December 31, 2014</td>
</tr>
<tr>
<td>Quantum Spatial, Inc.</td>
<td>F113594-8</td>
<td>Corporation</td>
<td>Active</td>
<td>45180 Business Court, Ste. 800 Sterling, VA 20166</td>
<td>Business Entity</td>
<td>0407005489</td>
<td>December 31, 2015</td>
</tr>
<tr>
<td>So-Deep, Inc.</td>
<td>0216275-8</td>
<td>Corporation</td>
<td>Active</td>
<td>126 Courtney Woods Lane Stuarts Draft, VA 24477</td>
<td>Business Entity</td>
<td>0407002900</td>
<td>December 31, 2015</td>
</tr>
<tr>
<td>Skelly &amp; Loy, Inc.</td>
<td>F113636-7</td>
<td>Corporation</td>
<td>Active</td>
<td>10034A-Coburn Mountain Road Wise, VA 24293</td>
<td>Business Entity Branch Office</td>
<td>0411000781</td>
<td>December 31, 2015</td>
</tr>
<tr>
<td>Diversified Property Services of Virginia, Inc.</td>
<td>F130410-6</td>
<td>Corporation</td>
<td>Active</td>
<td>20 E. Timonium Road Suite 111 Timonium, MD 211093</td>
<td>Appraisal Business</td>
<td>4008001190</td>
<td>November 30, 2014</td>
</tr>
<tr>
<td>Old Dominion Settlements, Inc.</td>
<td>0243891-9</td>
<td>Corporation</td>
<td>Active</td>
<td>n/a</td>
<td></td>
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</tbody>
</table>
### ATTACHMENT 3.2.10

**State Project No. 0659-053-262, R204, C504, B670, B671**

**SCC and DPOR Information**

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Individual's Name</th>
<th>Office Location Where Professional Services will be Provided (City/State)</th>
<th>Individual's DPOR Address</th>
<th>DPOR Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dewberry Consultants LLC</td>
<td>Steven Kuntz</td>
<td>Fairfax, Va.</td>
<td>14571 Harmony Creek Ct. Haymarket, VA 20169</td>
<td>Professional Engineer</td>
<td>0402039440</td>
<td>June 30, 2016</td>
</tr>
</tbody>
</table>
Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. to p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

<table>
<thead>
<tr>
<th>LLCM3220</th>
<th>LLC DATA INQUIRY</th>
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<tbody>
<tr>
<td>LLC ID:</td>
<td>5082038</td>
</tr>
<tr>
<td>STATUS:</td>
<td>00 ACTIVE</td>
</tr>
<tr>
<td>STATS DATE:</td>
<td>08/01/02</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>LLC NAME:</th>
<th>Shirley Contracting Company, LLC</th>
</tr>
</thead>
</table>

| DATE OF FILING: | 08/01/2002 |
| PERIOD OF DURATION: | |
| INDUSTRY CODE: | 00 |

| STATE OF FILING: | VA VIRGINIA |
| PRINCIPAL OFFICE ADDRESS |
| STREET: | 8435 BACKLICK RD |
| CITY: | LORTON |
| STATE: | VA |
| ZIP: | 22079-0000 |

| R/A NAME: | CT CORPORATION SYSTEM |
| STREET: | 4701 COX ROAD, SUITE 285 |
| CITY: | GLEN ALLEN |
| STATE: | VA |
| ZIP: | 23060-0000 |

| R/A STATUS: | 5 ENTITY AUTHORIZ |
| EFF DATE: | 10/04/13 |
| LOC: | 143 HENRICO COUNTY |
| YEAR | FEES | PENALTY | INTEREST | BALANCE |
| 14 | 50.00 | | | 50.00 |

(Screen Id:/LLC_Data_Inquiry)
Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. until 10 p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

LLCM3220 LLC DATA INQUIRY

LLC ID: 8044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09
LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF FILING: VA VIRGINIA MERGER INDICATOR:
CONVERSION/DOMESTICATION INDICATOR:
PRINCIPAL OFFICE ADDRESS
STREET: 8401 ARLINGTON BLVD
CITY: FAIRFAX STATE: VA ZIP: 22031-0000
REGISTERED AGENT INFORMATION
R/A NAME: CORPORATION SERVICE COMPANY
STREET: Bank of America Center, 16th Floor
1111 East Main Street
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
14 50.00

(Screen Id:/LLC_Data_Inquiry)
Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. to p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

<table>
<thead>
<tr>
<th>Corp ID:</th>
<th>0492551</th>
<th>Status: 00 ACTIVE</th>
<th>Status Date: 12/01/08</th>
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<tr>
<td>Corp Name:</td>
<td>QUINN CONSULTING SERVICES INCORPORATED</td>
<td></td>
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<tr>
<td>Date of Certificate: 10/24/1997</td>
<td>Period of Duration:</td>
<td>Industry Code: 00</td>
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<tr>
<td>State of Incorporation: VA VIRGINIA</td>
<td>Stock Indicator: S STOCK</td>
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<tr>
<td>Merger Ind: S Survivor</td>
<td>Conversion/Domestication Ind:</td>
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<td>Good Standing Ind: Y</td>
<td>Monitor Indicator:</td>
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<td></td>
</tr>
<tr>
<td>Charter Fee: 50.00</td>
<td>Mon No:</td>
<td>Mon Status: Monitor DTE:</td>
<td></td>
</tr>
<tr>
<td>R/A Name: JOHN H QUINN JR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street: 2208 S KNOLL ST</td>
<td></td>
<td>AR RTN Mail:</td>
<td></td>
</tr>
<tr>
<td>City: Arlington</td>
<td>State: VA</td>
<td>Zip: 22202 2134</td>
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<tr>
<td>R/A Status: 4 Attorney</td>
<td>Eff. Date: 10/24/97</td>
<td>LOC: 106</td>
<td></td>
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<tr>
<td>Accepted AR#: 213 12 8953</td>
<td>Date: 08/21/13</td>
<td>Arlington County</td>
<td></td>
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<td>Current AR#: 213 12 8953</td>
<td>Date: 08/21/13</td>
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<td>Year Fees Penalty Interest Taxes Balance Total Shares</td>
<td>13 100.00</td>
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<td>5,000</td>
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</tbody>
</table>
Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. u p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. V apologize for the inconvenience and appreciate your patience.

Commonwealth of Virginia
State Corporation Commission

CISM0180 CORPORATE DATA INQUIRY

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

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

STREET: 4701 COX ROAD AR RTN MAIL:
SUITE 285
CITY: GLEN ALLEN STATE: VA ZIP: 23060
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143
ACCEPTED AR#: 214 50 1162 DATE: 12/12/13 HENRICO COUNTY
CURRENT AR#: 214 50 1162 DATE: 12/12/13 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
14 1,700.00

(Screen Id:/Corp_Data_Inquiry)
Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. u p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. V apologize for the inconvenience and appreciate your patience.

<table>
<thead>
<tr>
<th>CORP ID:</th>
<th>0516767</th>
<th>STATUS:</th>
<th>00 ACTIVE</th>
<th>STATUS DATE:</th>
<th>02/25/99</th>
</tr>
</thead>
<tbody>
<tr>
<td>CORP NAME:</td>
<td>GEOCONCEPTS ENGINEERING, INC.</td>
<td>DATE OF CERTIFICATE:</td>
<td>02/25/1999</td>
<td>PERIOD OF DURATION:</td>
<td>INDUSTRY CODE:</td>
</tr>
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Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. u
p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. V
apologize for the inconvenience and appreciate your patience.
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CISM0180 CORPORATE DATA INQUIRY

CORP ID: 0216275 - 8
CORP NAME: SO-DEEP, INC.

DATE OF CERTIFICATE: 04/07/1981
PERIOD OF DURATION: 11/15/85
STATE OF INCORPORATION: VA VIRGINIA
STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: THUY ANH PHAM

STREET: 8397 EUCLID AVENUE
CITY: MANASSAS PARK
STATE: VA
ZIP: 20111
R/A STATUS: 2 OFFICER
EFF. DATE: 04/09/97
LOC: 315
ACCEPTED AR#: 214 51 3361
DATE: 03/13/14
MANASSAS PARK
CURRENT AR#: 214 51 3361
DATE: 03/13/14
STATUS: 0
ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
14 130.00

(Screen Id:/Corp_Data_Inquiry)
Please note: The SCC website will be unavailable Thursday, July 17, from 6 p.m. u p.m. and Saturday, July 19, from 8 a.m. until noon for system maintenance. We apologize for the inconvenience and appreciate your patience.

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<td>CITY:</td>
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(Screen Id:/Corp_Data_Inquiry)
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<td>STREET:</td>
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(Screen Id:/Corp_Data_Inquiry)
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CISM0180

CORPORATE DATA INQUIRY

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

DATE OF CERTIFICATE: 07/06/1983 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 LTE:
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#: 214 09 0338 DATE: 06/06/14 FAIRFAX COUNTY
CURRENT AR#: 214 09 0338 DATE: 06/06/14 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
14 220.00

(Screen Id:/Corp_Data_Inquiry)
Details of license number 2705071652

Name: SHIRLEY CONTRACTING COMPANY LLC
License Number: 2705071652
License Description: Contractor Class A
Class Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100)
Business Type: LLC
Address: 8435 BACKLICK ROAD
LORTON, VA 22079
Specialties/Classifications:
Classification Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20 )
Specialty Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30 )
Initial Certification Date: 2002-10-08
Expiration Date: 2014-10-31

No Open Complaints

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No Closed Complaints

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To inquire about closed complaints, see the department's Public Records Access (http://www.dpor.virginia.gov/recordssanddocuments/) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (mailto:publicrecords@dpor.virginia.gov).
Recovery Fund Claims include claims against a licensee where a judgment has been obtained for improper or dishonest conduct in a court of law. The Contractors Transaction Recovery Fund and the Real Estate Transaction Recovery Fund provide monetary relief to consumers who incur losses through the improper and dishonest conduct of a licensed contractor or licensed real estate professional. The funds are supported entirely by assessments paid by licensed contractors and licensed real estate professionals, not by any tax revenues.

The information on this page was last updated on 2014-07-14.
Details of license number 0407003966

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

Related Licenses

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<td>0406001718</td>
<td>CENA, JANICE MARIE</td>
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No Open Complaints

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The information on this page was last updated on 2014-07-14.
Details of license number 0407003733

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

Related Licenses

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No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. State law exempts information about open cases from mandatory public disclosure [Code of Virginia Section 54.1-108]. (http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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Details of license number 0407004748

Name: DIW GROUP INC
Doing Business As: SPECIALIZED ENGINEERING
License Number: 0407004748
License Description: Business Entity Registration
Business Type: CORP
Address: 4845 INTERNATIONAL BLVD #104
FREDERICK, MD 21703
Initial Certification Date: 2005-11-01
Expiration Date: 2015-12-31

Related Licenses

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No Open Complaints

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The information on this page was last updated on 2014-07-14.
Details of license number 0407004404

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

Related Licenses

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No Closed Complaints

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Details of license number 0407005489

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

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No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. State law exempts information about open cases from mandatory public disclosure [Code of Virginia Section 54.1-108]. (http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod-54.1-108) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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The information on this page was last updated on 2014-07-14.
Details of license number 0407001402

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

Related Licenses

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No Open Complaints

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The information on this page was last updated on 2014-07-14.
Details of license number 0411000997

Name: SO-DEEP INC.  
License Number: 0411000997  
License Description: Business Entity Branch Office Registration  
Business Name: SO-DEEP INC.  
Business Type: CORP  
Address: 126 COURTNEY WOODS LANE  
STUARTS DRAFT, VA 24477  
Initial Certification Date: 2013-05-17  
Expiration Date: 2016-02-29

Related Licenses

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No Open Complaints

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The information on this page was last updated on 2014-07-17.
Details of license number 4008001190

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<td>CORP</td>
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<tr>
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<td>TIMONIUM, MD 21093</td>
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**No Open Complaints**

"Open Complaints" reflect only those complaints against regulators 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 exempts information about open cases from mandatory public disclosure** [Code of Virginia Section 54.1-108]. (http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

**No Closed Complaints**

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

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

The information on this page was last updated on 2014-07-14.
Details of license number 0402039440

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The information on this page was last updated on 2014-07-14.
Details of license number 0402039004

Name: Vyas, Kalshikumar Bhupendra Prasad
License Number: 0402039004
License Description: Professional Engineer License
Address: 2300 Maple Click, Annandale, VA 22003
Initial Certification Date: 2004-06-14
Expiration Date: 2016-06-30

Related Licenses

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Showing 1 to 1 of 1 entries

No Open Complaints

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

The information on this page was last updated on 2014-07-14.
ROUTE 659 (BELMONT RIDGE ROAD) - RECONSTRUCT TO 4-LANES PROJECT
LOUDOUN COUNTY, VIRGINIA
A DESIGN-BUILD PROJECT

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Jeffrey Austin, P.E., Vice President

b. Project Assignment: Design-Build Project Manager

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

d. Years experience: With this Firm 14 Years With Other Firms 8 Years

Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):

Shirley Contracting Company, LLC, Shirley Design-Build, LLC
Contract Manager/Vice President, September 2004 to Present
Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owners representatives, designers, construction staff and quality teams.

- Route 606 - Loudoun County Parkway/Old Ox Road Reconstruction and Widening, June 2014 to Present - Design-Build Project Manager.
- Gloucester Parkway Extension, March 2014 to Present - Design-Build Project Manager.
- Route 7 Westbound Truck Climbing Lane, November 2013 to Present - Design-Build Project Manager.
- I-66 Widening, September 2013 to Present - Design-Build Project Manager.
- Loudoun Water, Water Treatment Plant Site Access and Program Administration Facilities Design-Build, May 2013 to Present - Design-Build Project Manager.
- I-64-Exit 91 Interchange Improvements Design-Build, October 2012 to Present - Design-Build Project Manager.
- Route 27/244 Interchange Modifications, September 2011 to Present - Design-Build Project Manager.
- Pacific Boulevard Extension, July 2011 to July 2013 - Design-Build Project Manager.
- Route 50 Widening, March 2011 to Present - Design-Build Project Manager.
- University Boulevard PPTA, March 2011 to December 2013 - Design-Build Project Manager.
- Route 28 Corridor Improvements, September 2004 to Present - Design-Build Project Manager.
- Waxpool Road/Loudoun County Parkway Intersection Improvements, April 2010 to March 2011 - Design-Build Project Manager.
- Pacific Boulevard Design-Build, July 2008 to August 2010 - Design-Build Project Manager.
- Battlefield Parkway Design-Build, July 2007 to November 2009 - Design-Build Project Manager.
- Dulles Greenway Capital Improvements Program, March 2005 to December 2007 - Design-Build Project Manager.

Senior Project Manager, October 2000 to September 2004
Responsible for daily management of large construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, owner requisitions, public relations and subcontractor management.

- Springfield Interchange Phase IV, October 2000 to September 2004 - Responsible for managing construction.

Alpha Corporation
Various Positions, 1992 to October 2000

- Prince George\'s County, Maryland, January 2000 to October 2000 - Senior Engineer.
- Route 7/Fairfax County Parkway Interchange, August 1998 to December 1999 - Sr. Inspector & Office Engineer.

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
Virginia Polytechnic Institute and State University / Blacksburg, VA / Bachelor of Science/1992/Civil Engineering

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

g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. Note your specific responsibilities and authorities for each project, not those of the firm.
2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.

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

1. University Boulevard PPTA Project - Prince William County, Virginia
**Shirley Contracting Company, LLC, Design-Build Project Manager (March 2005 – December 2007)**
Jeff 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 $29 million design-build PPTA project for Prince William County. The Project elements included construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as a six-lane divided urban roadway including a bridge over a tributary of Broad Run. He also managed the upgrading of 7,000 L.F. of Hornbaker Road to a four-lane divided roadway. As the main point of contact for the Team, Jeff was responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners, and other stakeholders. He developed the CPM schedule and monitored project controls to ensure on-time completion.

**2. Pacific Boulevard Design-Build Project - Loudoun County, Virginia**
Shirley Contracting Company, LLC, Design-Build Project Manager (July 2008 – August 2010)
Jeff 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 Country, Virginia. As the main point of contact for the Shirley/Dewberry Team, Jeff was responsible for communication and coordination with VDOT, NVRPA, permitting agencies, impacted property owners, and other stakeholders on the Project. He developed the CPM schedule and monitored progress of the project, which was completed on schedule in August 2010. In cooperation with VDOT, he coordinated with the Eugenia Investments, the primary property owner impacted by the Project, and the Design Team to prepare exhibits and cost estimates to ultimately revise the Project’s design to incorporate improved entrance features for the property. As a result of this 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.

**3. Battlefield Parkway Design-Build Project - Leesburg, Virginia**
Shirley Contracting Company, LLC, Design-Build Project Manager (July 2007 – November 2009)
As the Design-Build Project Manager for the Shirley/Dewberry Team, Jeff 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 the point of contact for communication and coordination with VDOT, the Town of Leesburg, NVRPA, permitting agencies, impacted property owners, and local communities on the project. Jeff also developed the CPM schedule for the project.

**4. Dulles Greenway Capital Improvements Program - Loudoun County, Virginia**
Shirley Contracting Company, LLC, Design-Build Project Manager (March 2005 – December 2007)
Jeff was responsible for the overall contract administration for this $71 million design-build project, which included widening the mainline roadway from four to six lanes, expansion of the mainline toll plaza, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Route 654. He managed and integrated the individual design-build disciplines of the Shirley/Dewberry Team including design, permitting, utility relocations, and construction to ensure constructability and eliminate conflicts. He 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. Jeff developed the CPM schedule and monitored project controls for the duration of the contract to ensure on-time project completion. As a result of the D-B Team’s excellent performance through the first 18 months of the project, he was able to negotiate the addition of the Greenway/Route 772 Interchange to the Project. With Jeff’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, he was part of the design-build team that received the Design-Build Institute of America 2008 Regional Design-Build Excellence Award.

**5. Centreville Road Widening Design-Build Project - Centreville, Virginia**
Shirley Contracting Company, LLC, Design-Build Manager (June 2005 – September 2008)
As Design-Build Manager, Jeff was responsible for leading the Shirley/Dewberry Team through all phases of the Design-Build process including design, permitting, right-of-way acquisition, utility relocations and construction. He was the primary point of contact for our team coordinating the design and construction with VDOT, local landowners, developers, the Fairfax County Department of Transportation and Board of Supervisors for the Centreville Road Widening Project. Shirley Contracting was awarded a $26 million change order to design and construct the Centreville Road Widening Project as part of the Route 28 Corridor Improvements Project.

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

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Kaushik Vyas, P.E., Quality Assurance Manager

b. Project Assignment: Quality Assurance Manager

c. Name of Firm with which you are now associated: Quinn Consulting Services, Incorporated

d. Years experience: With this Firm 3 Years With Other Firms 24 Years

   Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):

   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.
   • Interstate 66/Route 15 Interchange Reconstruction Design-Build, June 2014 to Present - Quality Assurance Manager
   • Fall Hill Avenue Widening Design-Build Project, May 2014 to Present - Quality Assurance Manager
   • Gloucester Parkway Extension Design-Build, March 2014 to Present - Quality Assurance Manager
   • Route 7 Westbound Truck Climbing Land Design-Build, November 2013 to Present - Quality Assurance Manager
   • Sycolin Road Overpass Design-Build, December 2012 to Present - Quality Assurance Manager
   • I-64 Exit 91 Interchange Design-Build, October 2012 to Present - Quality Assurance Manager
   • I-495 HOT Lanes Design-Build, 2010 to 2013 - Quality Control Manager

   TRC, formally Site-Blauvelt, Transportation Engineer
   Transportation Engineer, April 2001 to March 2010

   As Transportation Engineer, performed overall Quality Assurance Control, in accordance with VDOT PPTA Project QA/QC Guidelines.
   • Route 15 Widening Design-Build, 2007 to 2010 - Quality Control Manager
   • Linton Hall Road Widening, 2007 to 2010 - Quality Assurance Control Manager
   • Route 895 Design-Build, 2001 to 2002 - Quality Control Manager

   Gujarat Electricity Board
   Civil Engineer, June 1985 to July 2000

   As Civil Engineer, provided design for construction, plant maintenance, and technical matters for a thermal power plant project.

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

   Gujarat University, Ahmedabad, India / BS / 1983 / Civil Engineering

f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer VA 2004 / Civil Engineer / 0402 039004

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

   1. Note your specific responsibilities and authorities for each project, not those of the firm.
   2. Note whether experience is with current firm or with other firm.
   3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.

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

   1. Sycolin Road Overpass Design-Build Project - Loudoun County, VA
   Quinn Consulting Services, Inc., Quality Assurance Manager, (December 2012 to Present)

   The Project is located at the intersection of Sycolin Road with the Route 7-15 Bypass in the Town of Leesburg in Loudoun County, Virginia. This project will improve safety and operations along the Route 7-15 Bypass by building a grade separated bridge for Sycolin Road over the Route 7-15 Bypass and removing the existing signalized intersection. Sycolin Road will be reconstructed as a 4-lane undivided overpass with no direct connection to the Route 7 Bypass after the Project is complete. Pedestrian access will be provided on the proposed bridge with a sidewalk on the south side of Sycolin Road and a shared-used path on the north side of Sycolin Road. The shared-use-path will be barrier-separated from the vehicular traffic across the bridge. As the Quality Assurance Manager (QAM), Kaushik is responsible for the Quality Assurance of the roadway, bridge and other physical construction operations, including the QA testing technicians. He has the authority and responsibility to stop any work not being performed in accordance with the Contract requirements or lacking the QA/QC documentation necessary to prove that the work meets the Contract...
**2. I-495 HOT Lanes Design-Build Project - Fairfax County, VA**

**Quinn Consulting Services, Inc., Quality Control Manager (2010 to 2013)**

Resident Area Engineer on this nearly $2 billion public-private Capital Beltway Project that includes widening of approximately 14-miles of High Speed, High Traffic flow Interstate, widening/replacement of over 50 bridges, construction of new HOV toll lanes, upgrades to 12 key interchanges and new soundwalls and carpooled ramps. Kaushik’s 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; and preparing deficiency and non-compliance reports. He also ensured 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.

**3. Design-Build, Route 15 Widening - Prince William County, Virginia**

**TRC (formally Site-Blauvelt), Quality Control Manager (2007 to 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 as well as three bridges. Kaushik served as the Quality Assurance Control Manager providing coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. His responsibilities included checking test reports, daily reports, safety reports, environmental reports, coordination with companies for utility relocations, and public relations in regards to the project.

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

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

Kaushik monitored 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. He was 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. Kaushik also inspected the post tensioning of strands for the river crossing segments and reviewed the schedule of nodes and stressing data.

**5. Linton Hall Road Widening - Prince William County, Virginia**

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

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

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

a. Name & Title: Steven Kuntz, PE, DBIA, Associate Vice President

b. Project Assignment: Design Manager, Design QA/QC

c. Name of Firm with which you are now associated: Dewberry Consultants LLC

d. Years experience: With this Firm 15 Years With Other Firms 0 Years

Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):

- Dewberry Consultants LLC
  Design Manager/Roadway Design Engineer, 1999 - Present
  General responsibilities included signing and sealing plans as the engineer of record, overseeing all aspects of design, coordination of multiple sub-consultants, and implementation and monitoring of the design QA/QC process.
  - Gloucester Parkway Extension, March 2014 to Present - Design Manager
  - Route 7 – Westbound Truck Climbing Lane, November 2013 to Present - Roadway Design Engineer
  - Interstate 66 Widening, September 2013 to June 2014 (design) - Roadway Design Engineer
  - Route 29 Bridge over Little Rocky Run, June 2013 to December 2013 (design), - Design Manager
  - Telegraph Road and U.S. Route 1 Intersection at United States Marine Corps Base Quantico, June 2013 to Present – Design Manager
  - Sycolin Road Overpass Route 7-15 Bypass, December 2012 to June 2013 (design), - Design Manager
  - Route 27/244 Interchange Modification, July 2011 to November 2012 (design), - Roadway Design Engineer
  - Pacific Boulevard Extension, July 2011 to August 2013 Design Manager
  - Route 50 Widening, February 2012 to January 2012 (design), - Roadway Design Engineer
  - Waxpool Road/Loudoun County Parkway Intersection Improvements, February 2010 to October 2010 - Design Manager
  - Fairfax County Parkway Phase III Improvements, October 2009 to December 2012 - Design Manager
  - Pacific Boulevard Design-Build, July 2008 to July 2012 - Roadway Design Engineer
  - Route 7/659 Interchange, February 2008 to July 2010 - Project Manager
  - Battlefield Parkway Design-Build Project, July 2007 to September 2009 - Roadway Design Engineer
  - Dulles Greenway Capital Improvements, March 2005 to September 2007 - Design Manager
  - Route 28 Corridor Improvements, September 2002 to Present - Design Manager
  - Route 29/Linton Hall Road Interchange, June 1999 to January 2011 (design), Construction Support thru August 2015 - Assistant Project Manager
  - I-66 Widening from Route 234 Business to Route 29, June 1999 to April 2006 - Assistant Project Manager

e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
  Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering

g. Document the extent and depth of your experience and qualifications relevant to the Project.
   1. Note your specific responsibilities and authorities for each project, not those of the firm.
   2. Note whether experience is with current firm or with other firm.
   3. Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.

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

   1. Sycolin Road Overpass of the Route 7-15 Bypass Design-Build Project - Loudoun County, Virginia
      Dewberry Consultants LLC, Design Manager (Design December 2012 - June 2013)
      Steve was responsible for signing and sealing plans as the engineer of record, overseeing all aspects of design, coordination of multiple sub-consultants, and implementation and monitoring of the design QA/QC process. Design elements included development of detour plans for the closure of the Sycolin Road intersection with the Route 7-15 Bypass, design of a 2-span bridge and roadway approach grade adjustments between Hope Parkway and Gateway Drive to carry Sycolin Road over the Bypass, design of sidewalk and shared use path facilities along Sycolin, noise barrier analysis and location design, and traffic improvements including roadway lighting on Sycolin Road. Steve attended...
regular meetings with Shirley, VDOT, and the Town of Leesburg to discuss design elements and progress, and participated in multiple public outreach meetings (information meetings and Pardon our Dust meetings) during design and construction to continue communication efforts with the local community and interested residents.

2. Route 29 Bridge over Little Rocky Run Design-Build Project - Fairfax County, Virginia

Steve was responsible for signing and sealing plans as the engineer of record, overseeing all aspects of design, coordination of multiple sub-consultants, and implementation and monitoring of the design QA/QC process. Design elements included widening of Route 29 from 4 to 6-lanes from just east of Pickwick Road to Union Mill Road, a new 2-span bridge over Little Rocky Run, sidewalk and shared use path facilities along Route 29, and traffic improvements including a new signal at Union Mill Road. Steve attended regular meetings with Shirley and VDOT to discuss design elements and progress, and participated in an information meeting and Pardon our Dust meeting during design and construction to continue communication efforts with the local community and interested residents.

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

Steve was responsible for signing and sealing plans as the engineer of record, overseeing all aspects of design, coordination of multiple sub-consultants, implementation and monitoring of the design QA/QC process. Design elements included modifications to the existing Fairfax County Parkway/Franconia-Springfield Parkway/Rolling Road Interchange, widening of approximately 0.8 miles of Rolling Road (to become Fairfax County Parkway), relocation of Rolling Road and Hooes Road, a new bridge to carry Rolling Road over the Fairfax County Parkway, significant sidewalk and shared use path improvements to connect multiple communities along relocated Rolling Road, and a new park and ride lot at the southern end of the Phase III improvements. Steve attended regular progress meetings with Eastern Federal Lands Highway Division, VDOT, Fairfax County, and Army staff to discuss project elements and progress, and participated in a formal public hearing, information and Pardon our Dust meetings.

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

Steve managed the design of ten interchanges along Route 28, resulting in creation of a limited access highway between Westfields Blvd. in Fairfax County and Route 7 in Loudoun. Steve was responsible for completion of conceptual interchange configurations for four interchanges (Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Boulevard) and for final design of six interchanges (Innovation Avenue, Sterling Boulevard, Nokes Boulevard, Westfields Boulevard, Willard Road, and Barnsfield Road). As part of the final design efforts, he coordinated the design of each of the interchange bridges, stormwater management facilities, and utility relocation designs, and oversaw the design of all aspects of horizontal and vertical geometric design, drainage design, lighting design, signing and marking design and maintenance of traffic plans. Steve also helped to prepare cost estimates for additional scope elements completed in subsequent phases of the project, including Atlantic Boulevard, Pacific Boulevard, and Centreville Road.

5. Route 29/Linton Hall Interchange and Railroad Grade Separation - Prince William County, Virginia

Beginning as a Project Engineer, Steve became Project Manager in late 2008 and has worked on the design of the phased improvements to construct a single point urban interchange (SPUI) and railroad grade separation at the existing Route 29 intersection with Linton Hall Road. As Project Engineer, he was responsible for all elements of roadway design including horizontal and vertical geometry, drainage design, and maintenance of traffic and detour designs in preparation for phased right-of-way plan approvals in 2007 and 2008. As Project Manager, he oversaw the completion of the roadway plans and coordinated the design with the four bridge plan packages in preparation for the December 2010 interchange advertisement. Steve served as the engineer point of contact for VDOT for the completion of parcel demolition plans (completed in 2009), advance detour construction plans (completed in 2011) and the interchange construction underway thru 2015 (advertised in December 2010). He attended monthly coordination meetings with VDOT project staff, coordinated with the in-plan utility relocations engineer, and worked with VDOT Central Office to coordinate with Norfolk Southern Railroad, and continues to attend monthly construction coordination and progress meetings with VDOT and the contractor (Shirley Contracting) as well as public meetings prior to major traffic pattern changes.

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

Brief Resume of Key Personnel anticipated for the Project.

a. Name & Title: Ricky Meyer, Senior 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 13 Years With Other Firms 12 Years

Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):

Shirley Contracting Company, LLC

Construction Manager/Senior Project Manager, December 2001 to Present

General responsibilities included coordination with the project design team, constructability reviews of design drawings; management of all aspects of daily field construction activities including manpower, equipment, and materials; purchasing, managing cost control activities, subcontractor coordination and management; oversight of construction activities to ensure quality and compliance with contract specifications.

- Route 50 Design-Build Widening Project, August 2011 to Present - Construction Manager
- Washington Headquarters Services, BRAC 133 Design-Build Project, December 2008 to August 2011 - Senior Project Manager
- Battlefield Parkway Design-Build Project, July 2007 to December 2008 - Construction Manager
- Dulles Greenway Capital Improvements Program, March 2005 to December 2007 - Construction Manager
- Route 606 Interchange Project, January 2004 to June 2005 - Construction Manager
- Potomac Yard Offsite Sanitary Trunk Sewer Project, March 2002 to December 2004 - Senior Project Manager
- Springfield Interchange Phase IV, December 2001 to March 2002 - Senior Project Manager

Federal Highway Administration

Construction Operations Engineer, June 1989 to December 2001

Project administration of approximately 40 new construction and maintenance projects located in the eastern part of United States, D.C. and the Virgin Islands. Clients included the National Park Service, Forest Service, D.C Public Works and Virgin Islands Public Works.

- Eastern Federal Lands Highway Division, December 1996 to December 2001 - Construction Operations Engineer

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

Rose-Hulman Institute of Technology, Terre Haute, IN/BS/1989/Civil Engineering

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

Will obtain both VDOT Erosion and Sediment Control Contractors Certification (ESCCE) and Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to commencement of construction.

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

1. Note your specific responsibilities and authorities for each project, not those of the firm.
2. Note whether experience is with current firm or with other firm.
3. Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.

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

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

Shirley Contracting Company, LLC, Construction Manager (August 2011 – Present)

Ricky is responsible for managing the construction of a $75M design-build project, which includes 3-miles of temporary detour, and permanent construction. This project includes the new construction of 3-miles of six-lane roadway extending from the intersection of Route 50 and Poland Road east to the interchange of Route 50 and Route 28 Sully Road. He is responsible for managing subcontractors and self-perform work, scheduling the crews, ordering materials, verifying quality control, and generating and analyzing monthly job cost status reports. Ricky is also involved with estimating and negotiating owner change order work as well as preparing monthly owner reports and payment applications. He is actively involved in public relations, preparing and distributing notices for lane closures and major traffic shifts as well as developing and presenting power point presentations at public meetings. Ricky helps to manage and schedule QA and QC inspections by preparing two-week look ahead schedules and holding bi-weekly construction progress meetings with VDOT and the inspections staffs. He also manages the CPM Schedule and prepares monthly schedule updates and narratives for submission to VDOT.
2. Washington Headquarters Services, BRACC – 133 Design-Build Project - Arlington, Virginia
Shirley Contracting Company, LLC, Senior Project Manager (December 2008 – August 2011)
Ricky was responsible for overall construction management and oversight of a $143 million design-build project, which included extensive sitework on the 16-acre site, two parking garages, a transportation center, a visitor access control center, and a remote inspection facility. The sitework scope of work included all new utilities and the relocation of the existing conflicted utilities including storm sewer, sanitary sewer, water, electric, gas, communications and fiber optic. Scope also included design and construction of roadway pavement, mass excavation, sheeting and shoring, retaining walls, and all site security measures for the federally protected secure facility. He coordinated the Quality Control Program, prepared and updated the Project CPM and daily work schedules, managed the budget, prepared the monthly requisition, and handled all subcontractor/supplier scoping and purchasing. In addition, Ricky performed constructability reviews in conjunction with the design team.

3. Battlefield Parkway Design-Build Project - Leesburg, Virginia
Shirley Contracting Company, LLC, Construction Manager (July 2007 – December 2008)
As Construction Manager for the Shirley/Dewberry Team, Ricky was responsible for construction management and oversight of a $26.5 million design-build project with VDOT which included 0.4 miles of 4-lane roadway and dual 1,250 foot long bridges over the W&OD Trail and Tuscarora Creek flood plain. In this capacity, he provided schedule updates, managed the project budget, performed constructability reviews, integrated the utility relocations with the construction activities, scheduled all subcontractors and Shirley crews, and communicated project issues to the Town of Leesburg and the surrounding communities. As the Construction Manager, Ricky had responsibility for the Construction QC Program, including scheduling resources to ensure that all materials and construction activities were tested and inspected. He also played a key role in performing and coordinating constructability reviews during the design phase with Dewberry.

4. Dulles Greenway Capital Improvements Design-Build Program - Loudoun County, Virginia
Shirley Contracting Company, LLC, Construction Manager (March 2005 – December 2007)
Ricky was responsible for construction management and oversight of a $71 million design-build project, which included widening the mainline roadway from 4 to 6-lanes, expansion of the mainline toll plaza, improvements to the existing Greenway interchanges at Route 606 and Route 772, and new interchanges at Routes 653 and 654. During the design phase he completed constructability reviews to confirm plan details were appropriate for planned construction means and methods and that any construction issues were identified early in the design phase. Ricky was responsible for Quality Control of erosion and sediment controls, maintenance of traffic and environmental permitting to ensure that construction activities were in compliance with the plans, specifications, and regulatory requirements. He coordinated with and scheduled a team of Quality Control inspectors to arrange inspection coverage of all construction materials and construction activities; and monitored and updated the construction portion of the CPM Schedule to ensure on-time completion of the project. 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, he was part of the design-build team that received the Design-Build Institute of America 2008 Regional Design-Build Excellence Award.

5. Route 606 Interchange Project, - Loudoun County, Virginia
Shirley Contracting Company, LLC, Construction Manager (January 2004 – June 2005)
Completed as one of the individual design-build components of the Route 28 Corridor Improvements Project, the new interchange at the intersection of Route 28 and Route 606 consisted of constructing a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting and signalization. The $16 million project included right-of-way acquisitions and major utility relocations of overhead and underground electric, fiber optic and communications, gas and water. Ricky played a significant role in the design of the detour intersection so that pre-construction traffic volumes were maintained during interchange construction and traffic impacts were minimized during the traffic switch to open it. He was responsible for Quality Control of environmental permitting to confirm that construction activities remained in compliance with permit and regulatory requirements and erosion and sediment control plans and specifications. Additional responsibilities included design constructability review, preparation and maintenance of the Project schedule, purchasing, production management and quality control oversight. The Project was completed ahead of schedule.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Ricky is currently assigned as the Construction Manager for the Route 50 Widening Project that is scheduled to be substantially complete by summer 2015, prior to the expected start of construction on this Project.
3.4.1 Work History Forms
# Battlefield Parkway Project

**Project Narrative:** 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 Battlefield Parkway, a 4-lane roadway from Kincaid Boulevard to Route 7. The $26.5 million project included dual 1,250 ft. bridges spanning the W&OD Trail and the Tuscarora Creek floodplain. The project required close coordination with the Northern Virginia Regional Park Authority (NVRPA) to reduce the impacts to the W&OD Trail. One end of the Battlefield Parkway Project was located within a sensitive residential community and park, the middle spanned the heavily used W&OD Trail Park, and the other end tied into a high volume primary roadway. On the Battlefield Parkway Project, 80% of the new roadway was located on six (6) parcels owned by four different property owners. 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. 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 re-sequenced the schedule so these additional improvements could be completed without delay to the original completion date. The Battlefield Parkway Project enabled our Team to gain significant experience in coordinating and obtaining Environmental Permits and mitigating environmental impacts during the construction of the parallel bridges through the environmentally sensitive Tuscarora Creek Floodplain.

**Project Scope:**
- Construction of a 4-lane divided roadway on a new alignment
- Construction of new parallel bridge structures spanning the W&OD Trail and a wide floodplain
- Utility relocations
- Right-of-way acquisition
- Environmental permitting
- 260-foot extension of a triple barrel box culvert
- Mechanically stabilized earth walls
- Two signals
- Roadway lighting

**Shirley’s Role:** Shirley as the Design-Build and Lead Contractor was responsible for all aspects of the project's construction including roadway, bridge, maintenance of traffic, right-of-way acquisition, utility relocations, safety, public involvement, quality assurance and quality control, coordination with NVRPA, Town of Leesburg, and local residents and businesses. Shirley also handled stakeholder coordination and public outreach, as well as overall project management, and coordination with other on-going projects within the corridor. Our Team attended many local HOA meetings and provided other correspondence and notices; including creating and maintaining a project website to ensure that the community and traveling public were kept abreast of the project schedule and changing project conditions.

**Verifiable Evidence of Good Performance:**
1. **Within five months of award, our Team was able to execute right-of-entry agreements with all four property owners allowing Shirley to start construction three months ahead of schedule.**
2. **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.**
3. **During construction our Team fenced off protected wetland areas, completed permit monitoring, and minimized impact areas through the floodplain and wetland areas.**
4. **The Project was substantially completed on schedule in September 2009.**

## Table of Reported Work

<table>
<thead>
<tr>
<th>Name</th>
<th>Name</th>
<th>Location</th>
<th>Contract Completion Date (Original)</th>
<th>Contract Completion Date (Actual or Estimated)</th>
<th>Original Contract Value</th>
<th>Final or Estimated Contract Value</th>
<th>Dollar Value of Work</th>
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<tbody>
<tr>
<td>Battlefield Parkway</td>
<td>Dewberry Consultants LLC</td>
<td>Leesburg, Virginia</td>
<td>September 2009</td>
<td>September 2009</td>
<td>$24,527</td>
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*Difference due to Owner added scope.
### Lead Contractor - Work History Form (Limit 1 page per project)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
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</thead>
</table>
| Pacific Boulevard Design-Build Project | Dewberry Consultants LLC | Name of Client: VDOT 4975 Alliance Drive, Fairfax, VA 22030  
Project Manager: Christiana Briganti-Dunn, PE  
Phone: 703-259-2960  
Email: Christiana.briganti@VDOT.Virginia.gov | August 2010 | August 2010 | $18,977 | $19,294* |

* Difference due to Owner added scope

### Project Narrative:

In April 2008, the Shirley Design-Build Team was awarded the $19 million Design-Build Project to design and construct 0.64 miles of 4-lane roadway to complete a critical segment of the Route 28 parallel road network along the west side of Route 28 between Auto World Circle and Seven Way. The project required close coordination with the Northern Virginia Regional Park Authority (NVRPA) to gain approval of the design concept, aesthetics and to minimize impacts to the regional park and W&OD Trail users. Our Team coordinated with NVRPA on design details including the minimum open area of the structure and the light well between bridges to maintain the NVRPA's desirable open feel of the park. An ashlar stone finish was utilized to all of the vertical faces of the MSE walls at both abutments of the trail to achieve the NVRPA's desirable aesthetic appeal. The project was segmented into three areas: south of the W&OD Trail, north of Cabin Branch, and between the two bridge crossings. The only access to the area between the two bridges within right-of-way was by crossing the W&OD Trail or installing an extensive temporary stream crossing of the environmentally sensitive Cabin Branch. To minimize environmental impacts at Cabin Branch and the avoid crossing the W&OD Trail, our Team worked closely with VDOT and Loudoun County to call in available proffered right-of-way and negotiate with property owners to minimize project costs. Our Team also coordinated the relocation of all utilities on the project. This included strategic planning with Dominion Virginia Power to maintain minimum clearance for Pacific Boulevard under the high voltage power transmission lines while also developing bridge construction and erosion plans to maintain a safe working distance from these lines during bridge construction and setting beams.

### Relevancies to Route 659 (BELMONT RIDGE ROAD) - RECONSTRUCT TO 4-LANES PROJECT

- Design-Build
- Bridge Construction over the W&OD Trail
- Construction of a 4-lane Divided Roadway
- Coordination with NVRPA
- Experience of Team Working Together
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocation
- Partnering

### Shirley's Role:

Shirley as the Design-Builder and Lead Contractor was responsible for all aspects of the project's construction including roadway, bridge, maintenance of traffic, right-of-way acquisition, utility relocations, safety, public involvement, quality assurance and quality control, coordination with NVRPA, Loudoun County, local residents and businesses. Shirley also handled stakeholder coordination and public outreach, as well as overall project management, and coordination with other on-going projects within the corridor. Shirley was also the primary point of contact with the Owner, created and monitored the Project schedule, supported public outreach efforts, and had primary responsibility for environmental compliance.

### Verifiable Evidence of Good Performance:

1. Shirley coordinated with an adjacent property owner to obtain a right-of-entry agreement to allow construction of a 1.3 mile temporary access road from Route 28, which allowed the project to comply with environmental commitments at the W&OD Trail, minimize anticipated environmental impacts at Cabin Branch and enabled the construction Team to advance the construction of the Project ahead of schedule.

2. The majority of right-of-way was required from a single property owner which owned 75% of the Project's length. Our Team and VDOT coordinated with the property owner to modify the design to accommodate the property owner's future site plan needs. These plan changes and accommodations for the property owner facilitated the dedication of all proffered and non-proffered right-of-way from the property owner at no cost to VDOT, resulting in a project savings of over $3 million dollars.

3. The Shirley Team with Diversified Property Services performing the right-of-way scope were able to obtain negotiated settlement with all of the other property owners on the project further minimizing VDOT right-of-way administration costs that would have been required to settle certificates.

4. Our Team negotiated an arrangement with Dominion Virginia Power to allow Shirley to construct manholes and duct bank for the undergrounding of Dominion's distribution lines under the W&OD Trail Bridges. Dominion provided materials and Shirley constructed the system allowing our Team to minimize the cost and schedule risks and ensured that the relocation was completed and overhead distribution lines removed to avoid delays to erection of the bulk-T beams at the W&OD Trail Bridges.

5. Project was completed and opened to traffic on time.
## ATTACHMENT 3.4.1(a)
### LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
</table>
| Route 28 Corridor Improvements Project | Dewberry Consultants LLC (formerly Dewberry & Davis LLC) | Name of Client / Owner: VDOT Northern Virginia District Office  
Project Manager: Susan Shaw  
Phone: 703-259-1995  
Fax: 703-815-3129  
Email: Susan.Shaw@vdot.virginia.gov | December 2015*  
*Difference Due to Owner added scope | May 2007 | $168,965 | $394,038*  
*Difference Due to Owner added scope | $394,038 |

**PROJECT NARRATIVE:**

In 2002, the design-build team led by Shirley Contracting Company, LLC, serving as the Lead Contractor, and Dewberry Consultants, LLC serving as the Lead Designer, was awarded the first Public-Private Transportation Act (PPTA) project to be implemented in the Northern Virginia area by VDOT. The initially funded scope included construction of six grade separated interchanges along Route 28 at Waxpool/Church Roads, Sterling Boulevard, Route 606, McLean Road, Air & Space Parkway, and Westfields Boulevard. **All work was completed on or ahead of schedule.**

Due in large part to the success of these initial interchanges, the Route 28 Tax District, VDOT, Fairfax County, and Loudoun County authorized funding for completion of the remaining four grade separated interchanges at Nokes Boulevard, CIT, Frying Pan Road, and Willard Road and numerous secondary road improvements. These included Davis Road, multiple sections of Pacific Boulevard, Atlantic Boulevard, Shaw Road, and Centreville Road. **All additional work was completed on or ahead of schedule.**

Currently, funding has been authorized for, and the Team is completing, additional improvements to widen portions of Route 28 to 8-lanes, complete the road network at Belfort Park, and extend Pacific Boulevard north of Nokes Boulevard.

**PROJECT SCOPE:**

- Design-build construction of 10 grade-separated interchanges along the Route 28 Corridor between I-66 and Route 7
- Design-build completion of numerous parallel secondary roads.
- Scope included 2 bridges over the W&OD Trail at the Route 625 Waxpool/Church Roads Interchange and at Atlantic Boulevard.
- Overall design-build scope included engineering, permitting, right-of-way acquisition of almost 300 properties, utility relocations, QA/CIP, public outreach, and construction.
- 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.

**SHIRLEY’S ROLE:**

Overall management of the design/build PPTA Contract was primarily the responsibility of Shirley, with support from parent company Clark Construction. In addition to being the Lead Contractor responsible for all aspects of construction, Shirley lead the design process, with Lead Designer Dewberry, managed the utility relocation and right-of-way processes, lead the Public Outreach efforts (including a Project website), and oversaw the permitting and quality assurance and control program.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. Winner of the 2004 Tower of Dulles Award given by the Committee for Dulles.
2. Each and every component of work has been completed either on or ahead of schedule, for a fixed price, and without any claims or other unresolved issues.
3. Due in large part to the successful completion of the work, the Route 28 Tax District, VDOT Fairfax and Loudoun Counties have obtained additional funding necessary to complete the majority of the scope of work included in the original contract.

**RELEVANCIES TO ROUTE 659 (BELMONT RIDGE ROAD) - RECONSTRUCT TO 4-LANES PROJECT**

- Design-Build
- Construction of 2 Bridges over W&OD Trail
- Roadway Widening From 2-Lanes to 4-Lanes
- Coordination with NVRPA
- Experience of Team Working Together
- Complex MOT Operations
- Public Outreach Program
- Numerous MSE Retaining Walls
- Restricted Work Hours

**PROJECT SCOPE:**

- Design-build construction of 10 grade-separated interchanges along the Route 28 Corridor between I-66 and Route 7
- Design-build completion of numerous parallel secondary roads.
- Scope included 2 bridges over the W&OD Trail at the Route 625 Waxpool/Church Roads Interchange and at Atlantic Boulevard. In addition, the Team successfully worked with VDOT and NVRPA to relocate a parking lot scheduled to be closed with the Route 28 Project. Extensive coordination with NVRPA was required for all scope to obtain appropriate rights of way, relocate utilities, and design/construct the overpasses to meet all NVRPA standards. The Project also included the 2-lane to 4-lane widening of Loudoun County Parkway (1.2 miles) and Centreville Road (2.0-miles).
a. Project Name & Location
b. Name of the prime/general contractor responsible for overall construction of the project.
c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.
d. Construction Contract Completion Date (Original)
e. Construction Contract Completion Date (Actual or Estimated)
f. Contract Value (in thousands)
g. Design Fee for the Work

<table>
<thead>
<tr>
<th>Name: Route 50 Widening Design-Build Project</th>
<th>Name: Shirley Contracting Company, LLC</th>
<th>Name of Client: VDOT Northern Virginia District Office</th>
<th>Project Manager: Larry Tomlinson, PE</th>
<th>Phone: 703-259-2304</th>
<th>Email: <a href="mailto:l.tomlinson@vdot.virginia.gov">l.tomlinson@vdot.virginia.gov</a></th>
<th>Completion Date: June 2015*</th>
<th>Contract Value (Original): $67,830</th>
<th>Construction Contract Value (Actual or Estimated): $70,710*</th>
<th>Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement: $4,066</th>
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h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

**PROJECT NARRATIVE:** Dewberry’s Fairfax, Virginia office served as the lead engineer for the widening of Route 50 for approximately 3.6 miles between Poland Road and Lee Road in Fairfax and Loudoun Counties. Design of these improvements was completed and approved in January 2012 and provided the detailed plans needed to widen the existing 4-lane roadway to 6-lanes, including complete removal and reconstruction of the existing pavement and replacement of the existing Cub Run Bridge with a new single span bridge. Sequence of construction plans were developed to maintain 4-lanes of traffic throughout construction, and temporary signal plans and temporary traffic control plans were developed to ensure that access to all intersections and entrances were safely maintained throughout all phases of construction. Due to the widening of the roadway and the required typical section (50’ wide median), a majority of the existing utilities (underground and overhead) needed to be relocated. Dewberry worked with Shirley and the utility companies to identify a common utility corridor which helped to reduce the impacts and footprint of the required utility relocations.

**PROJECT SCOPE:**
- Field surveys
- Wetland delineations and environmental permitting
- Roadway horizontal and vertical geometric design
- Shared use path and pedestrian facility improvements
- Structural design for Cub Run bridge
- Protective wall design
- Temporary traffic control design for staged construction
- Roadway drainage design
- Stormwater management design
- Signing and pavement marking plans
- Traffic signal designs
- Sub-consultant oversight and coordination for:
  - aerial mapping,
  - geotechnical investigations and testing,
  - utility designations and test pits,
  - traffic counts for signal timing development and temporary traffic impact analysis

**DEWBERRY’S ROLE:** As the lead designer and engineer of record for the improvements, Dewberry was responsible for all preliminary and final engineering designs and coordination and oversight of multiple sub-consultants needed to complete both the right-of-way acquisition and construction plans. During preliminary design, Dewberry worked with Shirley to identify the critical path for construction, and then developed an alternate sequence of construction plan which allowed construction to begin within existing right-of-way while acquisitions and utility relocations were initiated and prior to their completion. This phasing allowed the construction schedule to be shifted to earlier in the overall project timeline, as opposed to waiting for all utility relocations to be completed. In addition to the roadway, bridge, drainage and traffic control designs, Dewberry also designed the in-plan relocation for the existing 30” water main which was also upgraded through a betterment with Loudoun Water to a 36” main.

**VERIFYABLE EVIDENCE OF GOOD PERFORMANCE:**
1. Design completed on schedule, allowing work to commence within right-of-way in advance of utility relocations and right-of-way acquisitions.
2. Continued support from design staff has enabled VDOT to reduce right-of-way and property impacts through the acquisition process, avoiding damage claims from property owners during negotiations.
3. During construction, additional residential development west of the project resulted in higher traffic volumes and delays through the project site even though 2 travel lanes were maintained in each direction. Through coordination with VDOT and Shirley, Dewberry developed alternate maintenance of traffic plans which enabled an additional eastbound thru lane to be quickly implemented to help ease congestion through the work zone.
4. Multiple modifications to lane configurations, signal layouts, and signal timings were coordinated with VDOT to ensure the Team remained responsive to local elected official's requests during construction.
### Lead Designer - Work History Form

**Limit 1 Page Per Project**

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<thead>
<tr>
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<th>b. Name of the prime/general contractor responsible for overall construction of the project.</th>
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<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)</th>
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<tbody>
<tr>
<td>CENTREVILLE ROAD PROJECT</td>
<td>Route 28 Corridor Improvements Project</td>
<td>Shirley Contracting Company, LLC</td>
<td>Project Manager: Susan Shaw, PE</td>
<td>Name of Client: VDOT Northern Virginia District Office</td>
<td>December 2015*</td>
<td>$168,965</td>
</tr>
<tr>
<td>Location:</td>
<td>Loudoun &amp; Fairfax Counties, Virginia</td>
<td>Phone: 703-259-1995</td>
<td>Project Manager: Susan Shaw, PE</td>
<td>Phone: 703-259-1995</td>
<td>May 2007</td>
<td>$394,038*</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Email: <a href="mailto:Susan.Shaw@vdot.virginia.gov">Susan.Shaw@vdot.virginia.gov</a></td>
<td>Phone: 703-259-1995</td>
<td>Phone: 703-259-1995</td>
<td>December 2015*</td>
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**PROJECT NARRATIVE:**

In 2002, the design-build team of Shirley and Dewberry were awarded the contract for the Route 28 PPTA Improvements project. The initial contract scope included design and construction of six (6) grade separated interchanges on Route 28 (Westfields Boulevard, Air & Space Parkway, McLearon Road, Route 606, Sterling Boulevard, and Waxpool Church Road). Included in the Waxpool Church Road Interchange improvements was the widening and reconstruction of Church Road including design and construction of a new single span bridge to carry Church Road over the W&OD Trail. Modifications to the W&OD Trail at this location also included elimination of gravel and paved trail crossovers as requested and coordinated with the Northern Virginia Regional Park Authority (NVRPA) and calculations to identify the Elevation Open Area (EOA) of the new bridge overpass, which is required by NVRPA at all new overpass locations.

Due to the success of the original six interchanges, the Route 28 Tax District, VDOT, Loudoun County and Fairfax County added the final four interchanges to the contract (Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Boulevard) as well as the widening and reconstruction of Centreville Road, widening and reconstruction of Loudoun County Parkway, and extension of Atlantic Boulevard. As part of these additional roadway improvements, the following elements were designed which are similar to the Route 659 Widening project scope:

- Roadway widening from 2-lanes to 4-lanes
- 2 New Overpasses of the W&OD Trail
- Multi-Agency Coordination, including NVRPA
- Parking Lot Design for W&OD Trail Users
- Pedestrian and Bicycle (shared use path) Improvements
- Utility Relocation Designs
- Temporary Traffic Control Plan Development for Staged Construction
- Experience of Team Working Together

**PROJECT SCOPE:**

- Field surveys
- Roadway, structural and hydraulic engineering for all roadway widenings and interchanges
- Environmental permitting
- Lighting & electrical design
- In-plan utility relocation designs (water and sewer) including betterments
- Traffic signal, signing and marking, and temporary traffic control design
- Sub-consultant oversight and coordination for aerial mapping, geotechnical testing and analysis, and utility designations and test pits

**Dewberry’s Role:**

As the Lead Designer and engineer of record, Dewberry’s Fairfax, Virginia office was responsible for all preliminary and final designs for all elements of the project, as well as for coordination and oversight of design subconsultants. Dewberry coordinated directly with NVRPA staff for both of the W&OD Trail overpass locations and completed the necessary environmental and historic coordination for the entire project, including modifications on the NVRPA property. As part of the Route 28/Nokes Interchange design, Dewberry worked with the property owner adjacent to the W&OD Trail such that right-of-way and easements needed for the replacement W&OD Trail parking lot were dedicated to VDOT at no cost.

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. Forward thinking to accommodate widening to 8 and 10-lanes on Route 28 without the need for reconstruction of either of the bridges over Route 28 will reduce future construction costs and avoid significant impacts to the travelling public.
2. Successful completion of each phase of the project, has led each of the involved agencies to identify additional funding to allow for completion of additional scope of work identified as potential options in the original contract.
3. Winner of the 2004 Tower of Dulles Award given by the Committee for Dulles.
**LEAD DESIGNER - WORK HISTORY FORM**

**ATTACHMENT 3.4.1(b)**

**LIMIT 1 PAGE PER PROJECT**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/general contractor responsible for overall construction of the project.</th>
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<tbody>
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<td>Shirley Contracting Company, LLC</td>
<td>VDOT Northern Virginia District Office</td>
<td>August 2010</td>
<td>August 2010</td>
<td>$18,977</td>
<td>$19,294*</td>
</tr>
<tr>
<td>Location: Loudoun County, Virginia</td>
<td>Project Manager: Christina Briganti-Dunn, PE</td>
<td>Phone: 703-259-2960</td>
<td>Email: <a href="mailto:christiana.briganti@vdot.virginia.gov">christiana.briganti@vdot.virginia.gov</a></td>
<td></td>
<td></td>
<td>$1,493</td>
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</tbody>
</table>

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

**PROJECT NARRATIVE:** Dewberry was the lead designer for the Shirley led design-build team for the design and construction of the extension of Pacific Boulevard from Auto World Circle to Severn Way, a distance of approximately 0.6 miles. This new segment of Pacific Boulevard was designed as a 4-lane divided roadway with bridge crossings of the W&OD Trail (single span) and Cabin Branch (two-span). Through coordination with VDOT and the Northern Virginia Regional Park Authority (NVRPA), the Shirley-Dewberry Team was able to reduce the original 3-span overpass of the W&OD Trail to a single span bridge while still providing the required Elevation Open Area (EOA) above the Trail and completely spanning the NVRPA property. Architectural treatment to the bridge abutments was incorporated based on previous experience in working with NVRPA staff on Trail overpasses. Adjacent to the roadway, pedestrian (sidewalk) and bicycle (shared use path) facilities were incorporated and connections from both facilities were provided to the W&OD Trail which passed through the project limits. Significant coordination with the impacted property owner immediately north of the W&OD Trail resulted in dedication of all needed right-of-way and easements in return for incorporation of additional turn lane and intersection improvements which accommodated future development by the landowner.

**DEWBERRY’S ROLE:** As the Lead Designer and engineer of record, Dewberry’s Fairfax, Virginia office was responsible for all final design of all roadway, bridge, and hydraulic improvements. Dewberry coordinated directly with NVRPA staff for the shared use path connections to the W&OD Trail and for design of the maintenance of traffic plans required for construction of the new overpass of the W&OD Trail and NVRPA property. Dewberry completed the H&H analysis and scour analysis required for the bridge over Cabin Branch, and completed the stormwater management design for two (2) new basins immediately adjacent to the project. Landscaping improvements were incorporated to screen the stormwater management basins, as well as to soften the visual impacts of the bridge over the W&OD Trail to trail users. Dewberry also coordinated with several of the impacted property owners to incorporate modifications which allowed for right-of-way and easements to be dedicated at no cost for a majority of the project length.

**RELEVANCIES TO ROUTE 659 (BELMONT RIDGE ROAD) – RECONSTRUCT TO 4-LANES PROJECT**

- 4-Lane Divided Roadway Design
- New overpass of the W&OD Trail
- Multi-Agency Coordination, including NVRPA
- Pedestrian and Bicycle (shared use path) Improvements & Connections to W&OD Trail
- Utility Relocation Designs
- Experience of Team Working Together

**PROJECT SCOPE:**

- Field surveys
- Roadway design
- Bridge and retaining wall structural design
- Drainage design, H&H analysis, scour analysis, and stormwater management design
- Sequence of construction plans for work over W&OD Trail
- Signing and pavement marking design
- Sub-consultant oversight and coordination for environmental permitting, geotechnical investigations and testing, and utility designations and test pits

**VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**

1. Successful coordination with VDOT and NVRPA allowed for a significant reduction in the length and cost of the Pacific Boulevard Bridge over the W&OD Trail.
2. Successful coordination with the primary impacted property owner and incorporation of design modifications resulted in the dedication of right-of-way and easements to the project at no cost to VDOT.
3. Design modifications, including a widened median to accommodate future dual left turn lanes and additional intersection and access points for the property north of the W&OD Trail, were incorporated into the plans without delay to the project, allowing the project to be completed without any time extension or delays.