

Response to Request for Qualifications

ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

Town of Leesburg, Virginia

State Project Nos.: 0007-253-009, P101, R201, C501, B601

Federal Project No: STP-5A01(704)

Contract ID No.: C00106573DB101



SUBMITTED BY:



IN ASSOCIATION WITH:





3.2 - Letter of Submittal

January 31, 2018

Mr. Stephen D. Kindy, P.E.
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

**RE: Route 7 and Battlefield Parkway Interchange
Town of Leesburg, Virginia
Contract ID Number: C00106573DB101
3.2 Letter of Submittal**

Dear Mr. Kindy:

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 Engineers Inc. (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. As an example of our experience and history working together as a team, Shirley and Dewberry have been awarded 38 design-build projects totaling more than \$3.2 billion. The Shirley-Dewberry Team has also completed design and construction of three Single Point Urban Interchanges (SPUI).

3.2.1 - The Offeror's full legal name and address is Shirley Contracting Company, LLC, 8435 Backlick Road, Lorton, VA 22079.

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

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

3.2.4 - Shirley Contracting Company, LLC, a limited liability company, will be the legal entity, will have financial responsibility for the Project, and have joint and several liability for the performance of work. There are no liability limitations. Our bonding approach will 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 Engineers Inc.

3.2.6 - Full legal names and addresses of all Offeror's affiliated and/or subsidiary companies are included in Attachment 3.2.6.

3.2.7 - Signed Certification Regarding Debarment Forms for Primary and Lower Tier 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) 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 a performance and payment bond for the current estimated contract value, and that these bonds will cover the Project and any warranty periods.

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

3.2.11 - Our Team is committed to achieving the 13% DBE participation goal for the entire value of the contract. On behalf of our Team, we thank the VDOT for the opportunity to submit this SOQ and we look forward to partnering with VDOT and all involved to deliver another successful project.

Sincerely,



Michael E. Post
President/CEO/Manager

3.3 - Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley Contracting Company, LLC has the experience and personnel to successfully manage all design-build elements of the Route 7 and Battlefield Parkway Interchange Project (the Project). Shirley, along with Dewberry Engineers Inc., (Formerly know as Dewberry Consultants LLC) as our Lead Designer, are VDOT’s most experienced design-build team having been awarded 19 VDOT design-build projects to date, valued at more than \$1.3 billion. Successful completion of these projects has provided our Team with experience that directly correlates to elements of this Project, including:

- ✓ Design and construction of multiple Single Point Urban Interchanges (SPUI);
- ✓ Coordination of proposed interchanges directly over existing signalized intersections;
- ✓ Integration of complex maintenance of traffic requirements;
- ✓ Management of multiple utility conflicts;
- ✓ Local experience with the Town of Leesburg; and
- ✓ Established relationships with many of the key project stakeholders.



In addition to this experience best qualifying our Team for this Project, our success is further exemplified by the awards we have received including those shown in Table 1.

Our success on design-build projects is due in large part to the selection of personnel and team members, each with strengths that address critical project risks. The Shirley/Dewberry Team, with more than 16 years of design-build experience, is committing Key Personnel to address these risks. This experience facilitates development of a thorough understanding of each other’s capabilities, enabling us to efficiently manage each discipline and reduce project risk. Further, we bring additional design-build strength to the Project through our partners and specialty firms as shown in Table 2 and our Organizational Chart.







Table 1 - Shirley/Dewberry Project Team Awards

Project	Awards
I-66 Widening	<ul style="list-style-type: none"> ■ 2017 DBIA Mid-Atlantic Region Award
InterCounty Connector - Contract C	<ul style="list-style-type: none"> ■ 2012 ACI Award of Excellence in Heavy Construction ■ 2012 ARTBA Globe Award
I-66/Route 29/Linton Hall Road Interchange	<ul style="list-style-type: none"> ■ 2016 ACEC Metropolitan Washington Engineering Excellence Merit Award ■ 2016 VTCA Transportation Engineering Award
Dulles Greenway Capital Improvements	<ul style="list-style-type: none"> ■ 2008 DBIA Regional Design-Build Excellence Award
Route 27/244 Interchange Modifications	<ul style="list-style-type: none"> ■ 2016 DBIA National Award of Merit ■ 2016 DBIA Mid-Atlantic Region Transportation ■ 2016 DBIA Mid-Atlantic Excellence in Engineering ■ 2016 HCCA Excellence in Infrastructure
Route 28 Corridor Improvements PPTA	<ul style="list-style-type: none"> ■ 2012 - NVTA Salute ■ 2004 - Tower of Dulles Award

Table 2 - Project Team

Firms	Role on Project
 Dewberry	Dewberry Engineers Inc., (Dewberry) will be the Lead Designer and will provide construction quality control services for our Team. Dewberry has extensive design-build experience as the lead designer on all of Shirley’s 19 design-build projects for VDOT. Dewberry is a nationally recognized engineering firm headquartered in Fairfax, Virginia and is ranked among Engineering News-Record’s Top 25 transportation engineering firms.
	CES Consulting, LLC (CES) will provide the Quality Assurance Manager and Quality Assurance Inspectors for the Project. CES is a registered DBE in the Commonwealth of Virginia and specializes in providing Construction Management and Project Controls Services to governmental agencies and contractors.

3.3 Offeror's Team Structure

Firms	Role on Project
	Dulles Engineering (DE) will provide QA material testing as a subcontractor to CES. Dulles Engineering's team of professionals and technical specialists provide expertise in the fields of Geotechnical Engineering, Construction Testing, and Materials Engineering and Testing.
	GeoConcepts Engineering, Inc. (GeoConcepts) will provide geotechnical investigations, testing, and analysis as a subconsultant to Dewberry. GeoConcepts is a premier provider of geotechnical services in Virginia with a dedicated staff of over 60 professionals to address clients needs.
	Quantum Spatial (Quantum) will provide aerial mapping as a subconsultant to Dewberry. Quantum is a professional geospatial mapping organization with a proud record of performance providing similar services to multiple state, local, federal, and private organizations.
	Surveying and Mapping, LLC. (Formerly So-Deep Inc.) will complete utility designations and test pits as a subconsultant to Dewberry. They specialize in providing comprehensive subsurface utility engineering services, focused on reducing utility conflicts and utility relocation costs.
	Diversified Property Services Inc., will provide right-of-way and land acquisition services. As a VDOT prequalified ROW acquisition firm, they will handle all areas of appraisal/appraisal review services, negotiations, acquisition of rights, expert witness testimony, and relocations.
	Key Title, (Key) will provide title research and settlement services for properties acquired on the Project. Key has closed over 50,000 real estate transactions since 1973 and has accumulated a wealth of experience in all aspects of the real estate closing process.

3.3.1 Key Personnel

Information on Key Personnel in Table 3 is included as Attachment 3.3.1-Key Personnel Resume Forms:

Table 3 - Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Jeff Austin, PE, DBIA	Shirley Contracting Company, LLC
Quality Assurance Manager (QAM)	Avtar Singh, PE, DBIA, CCM, PMP	CES Consulting, LLC
Design Manager (DM)	Steve Kuntz, PE, DBIA	Dewberry Engineers Inc.
Construction Manager (CM)	Eric Andrews	Shirley Contracting Company, LLC
Lead Utility Coordination Manager	Keith Gardner, Assoc. DBIA	Shirley Contracting Company, LLC

Each individual has extensive experience in the design, construction, and administration of VDOT design-build projects, as well as overall design and construction expertise. Design-build projects require a high level of coordination and integration among the various disciplines. It is critical that Key Personnel have an extended history of working together and an understanding of how all disciplines interact. A successful team must integrate the design, construction, QA/QC, ROW, utility, permitting, safety, third party coordination, and public relations disciplines into a single, cohesive project.

To mitigate risks and address key project elements, our Team is *exceeding the Request for Qualifications (RFQ) requirements* by committing the *Value Added* personnel shown in Table 4. These individuals play an important 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.

Table 4 - Value Added Personnel

Value Added Position	Name	Firm
Maintenance of Traffic Manager	Jerry Mrykalo, PE, PTOE	Dewberry Engineers Inc.
Safety Manager	Julie Turner	Shirley Contracting Company, LLC
Lead Structural Engineer	Mark Unterkofler, PE	Dewberry Engineers Inc.
Right-of-Way Manager	Ryan Marrah	Shirley Contracting Company, LLC

3.3.2 Organizational Chart

The Organizational Chart at the end of this Section outlines the structure of our proposed Team. The “chain of command” shown in the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major project disciplines and participants. This structure has been created to specifically address the overall project scope, the anticipated schedule for completion, and risks involved in meeting project objectives. The following narrative describes the functional relationships and communications among our Team:

Design-Build Project Manager, DBPM (Jeff Austin, PE, DBIA) is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, Jeff has the ultimate responsibility for contract management and to coordinate and integrate all project disciplines. He has full authority to resolve all disputes or disagreements through best efforts and good faith negotiations with VDOT representatives. Jeff will lead coordination efforts with third-party stakeholders, including the Town of Leesburg, Loudoun County, and adjacent property developers. He will also work with VDOT to coordinate public outreach efforts, public meetings, and answer project inquiries.

Quality Assurance Manager, QAM (Avtar Singh, PE, DBIA, CCM, PMP) reports directly to the DBPM and is completely independent from the construction operations and QC inspections. Avtar has full responsibility for assuring the Project is in compliance with the Contract Documents and environmental permits, manages all aspects of the QA program, and directs the QA inspections by the QA inspectors and independent QA testing technicians. Avtar will manage a comprehensive system of QA/QC documentation and, based on all testing levels (QC, QA, and Owner), verifies the acceptability of work and certifies compliance with the Contract Documents as part of the application for payment. This position is unique in that Avtar has the autonomy to report findings directly to VDOT in addition to the DBPM, and if work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend work, and the responsibility to assure corrective action is taken before accepting work and certifying payment.

Design Manager (Steve Kuntz, PE, DBIA) reports to the DBPM and has overall responsibility for management of the design process. Of vital importance is Steve's role in integrating the various design disciplines with the construction, ROW, utility, permitting, and safety elements. He establishes and oversees the Design QA/QC program ensuring that design QA and QC functions are exclusively designated and not assigned to those with conflicting duties or production work, as outlined in the *VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*. Steve remains involved throughout the construction phase to support implementation of the design, review shop drawings, attend regular progress and public meetings, and respond to all construction questions and RFI's.

Construction Manager (Eric Andrews) reports to the DBPM and is responsible for managing all aspects of construction and the QC process. Prior to construction, Eric facilitates constructability reviews for design, works closely with the Lead Utility Coordination Manager to plan relocations, and coordinates with the ROW Manager to prioritize and schedule acquisitions. During construction, he is on site at all times, updates the Project Schedule, and coordinates with the QC Manager, Project Manager, and Superintendent ensuring construction materials and activities are in accordance with the Contract Documents. Eric oversees a system ensuring qualified personnel monitor, inspect, document, and maintain compliance with environmental permits and certifies the C107 inspection reports. He communicates with the Design Manager arranging for design engineer's review of construction submittals and shop drawings.

Lead Utility Coordination Manager (Keith Gardner, Assoc. DBIA) reports to the DBPM and actively coordinates existing and proposed utilities with the design, ROW, safety, and construction disciplines. As the liaison with each individual utility company, he ensures full integration of utilities into the Project scope and schedule. Working with the design team, Keith's first priority is to avoid relocations.

3.3 Offeror's Team Structure

If not possible, the focus is to minimize relocations to the greatest extent practical. When relocations are unavoidable, he ensures that they are coordinated with construction, completed within schedule, and properly documented through RUMS and as-built permits. Keith's 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.

Value Added Positions

To address project risk, we are *exceeding the requirements* by committing these *Value Added* positions:

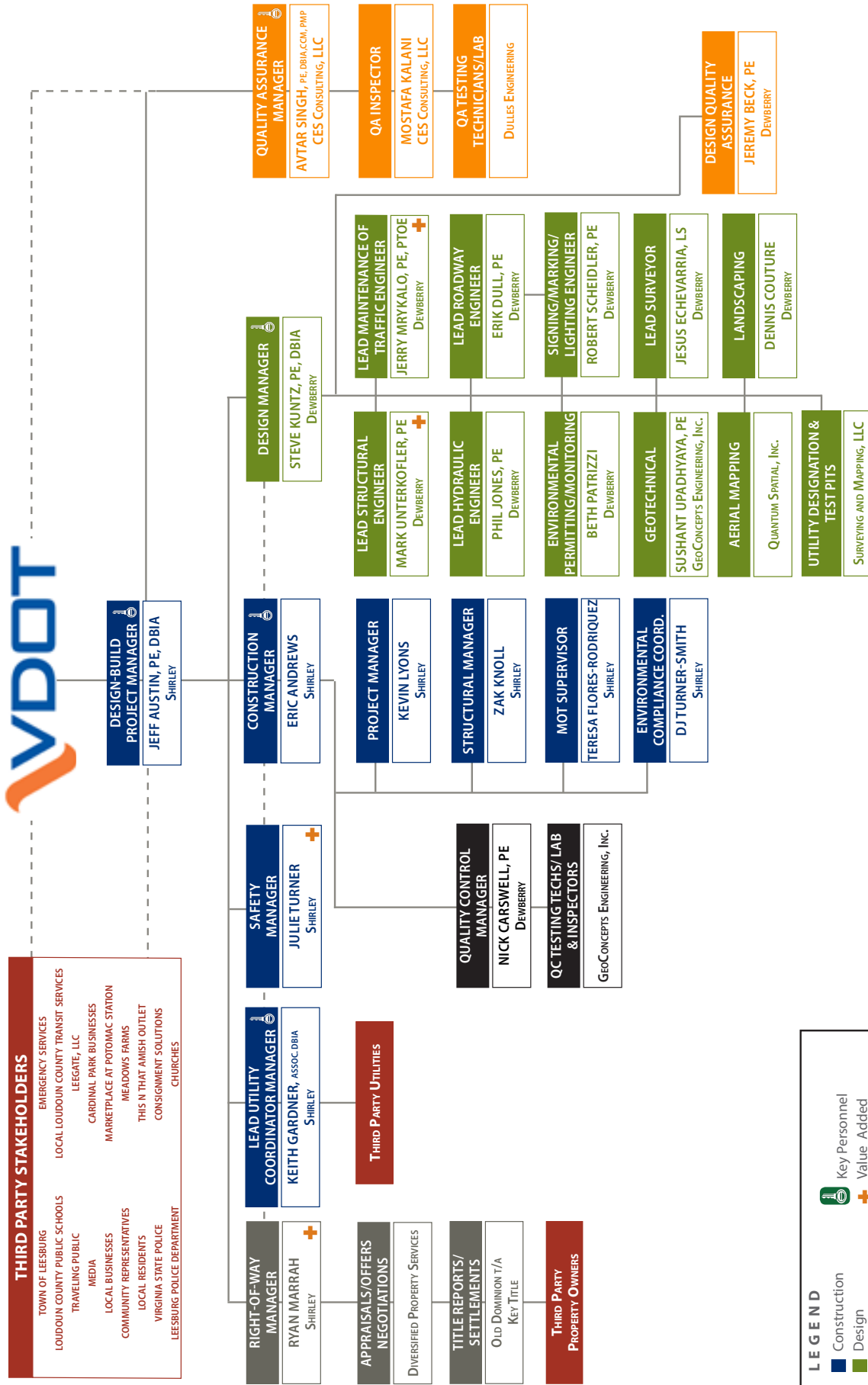
+ **Maintenance of Traffic Manager (Jerry Mrykalo, PE, PTOE)** reports directly to the DM and is responsible for all Temporary Traffic Control (TTC) design elements. He works closely with the CM and Lead Utility Coordination Manager to develop a sequence of construction that meets the Project Schedule. Jerry provides expertise and monitoring of the Transportation Management Plan (TMP) and TTC plans throughout design and construction ensuring safe and efficient operations. Jerry has previously led the traffic engineering design on 17 VDOT design-build projects successfully and has local design experience applicable to this project, having performed TTC design services for nine different projects on Route 7 and seven in the Town of Leesburg. As a VDOT Certified Work Zone Traffic Control training instructor, Jerry will also provide the added value of safety training tailored to the unique project challenges. We have identified Jerry as a value added position to avoid the risks associated with a breakdown in safety or increase in travel delays due to improper design or implementation of the TTC plan.

+ **Safety Manager (Julie Turner)** reports to the DBPM and reviews all field activities to provide a safe environment for VDOT, construction personnel, and the traveling public. Safety is a Core Value for the Shirley Team and ensuring safety of the public is paramount. Julie trains and informs our Team of the Project specific safety hazards and enforces all aspects of industry safety standards and Shirley's Corporate Safety Policy. Julie conducts regular project safety inspections, implements the Subcontractor Safe Start Program, and updates the Project Specific Health Safety and Welfare Plan. This value added role ensures our Team delivers a safe project, while establishing safety as our number one priority.

+ **Lead Structural Engineer (Mark Unterkofler, PE)** reports directly to the DM and is responsible for oversight, review, and verification of all structural design elements. He coordinates with roadway, hydraulic and geotechnical engineers ensuring the structural plans are integrated into the overall design. Mark also ensures structures are designed in accordance with VDOT, AASHTO, and RFP criteria and oversees the development of design and as-built Load Ratings for bridges. He coordinates the review of all construction submittals (shop drawings, RFI's) for structures during construction. Mark has been identified as a value added position specifically due to the unique bridge design details associated with a Single Point Urban Interchange (SPUI) bridge. Having led the design for each of our Team's four most recent SPUI bridges (two of which have a similar bridge configuration to that shown in the RFQ plans for this project), Mark understands the unique elements such as the longitudinal joints, "kicker" beams, and pedestrian accommodations which need to be accounted for in design of the bridge.

+ **Right-of-Way Manager (Ryan Marrah)** reports to the DBPM and manages 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 and maintain status of the process for VDOT. He will coordinate with the design, utility, and construction disciplines and demonstrate our in house capabilities to integrate the ROW process. Ryan will communicate project impacts to property owners and developers ensuring the Project design is coordinated with site development plans or other offsite improvements. This value added role helps in mitigating the risk that the Project's interface with proposed off-site improvements or development will result in cost or time impacts to project delivery.

3.3.2 - ORGANIZATIONAL CHART



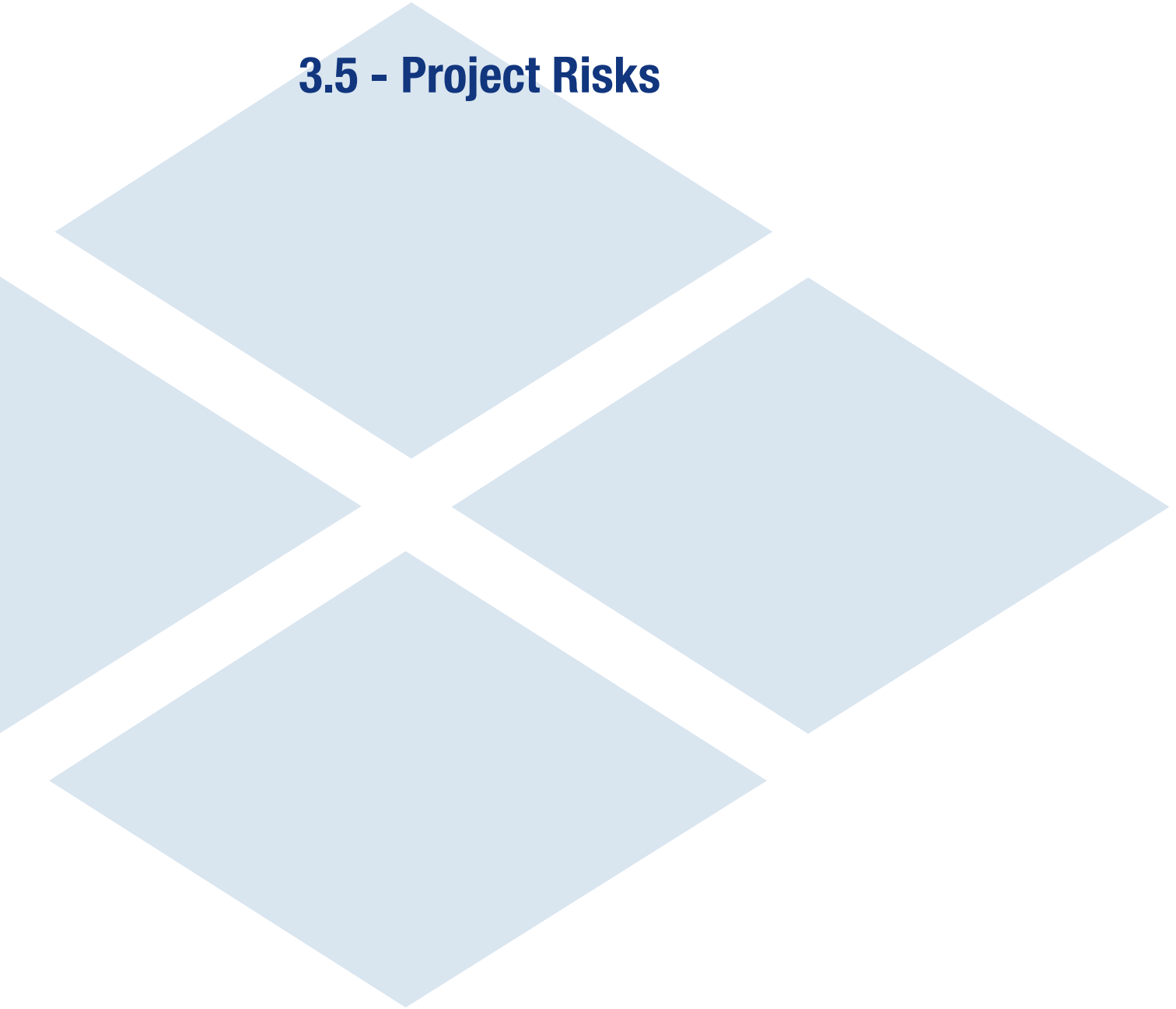
3.4 - Experience of Offeror's Team



3.4 Experience of Offeror's Team

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

3.5 - Project Risks





In preparation of this Statement of Qualifications (SOQ), we carefully reviewed all Request for Qualifications (RFQ) documents and performed site visits to understand the existing site conditions and constraints with the goal of avoiding and reducing impacts from potential risks. Our Team is committed to taking ownership of each risk factor and developing strategies for risk mitigation in partnership with VDOT and all stakeholders. The three most relevant and critical risks to the Project's overall success are:

PROJECT RISK 1 – MAINTENANCE OF TRAFFIC

Why the Risk is Critical

The Route 7 corridor is a crucial east-west artery for local and regional travelers, carrying over 84,000 vehicles per day. In addition to providing access to the Town of Leesburg, the roadway is a vital regional route connecting points east (Ashburn, Tysons, Washington) to points west (Purcellville, Winchester, West Virginia) and north (Frederick, MD). Of equal importance is Battlefield Parkway, which provides local north-south connectivity, and community and commercial access within the Town. Battlefield Parkway also serves as an important alternative to the congested US 7/15 Bypass corridor within the Town limits, and is utilized by Loudoun County Transit. The combination of these high traffic volumes, high travel speeds (posted speed of 55 mph), and high crash rates compounds the potential adverse impacts of a planned interchange alignment directly on top of the existing intersection. Maintenance of Traffic (MOT) becomes a critical risk when:

1. Existing traffic and crash trends are not carefully studied, mitigated, and integrated;
2. The Project team lacks design and construction experience with this type of interchange (SPUI);
3. "Typical" lane closure hours are implemented without performing detailed traffic analysis;
4. Interchange grade changes don't account for maintenance of Battlefield Parkway traffic; and
5. Traffic incident response and roadway maintenance are not immediately addressed.

Impact on the Project

The impact of improperly or inadequately maintaining traffic, not thoroughly considering constructability, or inadequately communicating construction activities with the public, could result in:

1. Degradation of safety for the public and/or construction personnel;
2. Excessive travel delays for Battlefield Parkway and Route 7 traffic;
3. Changes in lane closure restrictions;
4. Loss of access for emergency responders, local businesses, and adjacent properties;
5. Driver frustration;
6. Delays to the Project Schedule; and
7. Increased costs.

Mitigation Strategies

Our Team is dedicated to maintaining the highest possible levels of traffic mobility and providing industry leading safety measures within the work zone for the traveling public and construction personnel. We are committed to utilizing our extensive experience on similar projects to deliver enhanced and innovative mitigation strategies to successfully address this risk. By maximizing mobility and safety and minimizing construction impacts and road closures, we will exceed the Project requirements by implementing the mitigation strategies outlined as follows:

Ensuring Acceptable Operations During Temporary Lane Closures

We understand that temporary lane closures, especially on Route 7, can result in excessive delays and back-ups if not implemented during the window with the lowest traffic volumes. Therefore, our Team is committed to the development of directional-specific temporary lane closure hours that are tailored to the Project based on current 24-hour traffic data. We understand that WB and EB volumes are highly directional, with morning peak hours earlier than encountered in the closer-in suburbs. For example, at our Route 7/659 Interchange project two miles east of Battlefield Parkway, we successfully minimized travel delays by implementing customized lane and shoulder closure restrictions that were validated with actual traffic volumes at the Project site. To accomplish this delay minimization, we will analyze all potential MOT operations using software such as Quick Zone and HCS to ensure temporary lane closures are limited to the hours of least impact. Understanding these patterns is crucial to ensuring we maximize construction efficiency and limit motorist delay.

Enhanced Safety and Mobility Strategies

Our strategy is focused specifically on improving traffic operations and safety during construction. This begins with studying the pre-construction safety concerns and crash statistics, and then making interim safety and operational enhancements as part of our MOT plans in order to deliver immediate improvements. A preliminary investigation and assessment has already been completed by our Team and has found 326 documented crashes within the Project limits over the past seven years. As can be seen in the crash “heat map” in Figure 3.5.1, the concentration of crashes at the intersection of Route 7 and Battlefield Parkway is greater than the other major intersections in Leesburg, confirming the importance of a focus on safety during construction. Given the high number of crashes, the majority of which have been rear-end crashes, we have identified the following enhancements to maximize safety and operations:

1. Lane shift geometry utilizing the full “L” length for the posted speed limit (double the minimum length) for avoidance of abrupt transitions;
2. Enhanced pavement message markings (SIGNAL AHEAD) and temporary transverse rumble strips to alert drivers of new alignments or altered traffic signal locations;
3. Temporary raised pavement markers and wider than minimum temporary lane markings for increased visibility;
4. Additional supplemental and near-side traffic signal heads to enhance signal visibility as drivers may be distracted by construction activity or overhead bridge work; and
5. Use of Portable Changeable Message Signs (PCMS) to alert motorists of slow or stopped traffic prior to signals.

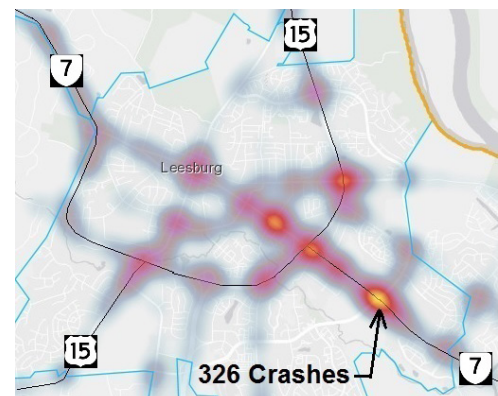


Figure 3.5.1.- “Heat Map” showing concentration of crashes within the Project limits (red and yellow colors indicate very high concentration of crashes).

Staging of Work to Minimize Impacts

To accomplish this strategy, our Team has already formulated several construction sequence options:

1. **Maintaining Battlefield Parkway and All Intersection Turning Movements:** The combination of over 20’ vertical grade change above the existing horizontal alignment of Battlefield Parkway, and the proposed bridge abutments and pier directly on top of the existing intersection, presents a significant challenge for the Team to maintain all movements during construction. While a road closure with detour (as discussed in Option 2 below) is feasible, the high traffic volumes and travel time delays makes this undesirable from a traffic operations perspective. Therefore, our Team believes that strong consideration should be given to maintaining all existing movements on-site by utilizing a temporary diversion roadway. Our Team has extensive experience designing and constructing interchanges

utilizing this technique, such as the Route 28/Willard Road Interchange (as shown in Figure 3.5.2 on the following page), the US 29/Linton Hall Road Interchange, and the Route 28/Westfields Boulevard Interchange. With this option, Battlefield Parkway would be temporarily shifted to the west utilizing temporary pavement, with Route 7 remaining on its existing alignment. This would allow for proposed Battlefield Parkway, the bridge over Route 7, and the east facing ramps to be constructed while maintaining all existing movements. Our Team has developed a Conceptual Typical Section for this diversion roadway, as shown in Figure 3.5.3. While the limits



Figure 3.5.2 - Willard Road Diversion at Route 28 where all movements were maintained with a signalized intersection on a temporary alignment adjacent to bridge and ramp construction.

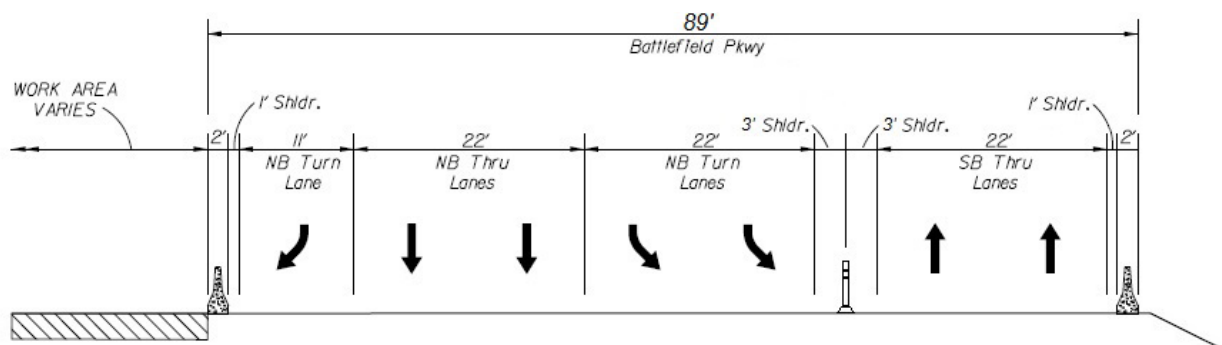


Figure 3.5.3 - Conceptual Typical Section of Battlefield Parkway Temporary Diversion (south of Route 7, looking south)

of the conceptual temporary construction easements shown in the RFQ plans do not completely accommodate the diversion, our Team believes they can be adjusted without impacting the proposed development on the Leegate property in the southwest quadrant if used in conjunction with a temporary retaining wall (as further explained in Option 3 below). Additional room for the temporary diversion may also be accommodated by slightly shifting the permanent alignment of Battlefield Parkway to the east, as we recently did for our Route 7/659 Interchange. Prior to opening the diversion, turn movements will be checked for sight distances, signal operations will be analyzed, and temporary turn lane lengths will be analyzed to ensure queuing does not spill back onto the mainline. Once the new bridge is completed and opened, the signal on Route 7 would be removed, the diversion would be demolished, and the west facing ramps would be completed.

- 2. Closure of Battlefield Parkway with Offsite Detour:** The second construction sequence option is to close existing Battlefield Parkway from Russell Branch Parkway to the commercial driveway north of Route 7 (Marketplace at Potomac Station). Battlefield Parkway traffic would be detoured onto Russell Branch Parkway (south side) and Fort Evans Road (north side) to access Route 7 from Crosstrail Boulevard/Rivercreek Parkway or from US 15 (Leesburg Bypass). This provides the construction advantages of building the entire interchange in one major stage and minimizing the Project footprint by not constructing a diversion. This option may be challenging and will require careful analysis of detour routes to ensure acceptable traffic operations are maintained. Our Team has recent experience with offsite detours, such as the Sycolin Road design-build and the Route 7/ Ashburn Village Boulevard Interchange. We are prepared to analyze the full intersection turning

3.5 Project Risks

movement counts followed by Synchro analysis of all intersections to determine if signal timing, signal phasing, or additional turn lane modifications will be necessary to accommodate detoured traffic. While we believe this is a feasible alternative, preliminary analysis shows that improvements may be necessary at the intersection of Russell Branch Parkway and Crosstrail Boulevard and at the intersection of Rivercreek Parkway/Crosstrail Boulevard and the Route 7 eastbound ramps as these carry heavy volumes of over 1,000 vehicles in the peak hour on Rivercreek Parkway/Crosstrail Boulevard (see Figure 3.5.4).

3. *Maintaining Major Turn Movements at Intersection:*

A third possibility, which we believe is likely the most feasible alternative and least impactful to the public, is a hybrid of the first two options. This hybrid would include maintaining the most critical movements utilizing the on-site diversion (Option 1), while detouring the lower volume movements to the existing roadway network (Option 2). One possible configuration is to maintain right-in, right-out movements at the existing intersection, and to detour other movements for a short duration. This reduces travel times for these major movements and puts less strain on the surrounding roadway network. Also, it advances Route 7 improvements as the existing signal can likely be removed with a temporary right-in, right-out configuration. In addition, the narrower diversion typical section would require less temporary construction easement and a smaller temporary retaining wall. Our Team has experience in the design and construction of temporary retaining walls for staged construction of SPUIs, such as at the Route 7/659 Interchange and at the US 29/Linton Hall Road interchange (See Figure 3.5.5).



Figure 3.5.5 - Temporary Wire Wall used Route 7/659 Interchange

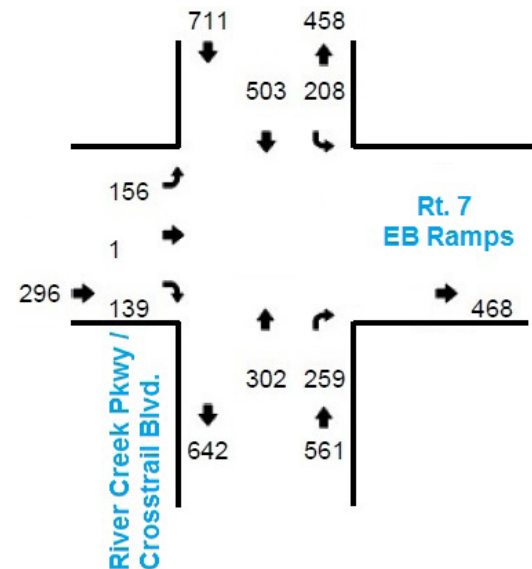


Figure 3.5.4 - Existing 2017 Peak Hour Volumes (PM Peak) at Rivercreek Parkway/Crosstrail Blvd & Route 7.

Proactive and Robust Public Outreach Program

A comprehensive program in partnership with VDOT and the Town of Leesburg is especially important for this Project given the high speeds, volumes, crash history, and traffic pattern changes. Our Team has identified the following potential public outreach solutions:

1. Holding regular “pardon-our-dust” and public information meetings throughout design and construction, especially prior to implementing major traffic pattern switches;
2. Direct communication with affected property owners and businesses;
3. Outreach through social media (such as Twitter), radio, and television;
4. Direct communication with emergency responders prior to traffic switches including in-person meetings with construction personnel to plan access routes in the event of an emergency in the work zone; and
5. Use of Portable Changeable Message Signs (PCMS) to alert motorists of new traffic patterns.

Role of VDOT and Other Agencies

We expect VDOT to be involved from a review and approval standpoint during the development of plans. Analysis of traffic volumes, travel patterns, the proposed construction sequencing, and any detours will

3.5 Project Risks

be discussed with VDOT during the TMP and TTC development process to determine if the proposed configurations are acceptable. We anticipate VDOT will also provide support with the public outreach process during design and construction and will remain active to review and approve lane closures, as well as assist in promoting work zone safety. Finally we anticipate MOT coordination during construction with other stakeholders (such as the Town of Leesburg and Loudoun County Transit) and with Leesburg and Loudoun County emergency responders to develop incident and emergency response plans.

PROJECT RISK 2 – UTILITY RELOCATIONS

Why the Risk is Critical

Utility relocations are a critical risk on this Project because of their potential to impact many project elements, including schedule and cost. On design-build projects, this risk is even greater due to the uncertainty of the available information at this stage of the procurement, and the limited control the design-builder has over the performance of the utility providers. As part of our preparation of this SOQ, our Lead Utility Coordination Manager visited the Project site and met with representatives for each utility to outline the Project scope, discuss the location and composition of their facilities, and review possible solutions to mitigate impacts. Although there are other utilities that may be affected, there are three key utilities that present a critical risk to the successful completion of the Project:

1. Summit IG confirmed that they own a 14 conduit concrete encased duct bank running parallel with Route 7 along its north side. In addition to Summit IG's own fiber, their system also contains Zayo, Fiberlight, and AT&T Long Distance. This facility appears to be in conflict with Ramp B, Ramp C, and the proposed drainage along westbound Route 7. Since this ductbank is concrete encased, it cannot be adjusted in place and requires phased splicing for the relocation of the multiple carriers, thus risking impact to the schedule.
2. Dominion Transmission's facilities cross Battlefield Parkway on the south side of Route 7. The transmission towers are in areas that will require retaining walls to avoid the proposed roadway fills impacting the towers and requiring their relocation. Any impact to these towers would be a prohibitive cost and schedule impact, as well as potential impact to current and future development adjacent to the Project. Even without direct impacts to Dominion Transmission's towers, the Project will be required to coordinate and submit plans to Dominion to ensure sufficient vertical clearance to the transmission lines.
3. Quest contains a system within the Project limits that contains multiple carriers. Their system is not shown on the RFQ plans, but we have confirmed that they are located on the south side of Route 7 and contains Quest, a VDOT fiber, and a dark fiber owned by Quest Government Services. The dark fiber contained in this system services the FAA, Mt. Weather, and FEMA. Any impacts to this system would require extensive coordination with Quest Government Services and each government agency, as well as creating safety and security risks.

Impact on the Project

Each utility may impact the Project regardless of whether or not they are in conflict. Potential impacts may include:

1. Substantial efforts to determine the as-built location, condition, and effect on construction elements;
2. Continuous coordination with each utility company throughout all phases of design and construction;
3. Potential revisions to planned design elements to avoid and/or minimize conflicts;
4. Increased construction impacts to the public;
5. Additional environmental and right-of-way impacts;
6. Increased project costs for utility relocations, permanent construction elements, or both;
7. Delays to the overall Project Schedule; and
8. Restrictions to the preferred construction phasing.

Mitigation Strategies

Our Team recognizes that a comprehensive approach is required to mitigate the impacts utilities can have on the Project. Our Team's existing relationships with each utility owner and experience moving similar facilities on several past design-build projects demonstrates that a comprehensive approach is required to mitigate utility impacts. Our strategy prioritizes avoiding relocations to the greatest extent possible. Should impacts prove unavoidable, our focus is on minimizing the utility relocation and the resulting impacts to the Work. These efforts begin in the Technical and Price Proposal phase and continue throughout design and construction and include:

1. Maintaining access points to the Summit IG system during construction and working around the existing duct bank. This allows us to construct Ramp B and most of drainage along WB Route 7 at the same time Summit IG is relocating their system, and provide Summit IG the time needed to relocate their duct bank and coordinate splices with each carrier in their system.
2. Coordinating early with Dominion Transmission to ensure the proper review period. This coordination will continue throughout the Project to ensure Dominion reviews and approves the 100% plans.
3. Designing the bridge abutment and retaining wall along eastbound Route 7 to avoid Quest, and adjust their facility around the proposed drainage to eliminate splicing.
4. Building on our relationship with each utility company to obtain as-built information, communicate issues and concerns among all parties, and develop efficient solutions for resolving conflicts.
5. Expediting utility designations and test pits on the existing utilities to accurately determine the location and potential conflicts at the earliest stages of design.
6. Establishing a Task Force that focuses on identifying conflicts with the design and construction, and creating design solutions to resolve them. These concepts may include revising the roadway profiles and cross-slopes, pavement buildups, ditch grading, storm sewer, and other permanent design elements that avoid physical conflicts with utilities.
7. Implementing a lift and lay operation in lieu of a complete relocation to reduce conduit and cable placement, and splicing.
8. Coordinating early with utility companies when relocations are needed to develop an efficient design and begin the relocations as soon as possible to limit the risk of delay.
9. Assisting utility companies with preparation of easement documents to expedite ROW acquisition.
10. Creating the Project schedule and sequence of work to ensure that the work is completed on-time. This schedule will be communicated to all parties, including the utility companies, and monitored closely for delays. Should delays be identified, the Team will implement recovery actions such as resequencing the work, supplementing resources, and/or self-performing activities.

Role of VDOT and Other Agencies

To reduce the overall risk to the Project, we recommend that VDOT perform utility designations to locate existing utilities and provide survey information of the Quest facility on the south side of Route 7 prior to the release of the RFP. During the design phase, as we develop solutions to avoid conflicts, we expect VDOT will participate in and review solutions for conflict avoidance. VDOT's utility representative will review and approve all utility relocation plans prior to the start of utility relocation construction. During construction, we anticipate VDOT's assistance should the utility owner become unresponsive. Following completion of utility relocations VDOT will issue as-built permits for any utilities located within ROW.

CRITICAL RISK 3 – PROPERTY OWNER & DEVELOPER COORDINATION

Why the Risk is Critical

Coordination with adjacent property owners and developers is a critical risk since this Project will alter access to multiple properties and change travel patterns on Route 7, Battlefield Parkway, and several adjacent roadways. Coordination efforts will be critical, as changes in development or concerns from

3.5 Project Risks

property owners could delay approval of the interchange plans, impact the right-of-way acquisition schedule, affect construction sequencing and temporary detour routes or diversion alignments, and ultimately delay the opening of the interchange and the removal of the Battlefield Parkway traffic signal.

Impact on the Project

Coordination efforts will be required with multiple property owners in order to quickly receive right-of-way and construction plan approval, which ultimately allows for the rapid removal of the Battlefield Parkway traffic signal and improvements to traffic flow and operations on Route 7. The impact to the Project will vary based on the location of the property and adjacent improvements, which need to be coordinated. Specific impacts may include the following:

1. Development of the Leegate property prior to interchange construction could limit the possible alignments available for temporary diversion of Battlefield Parkway to facilitate raising Battlefield Parkway over Route 7. This could affect the ability to avoid utility impacts or impact traffic operations.
2. Development of the Leegate property including extension of the triple box culvert beneath their site could alter the floodplain limits, thereby impacting the size of the drainage facility required under Ramp C and require upgrades to the existing pipe crossings of Route 7.
3. The proposed profile of Battlefield Parkway through the Russell Branch Parkway intersection will need to be adjusted. This requires close coordination with the Leegate development to determine if their profile for Russell Branch Parkway connects to the existing grades at Battlefield Parkway or the proposed grades. In the event they have tied their profile of Russell Branch Parkway to the existing grades, additional coordination and possibly reconstruction of Russell Branch Parkway could be necessary, which could impact the schedule and cost of both projects.
4. Cardinal Park Drive will be converted to a right-in right-out entrance as part of the interchange, and the connection of Russell Branch Parkway through the Leegate property will therefore provide the only access to and from westbound Route 7 to the businesses along that roadway. The timing of construction of that segment of Russell Branch Parkway will need to be coordinated with the interchange to properly identify traffic patterns and determine the degree of impacts associated with converting Cardinal Park Drive to a right-in right-out intersection. If Russell Branch Parkway is completed prior to construction of the interchange, more complex temporary traffic control plans and additional sequences of construction may be necessary to maintain all of the intersection movements during grade adjustments on Battlefield Parkway.
5. Access to the Consignment Solutions building along westbound Route 7 will require construction of an access road from Potomac Station Drive on property owned by Leesburg Gateway LLC and Battlefield 7 LC. Coordination with these property owners and developers could result in differing desires for the access road alignment, which could delay approval of the plans and/or require condemnation of property to construct the access road. The possibility that a common alignment can't be identified could delay right-of-way acquisitions, which in turn would delay construction of the access road and elimination of the entrance from westbound Route 7. This may delay completion of the interchange and removal of the existing traffic signal.
6. In addition to the Consignment Solutions building, the existing driveway connection from westbound Route 7 also provides access to the sports fields at the rear of the Consignment Solutions property. Since the proposed access road identified in the RFQ conceptual plans connects to the Consignment Solutions parking lot in a different location, ingress-egress agreements may need to be developed to maintain access to the sports fields, or modifications to the access road may be necessary.
7. Construction of an access road to the properties along westbound Route 7 east of Battlefield Parkway will be necessary to eliminate the existing entrances to/from Route 7. The conceptual alignment for the access road is shown on Loudoun County School Board property. We expect a good working relationship with the property owner will allow for accelerated approval of right-of-

3.5 Project Risks

way plans. However, the access road connects to the Meadows Farms, This ‘n That Amish Outlet, and Backyard Products properties at the rear of the developments and not with the existing parking facilities. Especially on the Meadows Farms property, significant reconfiguration of the property will be necessary so that access to the parking lot is provided and planting areas are reconfigured to accommodate the new access. The reconfiguration of these properties will need to be coordinated so that they are completed simultaneously with the construction of the access road, allowing for simultaneous closure of the entrances to Route 7 and opening of the new access road. Should work on the property require completion by the design-builder, the Project cost will be affected. Alternatively, should the improvements to the properties be completed by the property owner and their independent contractor, the Project schedule could be impacted if the improvements are not completed in the timeline required, resulting in delays associated with the inability to close the entrances to/from Route 7.

Mitigation Strategies

Having completed the original design and construction of Battlefield Parkway south of Route 7, our Team has positive working relationships with several of the property owners who will be impacted. This enables us to complete coordination efforts ensuring impacts to the Project cost and schedule are mitigated. Specific mitigation strategies to address the third party and developer coordination risk include:

1. **Developer Design Coordination** – Prior to initiating design, we will meet individually with each affected property owner to establish points of contact, generally discuss project details, determine the status of their development or current property conditions, exchange any available design files, and establish the process for coordination. Subsequent discussions will focus on the exchange of design and schedule information as the Project moves forward and identification and resolution of conflicts. Specific integration and coordination will include the following:
 - a. ***Leegate*** – Understand the timing of their development, status of plans, and any unique or sensitive items which need to be coordinated. Having up-to-date information ensures that profiles and limits of work on Battlefield Parkway and the connection at Russell Branch Parkway will not result in overlapping or gaps in construction. Timing of construction will be discussed to ensure overlapping activities are minimized or avoided, and that operation of Russell Branch Parkway is reflected in the appropriate stages of construction. Finally, coordination will provide an understanding of the drainage improvements being completed across the property and what, if any, impacts those improvements have on the existing and proposed crossings of Route 7.
 - b. ***Meadows Farms*** – Discuss the new access road limits and how access to the existing parking lot is to be provided or reconfigured at the rear of the property. This advance coordination is also beneficial for future right-of-way negotiations, as well as to determine if construction of necessary site improvements will be completed as a cost-to-cure effort or as part of the Project. Depending on the property modifications, we will also be able to identify a timeline that is appropriate for their completion and integrate the sequence of interchange construction and closure of the direct access to Route 7.
 - c. ***This ‘n That Amish Outlet and Backyard Products*** – Discuss the alternate access to the property and determine if modifications to the property layout are required to accommodate the new access configuration. If property layout adjustments are needed, a timeline for their completion will be discussed to ensure it is consistent with the interchange sequencing of construction and timeline for closure of the direct access to Route 7.
 - d. ***Consignment Solutions, Leesburg Gateway LLC and Battlefield 7 LC*** – Coordination with these property owners will determine if access road alignment modifications are necessary to accommodate future development and avoid challenges during the right-of-way acquisition

3.5 Project Risks

phase. Timing of the access to Route 7 will be discussed, and environmental and drainage constraints which could impact the access road alignment will also be discussed to avoid the potential for modification requests later during design.

2. **Temporary Traffic Control Plan Development** – Since closure and modification of access to Route 7 is expected to be a primary concern of the impacted properties, it will be critical to develop a sequence of construction which maintains access to all properties at all times. Based on discussions with the impacted property owners, and recognizing the timelines for property modifications in coordination with the interchange, sequence of construction plans will be developed which allow the maximum time for developer modifications to occur. This may include shifting work on the westbound Route 7 interchange ramps to later stages of construction and conversion of Cardinal Park Drive to a right-in-right-out entrance as late in the overall construction schedule as possible.
3. **Developer Construction Coordination** – As the Project transitions to construction, the Team will establish points of contact with each affected property owner. Schedule updates will be provided and specific notifications will alert each property owner of upcoming impacts, work schedules, and traffic pattern/access changes. Communication channels will also continue to allow this Project to accommodate events or other activities planned by property owners.

Role of VDOT and Other Agencies

We recognize that preliminary coordination with the adjacent property owners has already occurred, and our Team commits to honoring any commitments made to the adjacent property owners. We expect that these commitments will be identified as part of the RFP requirements, and specific restrictions will also be identified. We know that VDOT will be involved in review and approval of the interchange plans, including the alignments and configuration of access roads to the properties on the north side of Route 7. Approval of the Leegate development will reside with the Town of Leesburg and Loudoun County, so close coordination with those agencies will be necessary to understand the timing for approval and status of easement and right-of-way acquisition and/or dedication from the property for the interchange.

Appendix

Appendix



2.10 - C-78 Form

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**


RFQ NO. C00106573DB101
PROJECT NO.: 0007-253-009

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ – December 8, 2018
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

January 31, 2018

DATE

Michael E. Post

PRINTED NAME

President/CEO/Manager

TITLE



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	N/A
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	Page 1
Offeror's Team Structure				Pages 2-6
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	Pages 3-4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Key Personnel Resume – Utility Coordination Manager	Attachment 3.3.1	Section 3.3.1.5	no	N/A

ATTACHMENT 3.1.2

Project: 0007-253-009

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	Page 6
Organizational chart narrative	NA	Section 3.3.2	yes	Pages 4-5
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	N/A
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	Pages 7-15

3.2.6 - Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0007-253-009, Contract ID: C00106573DB101

Affiliated and Subsidiary Companies of the Offeror

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

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.		
<input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.		
Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary	Shirley Design/Build, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Clark Construction Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Metro Earthworks	8435 Backlick Road, Lorton, Virginia 22079
Subsidiary	Route 28 Corridor Improvements, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Capital Rail Constructors, a JV	7500 Old Georgetown Road, Bethesda, MD 20814

3.2.7 - Debarment Forms

ATTACHMENT 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0007-253-009

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

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

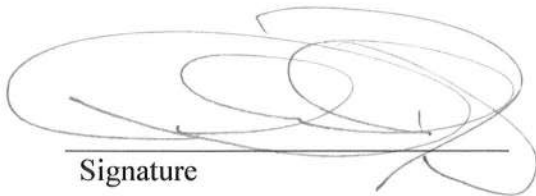
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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



Signature

January 31, 2018

Date

President/CEO/Manager

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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

Dave Mahoney 1/10/18 Executive Vice President
Signature Date Title

Dewberry Engineers Inc.
Name of Firm


ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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



Signature

1/9/2018

Date

President

Title

CES CONSULTING LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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

 _____ Signature	<u>01/09/2018</u> _____ Date	<u>Principal</u> _____ Title
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DOLLE GEOTECHNICAL & MATERIAL TESTING SERVICES, INC.

Name of Firm

ATTACHMENT 3.2.7(b)

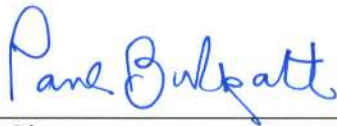
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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



Signature

1/19/18

Date

Senior Principal

Title

GeoConcepts Engineering, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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

Marlin R. Ford 1/10/2018 VP
Signature Date Title

Quantum Spatial, Inc
Name of Firm

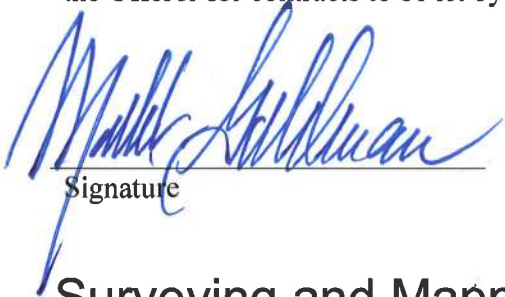
ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0007-253-009

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

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



Signature

01/10/2018

Date

PROJECT MANAGER

Title

Surveying and Mapping, LLC

Name of Firm

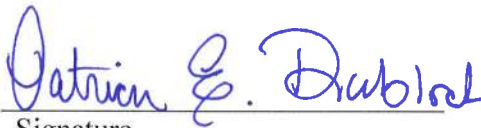
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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



1/24/2018

President

Signature

Date

Title

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0007-253-009

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

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



Signature

1-8-18

Date

Vice President

Title

Old Dominion Settlements, Inc. T/A Key Title

Name of Firm



3.2.8 - VDOT Prequalification Certificate



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/24/2018**

- S -

Vendor ID: S1060
Vendor Name: SHEPAUL ENTERPRISES, INC.
Prequal Level: Prequalified (Currently Inactive)
Prequal Exp: 09/30/2018

-- PREQ Address --

P. O. BOX 1638
BECKLEY, WV 25802-1638
Phone: (304)877-6451
Fax: (304)877-5789

Work Classes (Listed But Not Limited To)

020 - FENCE INSTALLATION
021 - GUARDRAIL INSTALLATION
023 - REINFORCING STEEL PLACEMENT

Bus. Contact: HAPUARACHY, SUMITH PETER
Email: SH1912BECK@AOL.COM

-- DBE Information --

DBE Type: DMBE
DBE Contact: N/A

Vendor ID: S018
Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC
Prequal Level: Prequalified
Prequal Exp: 09/30/2018

-- PREQ Address --

8435 BACKLICK RD.
LORTON, VA 22079-1403
Phone: (703)550-8100
Fax: (703)550-7897

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

Bus. Contact: CLYMORE, DANIEL EDWARD
Email: DCLYMORE@SHIRLEYCONTRACTING.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

3.2.9 - Surety Letter



One Tower Square
Hartford, CT 06183

January 11, 2018

Stephen D. Kindy, PE
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00106573DB101 - A Design-Build Project
Route 7 and Battlefield Parkway Interchange
From: 0.75 Miles W. of Battlefield Pkwy Along Rte. 7 To: 0.75 Miles E. of Battlefield Pkwy Along Rte. 7
From: 0.25 Miles S. of Rte. 7 Along Battlefield Pkwy To: 0.40 Miles N. of Rte. 7 Along Battlefield Pkwy
Town of Leesburg, Virginia
Estimated Contract Value: \$42 million

Dear Mr. Kindy:

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 \$750,000,000.

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

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

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

Sincerely,

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

By: 

Karen C. Bowling, Attorney-in-Fact



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 232261

Certificate No. 007380367

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, Karen C. Bowling, and Terry D. Reynolds

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 13th day of September, 2017.

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. Rancy, Senior Vice President

On this the 13th day of September, 2017, before me personally appeared Robert L. Rancy, 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, 2021.



Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 10th day of January, 20 18.


Kevin E. Hughes, Assistant Secretary



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

3.2.10 - SCC/DPOR Licenses & Registrations



Commonwealth of Virginia
State Corporation Commission



Virginia.gov

01/22/18

11:37:45

LLCM3220

LLC DATA INQUIRY

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

DATE OF FILING: 08/01/2002 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF FILING: VA VIRGINIA MERGER INDICATOR:
 CONVERSION/DOMESTICATION INDICATOR: Y
 P R I N C I P A L O F F I C E A D D R E S S
 STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

RTN MAIL:

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
17	50.00			50.00 CR

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



Virginia.gov

01/22/18

CISM0180

CORPORATE DATA INQUIRY

11:47:31

CORP ID: F100462 - 3 STATUS: 00 ACTIVE STATUS DATE: 10/21/15
CORP NAME: Dewberry Engineers Inc.

DATE OF CERTIFICATE: 06/13/1989 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CORPORATION SERVICE COMPANY

STREET: 100 SHOCKOE SLIP AR RTN MAIL:
2ND FLOOR

CITY: RICHMOND STATE : VA ZIP: 23219-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/01/18 LOC : 216

ACCEPTED AR#: 217 52 3489 DATE: 06/24/17 RICHMOND CITY

CURRENT AR#: 217 52 3489 DATE: 06/24/17 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	100.00					2,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia State Corporation Commission



Virginia.gov

01/22/18

11:41:34

LLCM3220

LLC DATA INQUIRY

LLC ID: S341600 - 7 STATUS: 00 ACTIVE STATUS DATE: 10/14/10
LLC NAME: CES Consulting, LLC

DATE OF FILING: 10/14/2010 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 23475 ROCK HAVEN WAY
SUITE 255

CITY: DULLES STATE: VA ZIP: 20166-0000

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

R/A NAME: AVTAR SINGH

STREET: 6773 LEOPOLDS TRAIL

RTN MAIL:

CITY: HAYMARKET STATE: VA ZIP: 20169-0000

R/A STATUS: 1 MEMBER/MANAGER EFF DATE: 05/18/16 LOC: 176 PRINCE WILLIAM

YEAR	FEES	PENALTY	INTEREST	BALANCE
17	50.00			

(Screen Id:/LLC_Data_Inquiry)



Virginia.gov

01/22/18

CISM0180

CORPORATE DATA INQUIRY

11:39:05

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99
 CORP NAME: GeoConcepts Engineering, Inc.

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

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
 19955 HIGHLAND VISTA DR #170
 CITY: ASHBURN STATE : VA ZIP: 20147-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
 ACCEPTED AR#: 217 02 3803 DATE: 01/19/17 LOUDOUN COUNTY
 CURRENT AR#: 217 02 3803 DATE: 01/19/17 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 18 100.00 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



Virginia.gov

01/22/18

11:39:43

CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0814199 - 6 STATUS: 00 ACTIVE STATUS DATE: 01/26/17
CORP NAME: Dulles Engineering, Inc.

DATE OF CERTIFICATE: 01/26/2017 PERIOD OF DURATION: INDUSTRY CODE: 70
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: ALI DAR

STREET: 42033 FOLEY HEADWATERS ST AR RTN MAIL:

CITY: ALDIE STATE : VA ZIP: 20105-0000

R/A STATUS: 1 DIRECTOR EFF. DATE: 01/26/17 LOC : 153
ACCEPTED AR#: 218 01 4504 DATE: 12/19/17 LOUDOUN COUNTY
CURRENT AR#: 218 01 4504 DATE: 12/19/17 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
18 100.00 500

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia State Corporation Commission



Virginia.gov

01/22/18

11:45:29

CISM0180

CORPORATE DATA INQUIRY

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
CORP NAME: Quantum Spatial, Inc.

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

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143

ACCEPTED AR#: 217 03 2932 DATE: 02/03/17 HENRICO COUNTY

CURRENT AR#: 217 03 2932 DATE: 02/03/17 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
18	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia State Corporation Commission



Virginia.gov

01/22/18

11:49:26

LLCM3220

LLC DATA INQUIRY

LLC ID: T056496 - 5 STATUS: 00 ACTIVE STATUS DATE: 03/21/14
LLC NAME: Surveying And Mapping, LLC

DATE OF FILING: 03/21/2014 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00
STATE OF FILING: TX TEXAS MERGER INDICATOR: S SURVIVOR

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 4801 SOUTHWEST PKWY BLDG 2 STE 100

CITY: AUSTIN STATE: TX ZIP: 78735-0000

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

R/A NAME: INCORP SERVICES INC

STREET: 7288 HANOVER GREEN DR

RTN MAIL:

CITY: MECHANICSVILLE STATE: VA ZIP: 23111-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 03/21/14 LOC: 142 HANOVER COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
18	50.00			50.00

(Screen Id:/LLC_Data_Inquiry)



Virginia.gov

01/22/18

11:44:03

CISM0180

CORPORATE DATA INQUIRY

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 09/04/15
CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.
(USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC)

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

STREET: 3771 VERMACCHIA DR AR RTN MAIL:

CITY: CHANTILLY STATE : VA ZIP: 20151-0000

R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129

ACCEPTED AR#: 217 12 6745 DATE: 08/11/17 FAIRFAX COUNTY

CURRENT AR#: 217 12 6745 DATE: 08/11/17 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)



Virginia.gov

01/22/18

11:44:51

CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 08/09/16
CORP NAME: OLD DOMINION SETTLEMENTS, INC.

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

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

CITY: ANNANDALE STATE : VA ZIP: 22003-0000
R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129
ACCEPTED AR#: 217 09 6439 DATE: 06/09/17 FAIRFAX COUNTY
CURRENT AR#: 217 09 6439 DATE: 06/09/17 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
17 220.00 25,000

(Screen Id:/Corp_Data_Inquiry)

DPOR License Lookup License Number 2705071652

License Details

Name	SHIRLEY CONTRACTING COMPANY LLC
License Number	2705071652
License Description	Contractor
Firm Type	LLC - Limited Liability Company
Rank ¹	Class A
Address	8435 BACKLICK ROAD, LORTON, VA 22079
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	2002-10-08
Expiration Date	2018-10-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

DPOR License Lookup License Number 0411000941

License Details

Name	DEWBERRY ENGINEERS INC
License Number	0411000941
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
Initial Certification Date	2012-07-02
Expiration Date	2018-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402023693	JAMES, RUSSELL R	Professional Engineer License	Engineering	2019-03-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407005783

License Details

Name	CES CONSULTING LLC
License Number	0407005783
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	23475 ROCK HAVEN WAY SUITE 255, DULLES, VA 20166
Initial Certification Date	2010-11-05
Expiration Date	2019-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035169	SINGH, AVTAR	Professional Engineer License	Engineering	2019-01-31

Showing 1 to 1 of 1 entries

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

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DPOR License Lookup License Number 0407004404

License Details

Name	GEOCONCEPTS ENGINEERING INC
License Number	0407004404
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	19955 HIGHLAND VISTA DRIVE SUITE 170, ASHBURN, VA 20147
Initial Certification Date	2003-03-28
Expiration Date	2019-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402021276	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	Engineering	2018-04-30
0402021556	BURKART, PAUL EDWARD	Professional Engineer License	Engineering	2018-03-31

Showing 1 to 2 of 2 entries

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

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DPOR License Lookup License Number 0405002161

License Details

Name	DULLES ENGINEERING INC
License Number	0405002161
License Description	Professional Corporation Registration
Firm Type	PC - Professional Corporation
Rank	Professional Corporation
Address	4230 LAFAYETTE CENTER DR STE AB, CHANTILLY, VA 20151
Initial Certification Date	2017-02-03
Expiration Date	2019-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402044185	DAR, MOHAMMAD ALI	Professional Engineer License	Engineering	2019-11-30

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407005489

License Details

Name	QUANTUM SPATIAL INC
License Number	0407005489
License Description	Business Entity Registration
Rank	Business Entity
Address	6216 RESOURCES DR, SHEBOYGAN FALLS, WI 53085
Initial Certification Date	2009-07-30
Expiration Date	2019-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0408000008	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	Land Surveying	2019-02-28

Showing 1 to 1 of 1 entries

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

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DPOR License Lookup License Number 0407006626

License Details

Name	SURVEYING AND MAPPING LLC
License Number	0407006626
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	4801 SOUTHWEST PARKWAY BLDG 2, STE 100, AUSTIN, TX 78735
Initial Certification Date	2014-10-15
Expiration Date	2019-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403001764	SHACKELFORD, MICHAEL GARY	Land Surveyor License	Land Surveying	2018-06-30

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 4008001190

License Details

Name	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number	4008001190
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
Initial Certification Date	2000-11-29
Expiration Date	2018-11-30

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DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

DPOR License Lookup License Number 0402039440

License Details

Name	KUNTZ, STEVEN KLINE
License Number	0402039440
License Description	Professional Engineer License
Rank	Professional Engineer
Address	HAYMARKET, VA 20169
Initial Certification Date	2004-06-14
Expiration Date	2018-06-30

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DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

DPOR License Lookup License Number 0402035169

License Details

Name	SINGH, AVTAR
License Number	0402035169
License Description	Professional Engineer License
Rank	Professional Engineer
Address	HAYMARKET, VA 20169
Initial Certification Date	2001-01-18
Expiration Date	2019-01-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407005783	CES CONSULTING LLC	Business Entity Registration	Engineering	2019-12-31

Showing 1 to 1 of 1 entries

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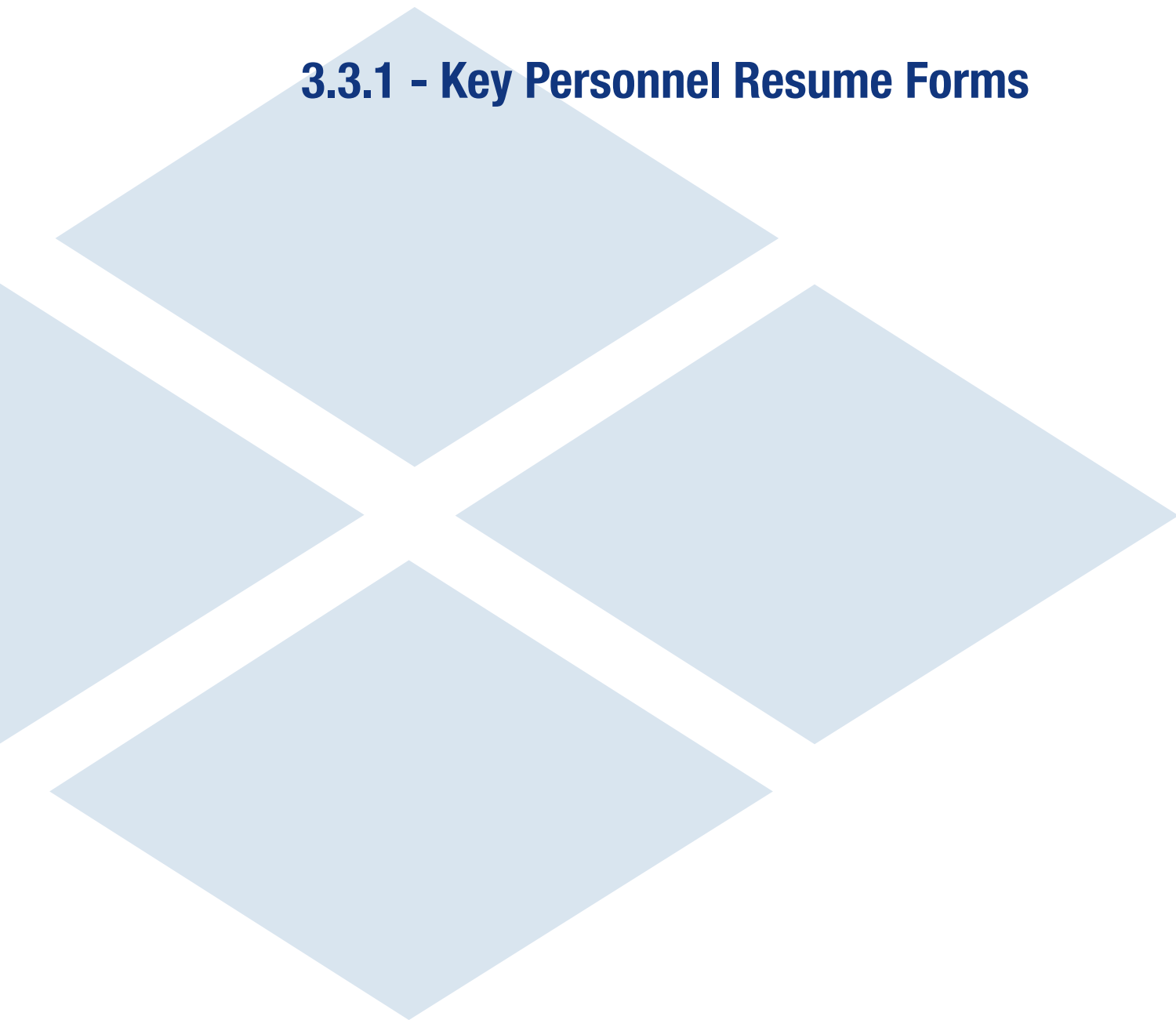
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DPOR License Lookup build 1,198 (built 2017-07-13 02:34:41).

3.3.1 - Key Personnel Resume Forms



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Jeffrey S. Austin, PE, DBIA, Vice President
b.	Project Assignment: Design-Build Project Manager (DBPM)
c.	Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full Time/ Part Time): Shirley Contracting Company, LLC - (Full Time)
d.	<p>Employment History: With this Firm 17 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):</p> <p>Shirley Contracting Company, LLC Contract Manager, September 2004 to July 2011; Vice President, July 2011 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 owner's representatives, designers, construction staff and quality teams.</p> <ul style="list-style-type: none">▪ Route 772 Transit Connector Bridge (\$16.6M), 5/2016 to 12/2018 - DBPM▪ Route 659-Reconstruct to 4-Lanes Design-Build (\$45.6M) - 10/2015 to 12/2018 - DBPM▪ Route 606 Reconstruction & Widening Design-Build (\$94M) - 6/2014 to 8/2018 - DBPM▪ Route 28 Corridor Improvements Design-Build (\$446M) - 9/2004 to 7/2018 - DBPM▪ Gloucester Parkway Extension Design-Build (\$26M) - 3/2014 to 8/2016 - DBPM▪ I-66 Widening Design-Build (\$54.6M) - 9/2013 to 8/2016 - DBPM▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28M) - 11/2013 to 12/2015 - DBPM▪ I-64-Exit 91 Interchange Improvements Design-Build (\$20.4M) - 10/2012 to 12/2015 - DBPM▪ Route 50 Widening Design-Build (\$77M) - 3/2011 to 12/2015 - DBPM▪ Route 27/244 Interchange Modifications Design-Build (\$32.5M) - 9/2011 to 11/2015 - DBPM▪ University Boulevard Extension PPTA Design-Build (\$30.7M) - 3/2011 to 12/2013 - DBPM▪ Pacific Boulevard Extension Design-Build (\$5.9M) - 7/2011 to 7/2013 - DBPM▪ Pacific Boulevard Design-Build (\$19.2M) - 7/2008 to 8/2010 - DBPM▪ Battlefield Parkway Design-Build (\$26.9M) - 7/2007 to 11/2009 - DBPM▪ Dulles Greenway Capital Improvements Design-Build (\$71M) - 3/2005 to 12/2007 - DBPM <p>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.</p> <ul style="list-style-type: none">▪ Springfield Interchange Phase IV, (\$140M) - 10/2000 to 9/2004 – Senior Project Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University/Blacksburg, VA/ B.S./1992/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 1999/Professional Engineer/0402 033555 2015/DBIA Design Build Professional Certification
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. Route 28 Corridor Improvements Project - Fairfax and Loudoun Counties, Virginia

Shirley Contracting Company, LLC, Design-Build Manager (9/2004 – 7/2018)

Role/Responsibilities: Jeff leads the Shirley/Dewberry Team's efforts through the successful completion of many components of the Route 28 PPTA program that totals more than **\$446 million**. He is responsible for leading the Team through all phases of the design-build process including design, environmental permitting, right-of-way acquisition, utility relocations, public outreach, construction, and quality control and assurance. Jeff is the primary point of contact for our Team coordinating the design and construction with VDOT, MWAA, NVRPA, local landowners, developers, and the Fairfax and Loudoun County Departments of Transportation and Boards of Supervisors. The program included, among other interchanges, the design and construction of the Route 28/Willard Road Interchange, a Single Point Urban Interchange (SPUI) similar in concept to the proposed interchange at Route 7 and Battlefield Parkway. Jeff worked closely with Dewberry design staff and VDOT to develop traffic management concepts to enable the conversion of existing at-grade signalized intersections to grade separated interchanges at Willard Road, Frying Pan Road, Innovation Avenue and Nokes Boulevard with minimal impact to traffic and in some cases improved existing traffic flows during construction. Jeff also leads an extensive public outreach program including maintenance of a project website, numerous public hearings and citizen information meetings, groundbreaking and ribbon cutting ceremonies for each component project and distribution of notices for project updates and traffic changes.

2. Battlefield Parkway Design-Build Project - Leesburg, Virginia

Shirley Design-Build, LLC, Design-Build Project Manager (7/2007 – 11/2009)

Role/Responsibilities: 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 and quality control, and construction for the **\$26.9 million design-build project** to extend Battlefield Parkway from Kinkaid Boulevard to Route 7 in the Town of Leesburg, Virginia. The most significant project element was the design and construction of dual 1,250' long bridges spanning the W&OD Trail and the Tuscarora Creek floodplain. As Battlefield Parkway is a roadway that is maintained by the Town of Leesburg, extensive coordination was required to obtain the Town's approval of the plans and final inspection and acceptance of the project. It is expected that a similar level of effort will be required for the Route 7 and Battlefield Parkway Interchange for the portions of Battlefield Parkway that will continue to be maintained by the Town. Jeff served as the primary point of contact for communication and coordination with VDOT, the Town of Leesburg, NVRPA, permitting agencies, impacted property owners (including Leegate, LLC), and local communities on the project. He also developed and managed the CPM schedule ensuring that the project was completed on time. Jeff worked closely with Shirley's utility coordinator and utility companies for the design and construction of utility relocations and betterments. Some of these including the sanitary sewer sleeve crossing Battlefield Parkway just north of Russell Branch Parkway, the 12" waterline crossing Battlefield Parkway just south of Route 7, and the overhead utilities along Route 7, will also be impacted by the Route 7 and Battlefield Parkway Interchange Project.

3. Dulles Greenway Capital Improvements Design-Build - Loudoun County, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (3/2005 – 12/2007)

Role/Responsibilities: Jeff was responsible for the overall contract administration for this **\$71 million design-build project**. He managed and integrated the individual design-build disciplines including design, permitting, utility relocations, and construction to ensure constructability, safety, and mobility for the improvements on this limited access toll facility. Jeff led the Team in developing and implementing a detailed TMP Plan to widen 6.2-miles of highway including 14 bridges, with minimal impact to the more than 70,000 vpd using the facility. 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. The Design-Build project included widening the mainline roadway from 4 to 6-lanes for 10 miles, widening of 10 bridges along with the widening of twin three span 660' long bridges over Goose Creek, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Battlefield Parkway. For the Greenway/Battlefield Parkway Interchange, Jeff coordinated with the Town of Leesburg to obtain approval of both the roadway and bridge plans and acceptance of the project by the Town for maintenance. 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*.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Avtar Singh, PE, DBIA, CCM, PMP, President
b. Project Assignment: Quality Assurance Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part Time): CES Consulting LLC - (Full Time)
d. Employment History: With this Firm <u>7</u> Years With Other Firms <u>17</u> Years Please list chronologically (most recent 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): CES Consulting LLC, President (2010 – Present) Manages and directs CEI and Construction firm of 70 employees as well as working as consultant QAM/RCE/CM on multiple VDOT projects. For CES, responsible for firm procedures and processes, financial management, developing and implementing business development/strategy/forecasting and goals, ensure overall compliance with State and Federal laws. Perform Quality Assurance Manager duties on VDOT Design-Build Projects. <ul style="list-style-type: none">▪ Route 29 Solutions Design-Build Project (\$120M), 5/2015 – 6/2017 - Quality Assurance Manager▪ I-95 Shoulder Widening (\$42M), 3/2013 – 5/2015 - Project Manager▪ NOVA Plant Mix Program (\$60M), 7/2011 to 3/2013 - Construction Manager Virginia Department of Transportation, Area Construction Engineer (1/2005 – 12/2010) Area Construction Engineer responsible for overall construction management of assigned projects, provide overall engineering oversight as defined by Virginia Law, provide technical and contractual guidance on resolving issues, manage CEI and consultant workforce and develop CEI budgets. <ul style="list-style-type: none">▪ Multiple projects including Advance Detour and Access Road Construction Phase IV I-66/Route 29/Linton Hall Road, University Boulevard Bridge. (\$267M), 1/2005 to 12/2010 - Area Construction Engineer NXL Construction Services, Project Engineer (8/1998 – 12/2004) Consultant Project Engineer/Construction Manager responsible for onsite construction management of assigned projects, manage CEI workforce, develop work orders and review schedules and claims, manage project correspondence, review work zones and ensure project is CQIP ready. <ul style="list-style-type: none">▪ Multiple projects including Route 123 Bridge over Occoquan River (\$18M), 4/2004 to 12/2005 - Project Engineer/Construction Manager▪ Woodrow Wilson Bridge Approaches (\$10M), 2/2002 to 2/2003 - Project Engineer/Construction Manager▪ Springfield Interchange (\$115M), 3/2001 to 6/2001 - Project Engineer/Construction Manager▪ Route 234 Widening (\$17M), 7/2001 to 1/2002 - Project Engineer/Construction Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Queens University, Canada/BSc and MSc/1992/1994/Civil Engineering Queens University, Canada/Master’s Certificate/2007/Project Management
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2001/Professional Engineer/Virginia #0402035169 2011 CCM (A2127) 2014/DBIA Design-Build Professional Certification
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1. Route 29 Solutions Design-Build Project, Charlottesville, Virginia

CES Consulting, LLC, Quality Assurance Manager 5/2015 to 6/2017

Role/Responsibilities: Avtar was responsible for administering the project's Quality Assurance/Quality Control Program. He provided oversight of all construction work, ensured QA/QC inspection, testing, and reporting per the VDOT Design-Build Manual, ensured work zone and construction safety. He was also responsible for ensuring staged E&S plans were followed and installed prior to work, responsible for E&S weekly reviews, providing lists of correctable E&S items, ensuring compliance with DEQ and Army Corps of Engineers Permit. He was responsible for preparatory inspection and weekly VDOT/ QA/QC meetings, drafting/resolution/sign off on NCRs, providing/ensuring punch list completed and worked to resolve deficiencies, specification interpretation, field changes and other related field/utility issues. He compiled and delivered the final document submission package for all project records as detailed in VDOT's closeout process. The project scope included three distinct project elements; construction of a grade-separated intersection at Route 29 and Rio Road; construction widening of 2.9 miles of Route 29; and construction of 2.9 miles of the Berkmar Drive extension on a new alignment parallel to Route 29.

2. I-95 Shoulder Widening, Prince William County, Virginia

CES Consulting, LLC, Consultant Project Manager 3/2013 to 5/2015

Role/Responsibilities: Avtar was responsible for managing the owner's inspection staff, drafted all project correspondence, work orders, schedule reviews, ensured quality inspection, material testing, and reporting, and approving contractor estimates. He was also responsible for resolving field issues, coordination with multiple adjacent contractors and utilities. He ensured interstate work zone setups were safe and per the Virginia Work Area Protection Manual, ensured Erosion & Sediment compliance and Department of Environmental Quality permit compliance. He also was responsible for coordinating the work efforts for the relocation of a government owned fiber optic communications line that was in the project footprint. The project scope was comprised of shoulder widening for seven (7) miles on I-95 and included drainage work, roadway construction, extensive interstate roadway lighting, overhead signs, fiber optic relocation and other related work.

3. Advance Detour and Access Road Construction Phase IV I-66/Route 29/Linton Hall Road, Gainesville, Virginia
Virginia Department of Transportation, Area Construction Engineer 6/2009 to 10/2010

Role/Responsibilities: Avtar was responsible for overseeing project inspection staff and was responsible for working with utility owners, resolving conflicts in the field by working with Prince William County utility engineers, and the construction contractor. He drafted and approved work orders, coordinated as-builts for the future interchange project and ensured proper inspection, material testing, and reporting. He worked closely with commercial stakeholders including the Virginia Gateway to ensure minimal disruption to their businesses and ensured safety of public travelling through the project limits. He also provided public outreach via Home Owners Association meetings, Kiwanis and Rotary clubs, and other community events during development of future interchange planning. The project scope included managing all aspects of utility relocation for the future interchange project and demolition of all abandoned structures left from right-of-way purchases and construction of detour roads for future interchange.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Steven Kuntz, PE, DBIA, Vice President
b.	Project Assignment: Design Manager (DM)
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Dewberry Engineers Inc. – (Full Time)
d.	<p>Employment History: With this Firm 18 Years With Other Firms 0 Years Please list chronologically (most recent 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Engineers Inc. (formerly Dewberry Consultants LLC) Roadway Design Engineer, Project Engineer, 1999 – 2004; Project Manager/Design Manager, 2004 - Present General responsibilities include management of the roadway design group in Dewberry’s Fairfax office and oversight of numerous design-build and design-bid-build projects. Project responsibilities include signing and sealing plans for right-of-way acquisition and construction; management of design sub-consultants; internal coordination between the roadway, structural, stormwater management/water resources, and environmental groups; implementation and monitoring of design QA/QC process; and coordination with construction and QA/QC staff. Serves as single point of contact between client and DBPM, and oversees construction support services provided by engineering staff.</p> <ul style="list-style-type: none">▪ I-64 Capacity Improvements – Segment III (\$178M), 1/2018 to 9/2021 – Design Manager & Responsible Charge Engineer▪ Route 772 Transit Connector Bridge Design-Build (\$16.6M), 4/2016 to 6/2017 (Design) – Design Manager▪ Route 659 Reconstruct to 4-Lanes Design-Build (\$45.6M), 10/2015 to 4/2016 (Design) – Design Manager▪ I-64 Capacity Improvements–Segment I Design-Build (\$103.5M), 3/2015 to 12/2017 – Design Manager▪ Route 606 Reconstruction & Widening Design-Build (\$94M), 6/2014 to 6/2015 (Design) – Roadway Design Engineer▪ Gloucester Parkway Extension Design-Build (\$26M), 3/2014 to 8/2016 – Design Manager▪ Route 7–WB Truck Climbing Lane Design-Build (\$28M), 11/2013 to 12/2015 - Roadway Design Engineer▪ Interstate 66 Widening Design-Build (\$54.6M), 9/2013 to 8/2016 – Roadway Design Engineer▪ Route 29 Bridge over Little Rocky Run Design-Build (\$11.4M), 6/2013 to 10/2015 – Design Manager▪ Sycolin Road Overpass Design-Build (\$11.8M), 12/2012 to 8/2014 – Design Manager▪ Route 27/244 Interchange Modifications Design-Build (\$32.5M), 9/2011 to 11/2015 – Roadway Design Engineer▪ Pacific Boulevard Extension Design-Build (\$5.9M), 7/2011 to 7/2013 – Design Manager▪ Route 50 Widening Design-Build (\$77M), 3/2011 to 12/2015 – Roadway Design Engineer▪ Waxpool Road/LCP Intersection Improvements Design-Build (\$1.4M), 2/2010 to 10/2010–Design Manager▪ Fairfax County Parkway Phase III Design-Build (\$28M), 10/2009 to 12/2012 – Design Manager▪ InterCounty Connector–Contract C Design-Build (\$528.6M), 6/2007 to 11/2011 – I-95 Interchange (“Area E”) Design Manager▪ Route 7/659 Interchange (\$45M), 2/2008 to 12/2014 (Design) – Project Manager▪ Battlefield Parkway Design-Build Project (\$26.9M), 7/2007 to 11/2009 – Roadway Design Engineer▪ Dulles Greenway Capital Improvements Design-Build (\$71M), 5/2005 to 12/2007 – Design Manager▪ Route 28 Corridor Improvements Design-Build (\$446M), 9/2002 to 9/2006 – Project Engineer; 9/2006 to 7/2018 – Design Manager▪ Interstate 66 Improvements (\$215M), 6/1999 to 7/2004 – Project Engineer; 7/2004 to 9/2015 – Project Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & State University, Blacksburg, VA / BS / 1999 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2004 / Professional Engineer / Virginia #0402 039440, 2008 / Professional Engineer / Maryland #36172, 2010 / Design Build Institute of America (DBIA)
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>

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

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1. Phase IV – I-66/Route 29/Linton Hall Interchange – Gainesville, Virginia

Dewberry Consultants LLC, Project Engineer (6/1999 – 7/2004); Project Manager (7/2004 – 9/2015)

Role/Responsibilities: Representing the final phase of the overall Interstate 66 Improvements Project between Manassas and Gainesville, Steve started as the Project Engineer and became the Project Manager for the design of the \$75 million Single Point Urban Interchange (SPUI) at the intersection of Route 29 and Linton Hall Road in Gainesville. This project consisted of construction of a new SPUI interchange, braided ramps along southbound Route 29, two grade separations over Norfolk Southern Railroad, widening of Route 29, and ten retaining walls to avoid impacts to adjacent properties and developments. Steve was responsible for development of the horizontal alignment and vertical profiles and roadway drainage design, and coordinated with traffic engineers, structural engineers, stormwater management engineers, surveys, and environmental permitting for completion of the right-of-way acquisition and construction plans. During design, Steve helped to separate the interchange design into packages to facilitate advanced and phased right-of way acquisitions and utility relocations, as well as to advertise an advance detour construction package which helped to accelerate the project completion by more than one year. Steve participated in public hearings, citizen information meetings, and meetings with individual property owners, residential, and retail developments. During construction, Steve attended monthly progress meetings, coordinated design responses to questions and RFI's, and coordinated submittal and shop drawing reviews.

2. Route 7/659 (Belmont Ridge Road) Interchange – Loudoun County, Virginia

Dewberry Consultants LLC, Project Manager (2/2008 – 12/2014 (Design))

Role/Responsibilities: Steve was responsible for design and design management for the new \$45 million Single Point Urban Interchange (SPUI) now under construction at the intersection of Route 7 and Belmont Ridge Road. Steve led the development of design alternatives required to complete the Interchange Justification Report (IJR), finalize the environmental permitting documents, and receive conceptual plan approval for the interchange from the Loudoun County Board of Supervisors, VDOT, and Federal Highways. During this initial phase, Steve developed the horizontal alignments and interchange configurations for each interchange alternative, and oversaw development of profiles and preliminary engineering designs. Following conceptual plan approval, Steve coordinated with Loudoun County and VDOT to extend the project limits to encompass the realignment and widening of Belmont Ridge Road through the intersection of Gloucester Parkway. Steve oversaw development of the horizontal alignment and vertical profile for this extension, as well as all elements of drainage design and plan development. Steve oversaw all sub-consultant services, and coordinated all design disciplines including roadway design, traffic engineering design, structural design, stormwater management design, and environmental permitting. Steve attended each of the project public hearing and citizen information meetings, as well as meetings with individual property owners and homeowners associations. Now under construction, Steve coordinates responses to RFI's and review of construction submittals, and attends construction meetings.

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

Dewberry Consultants LLC, Project Engineer (9/2002 – 9/2006); Design Manager (9/2006 – 7/2018)

Role/Responsibilities: Steve has served in different roles over the duration of this 15-year, \$446 million Route 28 PPTA contract. As Project Engineer, Steve was responsible for development and completion of conceptual interchange configurations on Route 28 at Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Boulevard, and for final design of the Innovation Avenue, Sterling Boulevard, Nokes Boulevard, Westfields Boulevard, Willard Road, and Barnsfield Road interchanges. On each of the interchanges where Steve was responsible for final design, Steve developed the horizontal alignments and vertical profiles, completed roadway drainage designs, and coordinated with other design disciplines for development of right-of-way acquisition and construction plans. As Design Manager, Steve oversaw the design for widening of Centreville Road from 2-4 lanes, widening and reconstruction of Loudoun County Parkway from 2-4 lanes, and extensions of Pacific Boulevard and Atlantic Boulevard. Steve oversaw the coordination and design of each interchanges, bridges, stormwater management facilities, and utility relocations, and oversaw the design of all aspects of horizontal and vertical geometric design, drainage design, lighting design, signing and marking design and maintenance of traffic plans. Steve attended each of the public meetings, coordinated comment resolution meetings with VDOT, MWAA, Northern Virginia Regional Park Authority, Fairfax County and Loudoun County, and attended construction progress meetings. Most recently, Steve has overseen the design for the widening of Route 28 from six to 8-lanes between Route 50 and Sterling Boulevard. This first three areas of this widening was recently constructed, and the remaining two areas of widening have been approved for construction and are awaiting funding for construction.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Eric Andrews, Senior Superintendent
b.	Project Assignment: Construction Manager
c.	Name of all Firms with which you are employed at the time of Submitting SOQ. IN addition, please denote the type of employment (Full time/Part time: Shirley Contracting Company, LLC - (Full Time))
d.	<p>Employment History: With this Firm 21 Years With Other Firms 18 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC Construction Manager/Senior Superintendent, August 1998 - 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 owner's representatives, designers, construction staff, and quality teams.</p> <ul style="list-style-type: none">▪ Route 659-Reconstruct to 4-Lanes Design-Build (\$45.6M), 10/2016 to 12/2018, Senior Superintendent▪ Compass Creek (\$1.8M), 12/ 2016 to 1/2017, Construction Manager▪ Route 28 Corridor Improvements - Pacific Boulevard Extension, Phases II, III, IV (\$28.2M), 1/2014 to 12/2016, Construction Manager▪ Gloucester Parkway Extension (\$26M), 3/2014 to 8/2016 - Senior Superintendent▪ Fairfax County Parkway & Fair Lakes Parkway Interchange (\$43M), 9/2010 to 1/2013 - Senior Superintendent▪ Pacific Boulevard Design-Build (\$19.2M), 7/2008 to 8/2010 - Superintendent▪ Route 28 Corridor Improvements–Nokes Boulevard Interchange (\$52.4M), 11/2006 to 6/2009- Construction Manager▪ Route 28 Corridor Improvements–Sterling Boulevard Interchange (\$33.5M), 7/2003 to 12/2006- Construction Manager▪ Route 28 Corridor Improvements–Route 606 Interchange (\$26.2M), 9/2002 to 7/2005-Construction Manager▪ Route 28 Corridor Improvements – Route 625 Interchange (\$63M), 9/2002 to 9/2006-Construction Manager▪ Springfield Interchange Phase IV (\$140M), 10/2000 to 9/2004 - Superintendent
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: N/A
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: VDOT Erosion and Sedimentation Control Contractors Certification (ESCCC) Will obtain Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification. OSHA 10, Intermediate Work Zone Traffic Control Training and Flagger Certification, First Aid/CPR
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. Route 28 Corridor Improvements Design-Build Project - Fairfax & Loudoun Counties, VA.

Shirley Contracting Company, LLC, Construction Manager/ Senior Superintendent (9/2002 – 12/2016)

Role/Responsibilities: As part of the Route 28 Corridor Improvements Project Team, Eric served as Senior Superintendent for construction of four grade separated interchanges along Route 28 including the Route 28/Route 625 – Waxpool/Church Roads Interchange (\$63M), Route 28/Route 606 Interchange (\$26.2M), Route 28/Sterling Boulevard Interchange (\$33.5M), and the Route 28/Nokes Boulevard Interchange (\$52.4M). In addition, Eric served as Construction Manager on the Pacific Boulevard Extension – Phases II, III, and IV Project (\$28.2M). In this role, Eric had primary responsibility for all aspects of construction, including maintaining and updating the Project schedules; cost monitoring and control; administration of the quality control program including coordinating construction activities and inspections; oversight of erosion and sediment control installation and maintenance; scheduling of subcontractors and suppliers; and production management. Eric was also responsible for scheduling in-house labor and equipment, material deliveries, and maintenance of traffic. During design, Eric provided constructability reviews and conflict resolution of the construction documents. During construction, he was responsible for coordinating with design, permitting, utilities, and right-of-way disciplines. The scope of the Project included grade-separated interchanges, roadway construction and widening, bridge structures, and numerous utility relocations.

2. Gloucester Parkway Extension Design-Build Project - Loudoun County, Virginia

Shirley Contracting Company, Senior Superintendent (3/2014 – 8/2016)

Role/Responsibilities: Eric was the Senior Superintendent of this \$26 million design-build project. As Senior Superintendent, Eric's responsibilities included cost control, management and scheduling of subcontractors, suppliers and Shirley's in-house labor and equipment; coordination of inspections by VDOT and Consultant Inspectors; and oversight of the Projects erosion and sediment controls and Maintenance of Traffic. He participated in creation of the Project CPM and was responsible for maintaining and updating it. The Project consisted of constructing two new bridges over Broad Run and two new intersections at Pacific Blvd and Loudoun County Parkway.

3. Fairfax County Parkway & Fair Lakes Parkway Interchange - Fairfax, VA

Shirley Design-Build, LLC, Senior Superintendent (9/2010 – 1/2013)

Role/Responsibilities: Eric was the Senior Superintendent on this \$43 million project. Responsibilities included the oversight of multiple operations including earthwork, wet utilities, structural, and traffic control. Eric was involved in managing the project schedule to meet necessary milestones and cost reviews of work being implemented. Eric was responsible for managing subcontractors and suppliers to ensure the Project stayed on schedule. He coordinated installation, maintenance, and inspections of erosion and sediment controls, and maintenance of traffic operations. Work included traffic detours, Fairfax County Department of Public Works Sanitary Sewer utility relocations, significant embankments across flood plains and wetland areas requiring staged construction sequencing; preservation and alterations to an existing DCR regulated earthen dam, construction of bridges, box culverts, MSE walls, H-pile and lagging walls, tiered soil nail wall and numerous sound barrier walls, transit pipe removal and abatement; traffic signals, roadway lighting, traffic control, as well as other roadway construction activities.

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

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Eric is currently assigned as the Senior Superintendent on the Route 659-Reconstruct to 4-Lanes Design-Build Project. As this Project is scheduled for completion in December 2018, Eric will be available to fulfill the role of Construction Manager on this Project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Keith Gardner, Assoc. DBIA, Utility Manager
b.	Project Assignment: Lead Utility Coordination Manager
c.	Name of all Firms with which you are employed at the time of submitting this SOQ. IN addition, please denote the type of employment (Full time/Part Time) Shirley Contracting Company, LLC (Full Time)
d.	<p>Employment History: With this Firm <u>7</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC Utility Manager/Utility Coordinator, October 2013 - Present Keith manages Shirley's utility relocation efforts for design-build and design-bid-build projects. In this role, Keith is responsible for integrating the design with the existing utilities to determine conflicts; coordinating with the utility companies for their design, estimate, easements, and relocation construction; and scheduling and overseeing all relocations. He also coordinates closely with the right-of-way, permitting, safety, and QA/QC disciplines.</p> <ul style="list-style-type: none">▪ I-95/Route 630 Reconstruction and Widening (\$100M) 10/2016 to 7/2020 - Utility Manager▪ Route 606 Over I-95 Bridge Replacement (\$16.5M) 12/2016 to 10/2019 – Utility Manager▪ Route 772 Transit Connector Bridge (\$16.6M) 5/2016 to 12/2018 - Utility Manager▪ Route 659 Reconstruct to 4-Lanes Design-Build (\$45.5M) 10/2015 to 12/2018 - Utility Coordinator▪ I-64 Capacity Improvements – Segment I (\$103.5M) 1/2015 to 12/2016 - Utility Coordinator▪ Van Buren Street Extended (\$14.5M) 4/2016 to 3/2018 - Utility Manager▪ I-66 Widening Design-Build (\$54.6M) 9/2013 to 8/2016 - Utility Coordinator▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28M) 11/2013 to 12/2015 - Utility Coordinator▪ Route 1 & Telegraph Road (\$2.9M) 10/2013 to 5/2015 - Utility Manager <p>Project Engineer, October 2010 - October 2013. As Project Engineer, Keith was responsible for assisting with the preparation of project plans, procedures, budgets, and schedules. He also submitted weekly payroll, monitored field progress, submitted and tracked RFI's, managed sub-contractors, tracked quantities, and coordinated the review of shop drawings.</p> <ul style="list-style-type: none">▪ Fairfax County Parkway at Fair Lakes Interchange (\$43.9M) 10/2010 to 10/2013 - Project Engineer <p>United States Army Reserve Corps of Engineers - Bridge Crew Member 12C, December 2009 – December 2015 Keith spent six years as a Bridge Crew Member for the U.S. Army. Keith worked with a small team responsible for boating operations during bridge construction. He was responsible for training all other boat operators and members of the team. He was also involved in leadership meetings to coordinate logistics of missions, and daily activities.</p> <ul style="list-style-type: none">▪ Ft. Leonard Wood, 12/2009 to 6/2010 - Bridge Crew Member▪ Ft. Belvoir, 6/2010 to 12/2015 - Bridge Crew Member
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pittsburgh Technical Institute, Oakdale, PA / A.A. / 2009 / Architectural Drafting
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Design-Build Institute of America (Assoc. DBIA) / 2016
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

**1. Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes Design-Build Project, Loudoun County, VA
Shirley Contracting Company, LLC, Utility Coordinator (October 2015 – December 2018)**

Role/Responsibilities: Keith is responsible for coordinating with the Northern Virginia Regional Park Authority to develop an agreement between NVRPA, AT&T, Comcast, and Loudoun County Service Authority for their relocations that will be on NVRPA property. He has conducted the Utility Field Investigation (UFI), assisted with the acquisition of right-of-way, assisted with the engineering of each utility owner, coordinated with the project management team to integrate each utility relocation into the project schedule, and developed a pro-rated utility budget for the project. He also coordinated the utility design with an adjacent developer to efficiently relocate a Dominion Power facility to minimize the impact to the project, the developer, and Dominion Power. This project includes the reconstruction and widening of Route 659 (Belmont Ridge Road) from approximately Route 642 (Hay Road) to approximately Route 2150 (Gloucester Parkway). This existing 2-lane section of Route 659 will be widened to a 4-lane median divided facility. A grade-separated crossing will be provided at the Washington & Old Dominion (W&OD) Trail and shared use paths will be provided on both sides of Route 659 with direct connections to the W&OD Trail.

**2. I-64 Capacity Improvements Segment I Design-Build Project, City of Newport News, VA
Shirley Contracting Company, LLC, Utility Coordinator (January 2015 – December 2016)**

Role/Responsibilities: Keith was responsible for working with the design-build team and all utility companies (public and private) for the coordination of the relocation of their facilities in conflict with construction of this design-build project. Keith was responsible for developing solutions to avoid impacts to Dominion Power, Newport News Waterworks, and Newport News Public Schools. Keith's responsibilities included holding Utility Field Investigation (UFI) Meetings, researching utility easements, preparing UT-9s, determining prorated cost share, coordinating utility relocation designs, preparing utility easement instruments, approving utility estimates, managing the utility relocation construction in the field, and coordinating with roadway and bridge construction managers to ensure that the utility relocation schedule was integrated with other field operations. This project includes widening I-64 from four lanes to six lanes, widening two bridges, and replacing one bridge. In numerous locations, Keith worked with the design team to develop design solutions to mitigate the impacts to the existing utilities.

**3. I-66 Widening Design-Build Project, Prince William County, VA
Shirley Contracting Company, LLC, Utility Coordinator (September 2013 – August 2016)**

Role/Responsibilities: Keith was responsible for coordinating with the design-build team on this project. He worked with the roadway design engineers and all utility companies to coordinate the relocation of their facilities. Through coordination with the design engineers and utility companies, conflicts were eliminated with Dominion Power, Washington Gas, and Prince William County Service Authority. For this project Keith coordinated the schedule with the project management team and the utility owners, developed a pro-rated budget, acquired the appropriate right-of-way, coordinated the design and construction of each utility relocation, and assisted each utility owner with permitting upon project completion. This project included 4.7-miles of interstate widening from 4 to 6-lanes, with complete bridge replacements at Catharpin Road and Old Carolina Road.

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

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

3.4.1 - Work History Forms

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 7/Loudoun County Parkway (Route 607) Interchange Location: Ashburn, VA	Name: Dewberry Engineers Inc. (formerly Dewberry Consultants LLC)	Name of Client: Loudoun County Dept. of Transportation & Capital Infrastructure Project Manager: Kent Marrs Phone: 571-258-3182 Email: kent.marrs@loudoun.gov	6/2010	12/2010* * Difference due to Owner added scope	\$ 23,287	\$ 25,966* * Difference due to Owner added scope	\$ 25,966

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



SIMILARITIES TO ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

- Single Point Urban Interchange (SPUI) on Route 7
- Staged Conversion of Signalized Intersection along Route 7 in Loudoun County into an Interchange
- Removal of adjacent Traffic Signal along Route 7 after providing alternate routing through the new Interchange.
- Structures and Bridges
- Storm Drainage and SWM Pond Facilities
- Utility Relocations
- Staged Temporary Traffic Control
- Coordination with Adjacent Developers
- Pedestrian Accommodations
- Traffic Signals and Overhead Sign Structures
- Experience Working with Lead Designer – Dewberry

PROJECT NARRATIVE:

Loudoun County awarded Shirley Contracting Company, LLC (Shirley) a \$23 million lump sum contract to construct the Single Point Urban Interchange (SPUI) at the intersection of Route 7 and Loudoun County Parkway (Route 607). The project included construction of a two span bridge with a deck area of 40,000 square feet, over 400,000 CY of excavation and embankment, 13,500 SF of retaining walls, H-pile installation into rock augured holes, two box culvert extensions, a precast arch extension, overhead signs, roadway lighting, a new signal, a signal modification, over a mile of widening/ramp construction along Route 7, 0.6 mile of four lane roadway and roadway widening along Loudoun County Parkway, 0.1 mile Lexington Drive turn lane widening and the closure of three access points to Route 7.

The project included installation of drainage systems and low impact development stormwater management techniques and BMPs such as the use of a level spreader, grassy pavers, alteration of existing storm water management ponds instead of construction of all new facilities and the use of a weir wall. Other elements of the project included asphalt pavement, flatwork, guardrail, median barriers, clearing and grubbing, underdrain, pavement markings and significant traffic control along the Route 7 corridor in accordance with a Transportation Management Plan (TMP).

The project included the extension of Loudoun County Parkway, North of Route 7 to George Washington Boulevard. This new connection permitted Loudoun County to add scope to the Contract, consisting of the westbound widening of Route 7 from the intersection of George Washington Boulevard to the new interchange and remove the signalized intersection of Route 7 with George Washington Boulevard, alleviating congestion on both Route 7 and Route 28 tying into Westbound Route 7.

During construction two value engineering proposals were submitted by Shirley and implemented by the County, saving the County \$56,743. Shirley cooperated with the County, Loudoun Water, adjacent property owners and the One Loudoun Development, then under construction, to coordinate a water reclamation project through the project limits, to coordinate a new intersection and entrance, serving One Loudoun within the limits of the Project and to complete work operations without disruptions to active businesses and government facilities.

PROJECT SCOPE:

- Staged conversion of existing signalized intersection into an interchange
- Roadway widening along Route 7, Route 607, and Lexington Drive
- New 2-span, 220' long bridge over limited access facility
- Construction of 24" Washington Gas main, 30" and 20" Loudoun water main and a shared use concrete encased ductbank for communications lines, operated by eight different utility companies.
- Two box culvert extensions and a precast concrete arch span extension.

SHIRLEY'S ROLE:

As the Lead Contractor, Shirley was responsible for management and oversight of all aspects of construction, including roadway, structures, drainage, maintenance of traffic, signalization, signage, flatwork, median barrier, guardrail, erosion controls, site stabilization, public relations and public involvement. In addition, the project included the utility relocation scopes of a 30" and 20" water main and a 24" natural gas line as well as construction of a multi-duct concrete encased ductbank facility, used for communications utility relocations. Shirley aided the County's personnel in coordinating activities and approvals with VDOT Permits, Loudoun Water, Washington Gas and numerous communications companies during construction. Shirley also assisted the County's efforts in coordinating power and communications hook ups to new electrical services and the new signal to prevent delays to the project.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. All construction activities were performed while maintaining and managing the heavy traffic volumes passing through the work zone along the Route 7 corridor.
2. Proactive approach to early identification of potential problems and developing resolutions to avoid delays to the project.
3. Aided County staff, Loudoun Water, the One Loudoun development staff and other third party utility companies in avoiding conflicts between proposed work each entity would be performing throughout the work zone.
4. Shirley utilized construction detour signage and variable message boards in addition to maintaining existing signs and strategically installing new signs to help promote awareness of upcoming construction impacts and clearly define paths/routes during construction activities and throughout the staged opening of the interchange and the ultimate closures of Presidential Drive, Smith Circle, George Washington Boulevard and Richfield Way along Route 7.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Battlefield Parkway Design-Build Project Location: Leesburg, Virginia	Name: Dewberry Engineers Inc. (formerly Dewberry Consultants LLC)	Name of Client: VDOT 4975 Alliance Drive, Fairfax, VA 22030 Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: susan.shaw@VDOT.Virginia.gov	11/2009	11/2009	\$ 24,527	\$ 26,915* *Difference due to Owner added scope	\$ 26,915

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



SIMILARITIES TO ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

- Design-Build
- Bridge Construction
- Construction of Battlefield Parkway within the proposed Project Limits
- Coordination with Town of Leesburg
- Right-of-Way Acquisition from many of the same properties
- Environmental Permitting
- Utility Relocations at Route 7
- Partnering
- Experience Working with Lead Designer - Dewberry

PROJECT NARRATIVE:

In May 2007, Shirley Design-Build, LLC, with Shirley Contracting, LLC (Shirley) as the Lead Contractor, was selected by VDOT to design and construct 0.7 miles of Battlefield Parkway, a 4-lane divided roadway, from Route 7 to Kincaid Boulevard within the Town of Leesburg, Virginia. The \$26.9 million project included dual 1,250 ft. bridges spanning the W&OD Trail and the Tuscarora Creek floodplain. *The project also included extensive construction at the Battlefield and Route 7 Intersection including the connection of Battlefield to the south, left and right turn lanes along Route 7, utility relocations and a new signal.*

After completion of the design phase, VDOT and Town of Leesburg requested that our Team investigate the future tie-in of Russell Branch Parkway, which had not been accounted for in the projects scope. Shirley coordinated with VDOT and the Town to include a "T" intersection and stub-out to the future alignment of Russell Branch Parkway, providing exhibits and cost estimates for the additional turn lanes and pavement area. We delayed construction in this area until funding for these improvements could be approved through the Town of Leesburg and the scope added to our contract. We then resequenced the schedule so these additional improvements could be completed without delay to the original completion date.

Close coordination between the project team and the Town of Leesburg, including engineering staff during plan review, traffic engineers coordinating Town maintained signals, and maintenance staff who would be responsible for maintaining Battlefield Parkway following project acceptance, was critical since Battlefield Parkway is a Town maintained Roadway. Our Team submitted plans directly to the Town staff, met with them to address plan comments, and worked with maintenance staff during project punchlist and closeout to assure the Town's concerns were addressed and Battlefield was accepted by the Town for maintenance. *This experience will be a significant benefit to VDOT on the Route 7 and Battlefield Parkway Project as the Battlefield Parkway portion of the project will continue to be maintained by the Town of Leesburg.*

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
- Mechanically stabilized earth walls
- 260-foot extension of a triple barrel box culvert
- Two signals
- Roadway lighting
- Structure mounted sound barrier
- Utility relocations
- Right-of-way acquisition
- Environmental permitting

SHIRLEY'S ROLE:

Shirley was responsible for all aspects of the project's delivery including management of the design phase, constructability reviews, environmental permitting and compliance, right-of-way acquisition, utility relocations, construction, maintenance of traffic, safety, public involvement, quality assurance and quality control, and coordination with project stakeholders. In performing this scope, Shirley was responsible for leading several elements that were critical to the Project's overall success including:

- **Right-of-way Acquisition:** 80% of the new roadway was located on parcels owned by four different property owners. Understanding that we had proposed an aggressive schedule for the Project, early acquisition of this right-of-way was critical to meeting our project goals. Within five months of NTP we were able to execute Right-of-Entry agreements with all four property owners allowing Shirley to start construction three months ahead of schedule. *Two of these properties, Lowes and Leegate, are also impacted by the Route 7 and Battlefield Parkway Interchange Project.*
- **Utility Relocations:** Our team successfully coordinated utility relocations by Dominion Power, Verizon, and Comcast to develop plans for their relocations and complete adjustments in a timeframe that met our aggressive schedule. We also designed and constructed relocations and betterments for the Town of Leesburg's water and sewer lines. *Many of these relocations including the Town of Leesburg's 12" waterline, Dominion Power and Verizon were located at the Route 7 intersection and will be impacted again by the Route 7 and Battlefield Parkway Interchange Project.*
- **Public Outreach:** Public involvement and coordination with local businesses, residents and the traveling public is always essential to provide a high level of customer service to the affected community. One end of Battlefield Parkway is located within a sensitive residential community and park, the middle spans the heavily used W&OD Trail Park, and the other end ties into a high volume primary roadway. Our Team attended several local HOA meetings and provided other correspondence and notices, including creating and maintaining a project website to ensure that the community and traveling public were kept abreast of the project schedule and changing project conditions.
- **Environmental Permitting and Compliance:** Our Team expedited acquisition of wetland and waters permits including USACE, DEQ and VMRC permits as well as VSMP stormwater permits. During construction we implemented a strict environmental monitoring and compliance program to mitigate environmental impacts to the environmentally sensitive Tuscarora Creek Floodplain and ensure compliance with permit conditions.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. Within five months of NTP, 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. During construction our Team fenced off protected wetland areas, completed permit monitoring, and minimized impact areas through the floodplain and wetland areas.
3. The Project was *substantially completed ahead of schedule in September 2009.*
4. The project met all environmental commitments.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 28 Corridor Improvements Project - Willard Road Interchange Location: Fairfax & Loudoun Counties, VA	Name: Dewberry Engineers Inc. (formerly Dewberry Consultants LLC)	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Susan Shaw Phone: 703-259-1995 Email: Susan.Shaw@vdot.virginia.gov	Nov 2009	Nov 2009	\$29,794	\$29,880	\$29,880

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



SIMILARITIES TO ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

- Design-Build
- Design and Construction of a Single Point Urban Interchange
- Bridge Construction
- Extensive MOT Operations that Minimized Impacts to the Traveling Public
- Traffic and Construction Phasing for a SPUI
- Environmental Permitting
- Utility Relocations & Avoidance
- Right-of-Way Acquisitions
- QA/QC
- Public Outreach
- Multiple Third Party Stakeholder Communication & Coordination
- Experience Working with Lead Designer - Dewberry

PROJECT NARRATIVE:

In 2002, the design-build team led by Shirley Contracting Company, LLC (Shirley), serving as the Lead Contractor, and Dewberry Engineers Inc. (Dewberry) 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. In November 2006, following successful completion of the original six interchanges, VDOT provided a change order for four additional Route 28 Interchanges. One of these projects was the design-build construction of a single point urban interchange (SPUI) at the intersection of Route 28 and Willard Road.

The Route 28/Willard Road Interchange included the conversion of an existing at-grade signalized intersection to a SPUI while maintaining all existing travel lanes and turning movements. *Similar to Route 7 and Battlefield Parkway, the interchange concept required grade separating an existing 4-lane divided roadway over a six-lane divided facility.* The Contract required that all existing traffic be maintained without any loss in capacity. With daily traffic volumes on Route 28 exceeding 100,000 vehicles, our Team successfully developed MOT plans to meet this requirement by offsetting a diversion intersection to the south of the existing signal allowing full construction of the Bridge in a single phase outside of traffic. During development of the TMP, we recognized that existing northbound traffic turning left to go west on Willard was backing up into the mainline travel lane of Route 28. To improve this condition, we constructed a dual left turn at this location as part of the offset detour intersection. This additional capacity provided during the initial phase of construction greatly reduced potential congestion and safety hazards and provided additional capacity beyond what existed at no cost additional to VDOT.

Similar to the condition on the Route 7 / Battlefield Interchange Project, this project included a signalized intersection to a major shopping center just 1000' from Route 28. A key requirement of the project was to maintain access to businesses and residents at all times during construction. As commercial landowners are within the Tax District funding the Project, this is of particular importance. The Shirley Team developed our design, sequence and schedule around this requirement. Any access that was planned to be impacted was well thought-out and the new access installed prior to removal of the existing access.

PROJECT SCOPE:

- Construction of a SPUI directly over an existing signalized intersection
- Construction and maintenance of a traffic diversion to a temporary intersection
- Conversion of Signalized Intersection to a limited access facility
- Mechanically stabilized earth walls
- Roadway lighting
- Utility relocations of 7440 LF of U/G fiber, 1000 LF of O/H fiber, 410 LF of sewer line, 70 LF of water line and Electrical Facilities
- Construction of Utility Betterments for local jurisdiction
- Right-of-way acquisition of 15 Parcels
- Environmental permitting and compliance

SHIRLEY'S ROLE:

Shirley was responsible for all oversight of design and engineering, constructability reviews, right-of-way acquisitions, utility relocations, environmental permitting, QA/QC, construction, public outreach, and overall Project administration and management. In performing this scope, Shirley was responsible for leading several elements that were critical to the Project's overall success including:

Environmental Permitting: Under Shirley's oversight the Team completed Section 106 clearance; Phase I hazardous materials investigations and obtained a wetlands and waters of the US permit and a VSMP permit. The Wetlands permit required extensive environmental mitigation, which was partially purchased through mitigation banking credits and partially constructed on-site as a savings to VDOT as the mitigation was an allowance under the contract. For the on-site mitigation, the team developed the mitigation plan, constructed the mitigation, and completed all post-construction permit monitoring to obtain agency approval.

Public Outreach: Shirley led these efforts, in coordination with VDOT, by creating and maintaining a Project website; presenting to numerous groups including businesses, HOA's, trade groups, and associations; preparing and distributing flyers; planning and holding Groundbreaking and Ribbon-cutting ceremonies; and installing extensive signage.

Utility Relocations: Shirley had complete responsibility for determining conflicts, coordinating with design, obtaining relocation plans and estimates, holding UFI's, determining prior rights, obtaining easements, and constructing the relocations in a coordinated effort to allow construction to proceed on-time.

Right-of-Way Acquisitions: Managed by in-house resources, Shirley has successfully acquired 15 properties in a timeframe to meet the Contract completion date. Utilizing VDOT approved sub-consultants, responsibilities included appraisals, appraisal reviews, offers, negotiations, settlements, certificates, and title reports. The Team also supported VDOT's settlement efforts after certificate.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. The project achieved substantial completion ahead of schedule providing full access of all travel lanes and early congestion relief for the traveling public.
2. Due in large part to the successful completion of the work by the Shirley Team, the Route 28 Tax District, VDOT, Fairfax and Loudoun Counties have obtained additional funding necessary to complete many additional projects under this contract including Pacific Boulevard and the Route 28 Widening.
3. Met Project commitment of completing all work without any reduction in capacity.
4. The project met all environmental commitments.

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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 Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Battlefield Parkway Design-Build Project Location: Town of Leesburg, VA	Name: Shirley Contracting Company, LLC	Name of Client.: VDOT Northern Virginia District Office Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: susan.shaw@vdot.virginia.gov	7/2007	11/2009	\$24,527	\$26,915* *Difference Due to Owner added scope	\$2,542

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



SIMILARITIES TO ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

- Design Build
- Original design and construction of Battlefield Parkway being improved as part of this interchange
- Coordination with the Town of Leesburg
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design
- Structural and Bridge Design
- Hydraulic Design
- Traffic Control, TMP, and Signal Design
- Right-of-Way acquisition from same properties
- Pedestrian Accommodations
- Utility Relocation Design
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Experience Working with Lead Contractor - Shirley

PROJECT NARRATIVE

The design and construction of Battlefield Parkway from Kincaid Boulevard to Route 7 was one of the earliest design-build projects advertised by VDOT and it was awarded to our design-build team of Dewberry Engineers Inc. (Dewberry; formerly Dewberry Consultants, LLC) and Shirley Contracting Company, LLC (Shirley) in May 2007. Completion of this segment of Battlefield Parkway represented the final missing section of roadway connecting Sycolin Road to Route 7, providing a bypass of the congested Route 7/15 Bypass around Leesburg. In addition to roadway improvements, this segment of Battlefield Parkway included parallel 1,250' bridges over the Tuscarora Creek and floodplain and the Washington & Old Dominion (W&OD) Trail. Turn lane improvements were completed on Route 7 to accommodate left and right turn lanes to and from Battlefield Parkway, the existing traffic signal was modified, and a new traffic signal was installed at Kincaid Boulevard.

During design, coordination with the Town of Leesburg resulted in the addition of right and left turn lanes being added at the future intersection of Russell Branch Parkway to avoid future reconstruction and impacts to traffic. Profile adjustments were made to Battlefield Parkway to accommodate either an overpass or underpass of Route 7 with only minimal reconstruction of the roadway. Based on coordination with the Town of Leesburg, an existing double box culvert was improved to incorporate a third cell immediately east of Battlefield Parkway, and all three cells were extended below Battlefield Parkway to accommodate the appropriate design flows from the upstream properties and future development. Stormwater management improvements were coordinated with the Town of Leesburg, including use of a street sweeping program by the Town of Leesburg, to avoid construction and maintenance of an additional stormwater management basin. Use of street sweeping to avoid stormwater management pond construction was feasible since the Town of Leesburg was responsible for operation and maintenance of the roadway following completion and acceptance.

Based on limits and scope of the project, plans were reviewed by the Town of Leesburg, Loudoun County, and NOVA Parks (formerly Northern Virginia Regional Park Authority) and recommended for approval prior to receipt of construction plan approval from VDOT.

PROJECT SCOPE

- Field surveys
- Geotechnical Investigations
- Environmental permits
- Roadway, hydraulic, and stormwater management design
- Structural design, including retaining walls and parallel 1,250' bridges over Tuscarora Creek and the W&OD Trail
- TMP and temporary traffic control plan design
- Lighting and electrical design, traffic signal design, signing & pavement marking plans
- Public meeting preparation, attendance, and support

DEWBERRY'S ROLE

As the engineer of record, Dewberry's Fairfax office was responsible for all design activities and oversight of all sub-consultant services necessary to complete the scope of services identified on this table. In addition to design activities including roadway, hydraulic, and bridge design, Dewberry was responsible for development of environmental permitting documents, acquisition of necessary environmental permits, and for all field surveys. Sub-consultant oversight was completed for utility designations and test pits, geotechnical investigations, and noise analysis. During construction, Dewberry provided responses to RFI's, reviewed shop drawings, and completed the necessary load rating for the new bridges.

An advantage for our team is our extensive experience with the existing conditions and adjacent facilities, and how they can be easily modified for the proposed improvements for the Route 7/Battlefield Parkway Interchange. Examples of this knowledge include:

- Original design computations for the stormwater management basin adjacent to Battlefield Parkway near the Tuscarora Creek bridge, allowing us to easily and quickly identify modifications necessary to accommodate runoff from the interchange;
- As-built and original design information for Battlefield Parkway, including storm drainage, box culvert, lighting and electrical, pavement, and geotechnical data which can be used to assist in developing final design details and provide accurate existing condition information prior to the start of design.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

At the time Dewberry developed the vertical profile for Battlefield Parkway, a decision on whether the future interchange would incorporate an overpass or underpass of Route 7 could not be reached by the Town of Leesburg and the adjacent property owners. Accordingly, *we developed a profile which would accommodate both an overpass and an underpass with only minimal adjustments, especially at the Russell Branch Parkway intersection, in an effort to minimize future impacts to traffic.* Conceptual plans for the Route 7/Battlefield Interchange indicate that only minor modifications to the finished grades through the Russell Branch Parkway intersection will be necessary. This confirms that the profile developed for Battlefield Parkway, which was completed to accommodate either an overpass or underpass of Route 7, was properly designed by Dewberry to minimize future work.

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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 Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 28 Corridor Improvements Route 28/Willard Road Interchange Location: Fairfax County, VA	Name: Shirley Contracting Company, LLC	Name of Client.: VDOT Northern Virginia District Office Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: susan.shaw@vdot.virginia.gov	11/2006	11/2009	\$29,794	\$29,880* *Difference due to Owner added scope	\$1,550

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



SIMILARITIES TO ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

- Design-Build
- Single Point Urban Interchange (SPUI)
- Reconstruction of Willard Road directly over existing intersection
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design
- Structural and Bridge Design
- Hydraulic Design
- Multi-staged TTC Plans, TMP, and Signal Design
- Right-of-Way Plans
- Pedestrian Accommodations
- Utility Relocation Design
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Experience Working with Lead Contractor - Shirley

PROJECT NARRATIVE

The Route 28/Willard Road Interchange was one of 10 interchanges designed by Dewberry as part of the Route 28 Corridor Improvements PPTA in Fairfax and Loudoun Counties. Beginning in 2002, the design-build team of Dewberry Engineers Inc. (Dewberry; formerly Dewberry Consultants, LLC) and Shirley Contracting Company LLC (Shirley) completed design and construction of six interchanges along Route 28 between I-66 and Route 7. As design of those interchanges was nearing completion, the Route 28 Tax District, Fairfax County, and Loudoun County added the remaining four interchanges, including the Willard Road Interchange, to the contract.

Original plans developed in the 1980's identified the need for a full cloverleaf interchange at the intersection of Route 28 and Willard Road, and right-of-way for a full cloverleaf had been reserved. Due to changes in design standards, and the proximity to the Westfields Boulevard and Route 50 interchanges to the south and north respectively, a full cloverleaf interchange was not feasible. Dewberry completed updated traffic counts and projections and received approval for a single point urban interchange (SPUI) at the intersection and developed right-of-way acquisition and construction plans for this new interchange.

Due to the adjacent development, the proposed interchange needed to be located directly on top of the existing signalized intersection. Dewberry developed an advance temporary detour plan package which detailed the temporary realignment of Willard Road to allow for construction of the interchange. Right-of-way plans were developed to recognize the previous reservation limits along Willard Road and minimize impacts to adjacent properties, including federal government property located immediately south of Willard Road and west of Route 28.

Plans for the interchange were developed to accommodate future widening of Route 28 to 8-lanes, and the Willard Road bridge was designed to accommodate a 10-lane section on Route 28. Ramp gores and profiles were developed to accommodate the future widening without reconstruction of the primary ramp areas.

PROJECT SCOPE

- Field surveys
- Traffic counts, projections, analysis, and interchange conceptual plan development
- Geotechnical investigations
- Environmental permitting
- Roadway and interchange design
- Hydraulic design
- Structural design of the SPUI bridge and retaining walls
- Temporary traffic control plans, including a temporary diversion of Willard Road
- Signing & marking plans, traffic signal plans, lighting & electrical plans

DEWBERRY'S ROLE

Dewberry's Fairfax, Virginia office was the engineer of record for all of the improvements associated with the Route 28/Willard Road Interchange. This included all of the design elements identified in the "Project Scope" section, as well as development of the environmental permit packages, field surveys, and traffic analysis and modeling of alternative interchange configurations required to identify the preferred/recommended interchange configuration and receive approval of the plans. Additionally, Dewberry was responsible for oversight of all sub-consultant services including traffic counts, aerial mapping, utility designations and test pits, and geotechnical investigations.

Design of a single point urban interchange (SPUI) requires a detailed understanding of how traffic will be temporarily diverted during construction, especially for completion of the remaining segments of the interchange ramps which will cross the temporary roadway at drastically different elevations than the temporary roadway. The Route 28/Willard Road Interchange represents one of four SPUI's Dewberry has designed in the Northern Virginia District (including two on Route 7) within the last 10 years, all of which required unique phasing solutions to maintain traffic patterns and movements during all stages of construction. The lessons learned from the Willard Road interchange and the other SPUI's will ensure that traffic movements to and from Battlefield Parkway, as well as the adjacent properties and developments, will be maintained.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

As part of an advance detour package, Dewberry developed plans for construction of the Willard Road detour that incorporated dual-left turn lanes on Route 28. This represented an improvement to the existing configuration, where only single left turn lanes routinely backed up into the thru-lanes on Route 28. *Even prior to opening of the interchange, the temporary detour facility reduced congestion on Route 28 and improved traffic operations on both Willard Road and Route 28.*

Due to the success of the original six interchanges on Route 28 and the additional four interchanges added to the contract, Fairfax County, Loudoun County, and the Route 28 Tax District identified additional funding so that parallel roadway improvements could be completed by the Shirley/Dewberry Team under the PPTA contract, meeting the ultimate obligations of the Tax District to the Commonwealth and the businesses along the Route 28 corridor.

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

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 Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 7/Belmont Ridge Road (Route 659) Interchange Location: Loudoun County, VA	Name: Shirley Contracting Company, LLC	Name of Client.: Loudoun County Department of Transportation & Capital Infrastructure (DTCI) Project Manager: Don Bredice Phone: 703-737-8298 Email: don.bredice@loudoun.gov	3/2015	2/2019	\$48,386	\$51,524	\$2,867

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



SIMILARITIES TO
ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE

- Single Point Urban Interchange (SPUI) on Route 7
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design
- Structural and Bridge Design
- Hydraulic Design
- Signing & Pavement Marking and Signal Design
- TMP and Temporary Traffic Control Design
- Right-of-Way Plans
- Pedestrian Accommodations
- Utility Relocation Design
- Public Involvement/Communication
- Experience Working with Lead Contractor - Shirley

PROJECT NARRATIVE

In 2008, Dewberry's Fairfax office was awarded the design contract by Loudoun County for the development of conceptual plans for an interchange at the existing intersection of Route 7 and Belmont Ridge Road. This initial contract phase included traffic counts, projections, and analysis, and field surveys necessary to develop conceptual interchange plans so that a recommended/preferred interchange could be identified to and approved by the Loudoun County Board of Supervisors and VDOT. Based on the interchange operation, minimization of impacts to adjacent properties (including a slave cemetery east of Belmont Ridge Road and south of Route 7) and anticipated construction, utility relocation, and right-of-way acquisition costs, a single point urban interchange (SPUI) was the recommended interchange alternative. An Interchange Justification Report (IJR) was completed by Dewberry, including all environmental investigations, and was submitted, reviewed, and approved by VDOT and Federal Highways (FHWA).

Following approval of the IJR, funding for final design and construction was identified by Loudoun County and VDOT, and the limits of the project were extended to include additional widening and reconstruction of Belmont Ridge Road to just south of Gloucester Parkway. The final project configuration included relocation of Belmont Ridge Road approximately 400' west of the existing signalized intersection on Route 7, construction of a 4-lane section of Belmont Ridge Road between Gloucester Parkway and Promenade Drive, grade separation of Route 659 over Route 7, a noise barrier along Route 659 just north of Gloucester Parkway, relocation of a 36" water main, a 26" gas transmission main, overhead power and communication facilities, and acquisition of right-of-way and easements from over 25 properties. Right-of-way plans were developed for acquisition of property and easements by VDOT, and construction plans were completed for advertisement by Loudoun County. In March 2015, the project was awarded to Shirley Contracting Company, LLC for construction. In February 2018 the new bridge will open, and construction is anticipated to be completed by early 2019.

PROJECT SCOPE

- Field surveys
- Traffic counts, projections, analysis, and interchange conceptual studies
- Public outreach and public hearing
- IJR development
- Geotechnical Investigations
- Environmental permitting
- Roadway and interchange design & hydraulic design
- Structural design of the SPUI bridge and retaining walls
- Temporary traffic control plan, TMP, signing & marking, and signal plans
- Lighting and electrical design and traffic signal design
- Utility relocation design (water & sewer) and utility coordination

DEWBERRY'S ROLE

Dewberry served, and continues to serve, as the engineer of record for the improvements, including final design of all elements identified in the "Project Scope" identified on this page. In addition to completing all final design details and concepts for four (4) additional interchanges considered during the preliminary engineering phase, Dewberry completed all environmental permitting services and coordination with the permitting agencies, was responsible for completion of all field surveys, and coordinated and attended all public outreach meetings and the formal public hearing. Dewberry also oversaw all sub-consultant activities including aerial mapping, utility designations and test pits, noise analysis, and geotechnical analysis. Dewberry remains involved in the construction phase to provide responses to construction questions, address formal RFIs, review shop drawings and submittals, complete the bridge load rating, and attend bi-weekly construction coordination meetings.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE

1. Developed as a design-bid-build format project in accordance with the Locally Administered Projects (LAP) VDOT requirements, plans were developed in stages based on availability of funding. Dewberry worked with Loudoun County and completed additional studies during preliminary design phases to ensure the project would qualify for local, state and/or federal funding for construction. When federal funds were identified, construction plans were quickly advanced and phased right-of-way acquisition plans were approved so that right-of-way acquisitions and utility relocations could occur simultaneously.
2. Following development of final construction plans, Loudoun County determined that they wanted to advertise the project on a unit-price basis instead of a lump sum contract basis. *In less than one month, Dewberry developed quantity summaries and changed the plans to match with a unit-price contract advertisement by Loudoun County to avoid a delay to the advertisement schedule. The awarded construction contract price was below Dewberry's estimate, allowing construction to commence without the need to acquire additional funds from local sources.*