

Response to Request for Qualifications

I-64 WIDENING EXIT 200 TO 205

Henrico and New Kent Counties, Virginia

State Project No.: 0064-043-602

Federal Project No.: NHPP-064-3(499)

Contract ID Nmber: C00107458DB95

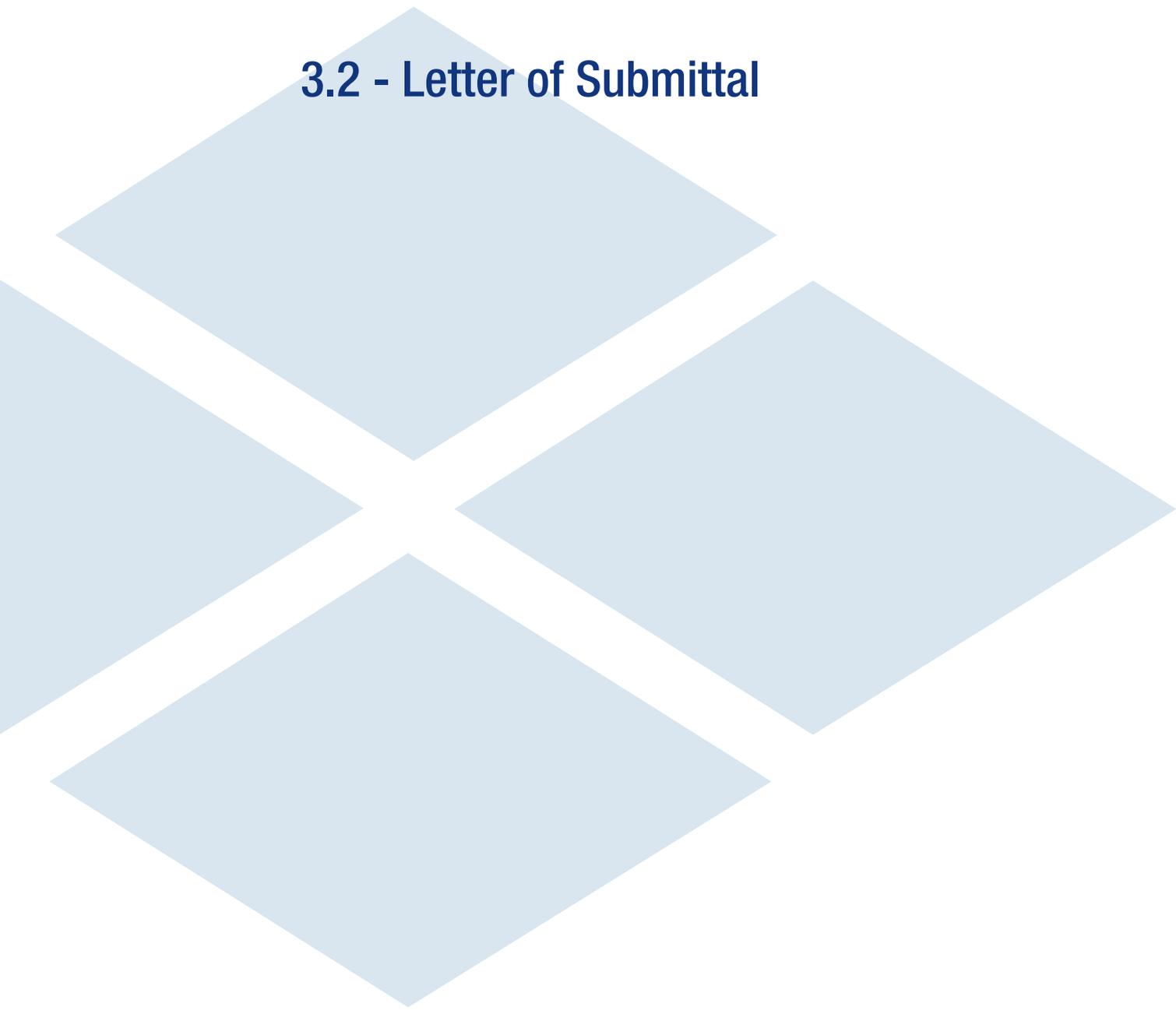


SUBMITTED BY:



IN ASSOCIATION WITH:





3.2 - Letter of Submittal



December 15, 2016

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

**RE: I-64 Widening Exit 200 to 205
Henrico and New Kent Counties, Virginia
Contract ID Number: C00107458DB95
3.2 Letter of Submittal**

Dear Mr. Clarke:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our response to your Request for Qualifications (RFQ) for the project referenced above. With Dewberry Consultants LLC (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 a testament of our experience and history working together as a Team, Shirley and Dewberry to date have been awarded over 38 design-build transportation projects totaling more than \$3.2 billion.

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

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

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

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

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

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

3.2.7 - Signed Certification Regarding Debarment Forms for Primary and Lower Tier Covered Transactions are included as Attachments 3.2.7(a) and 3.2.7(b).

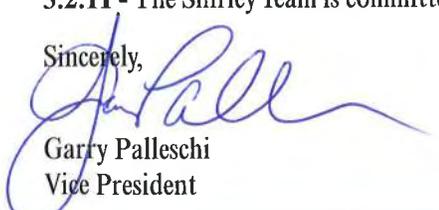
3.2.8 - Shirley Contracting Company, LLC is currently Prequalified (active status) with VDOT. Our Vendor Number is **S018**. A screen shot print out from VDOT's on-line Prequalified List is attached as Attachment 3.2.8.

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 SOQ.

3.2.11 - The Shirley Team is committed to achieving the 10% DBE participation goal for the entire value of the contract.

Sincerely,


Garry Palleschi
Vice President

3.3 - Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to successfully manage all design-build elements of the I-64 Widening Exit 200 to 205 Project (the Project). Shirley, along with Dewberry Consultants LLC (Dewberry) as our Lead Designer, are VDOT’s most experienced design-build team having been awarded 18 VDOT design-build projects to date, valued at over \$1.1 billion. Each of these projects has provided our Team with a range of unique challenges that resulted in a level of experience that no other team can match. Our design-build projects have won several awards to include:

Table 1 - Shirley/Dewberry Project Team Awards

Project	Awards
Route 27/244 Interchange Modifications	2016 - DBIA National Award of Merit 2016 - DBIA Mid-Atlantic Region Transportation 2016 - DBIA Mid-Atlantic Excellence in Engineering 2015 - HCCA Excellence in Infrastructure
InterCounty Connector - Contract C	2012 - DBIA National Transportation Award 2012 - ABC Award of Excellence for Heavy/Industrial/Transportation 2012 - NCCACI - Award of Excellence in Heavy Construction 2011 - The Maryland Asphalt Association - Quality Pavement Award/New Construction 2011 - Roads and Bridges Top 10 Roads Award (#3)
Dulles Greenway Improvements	2008 - DBIA Regional Design-Build Excellence Award - Transportation: Over \$50M
Route 28 Improvements	2012 - NVTA Salute 2004 - Tower of Dulles Award

To meet the challenges on the Project, our Team is committing experienced Key Personnel with more than 14 years of design-build experience and a proven history working together in a partnering environment. This experience led to development of a thorough understanding of each other’s capabilities enabling us to efficiently manage each discipline and reduce project risk. We bring additional design-build strength to the Project through our subconsultants and specialty firms. As shown in the Table 2 and our Organizational Chart, we are teaming with these firms to address specific elements to ensure a successful project for VDOT and the traveling public.

Table 2 - Subconsultant Firms

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

3.3 Offeror’s Team Structure

3.3.1 Key Personnel

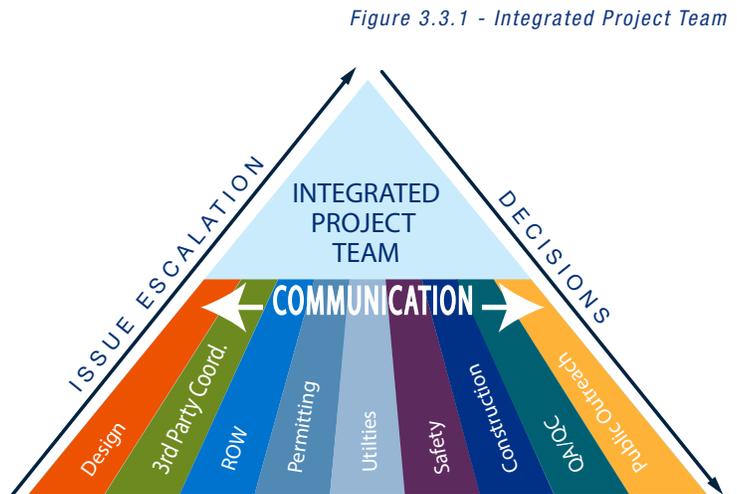
Information for the Key Personnel shown in Table 3 is included as Attachment 3.3.1-Key Personnel Resume Forms:

Table 3 - Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager	Chuck Smith	Shirley Contracting Company, LLC
Quality Assurance Manager	Andy Kondysar, PE	Quinn Consulting Services, Inc.
Design Manager	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Construction Manager	Hank Davis	Shirley Contracting Company, LLC

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

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

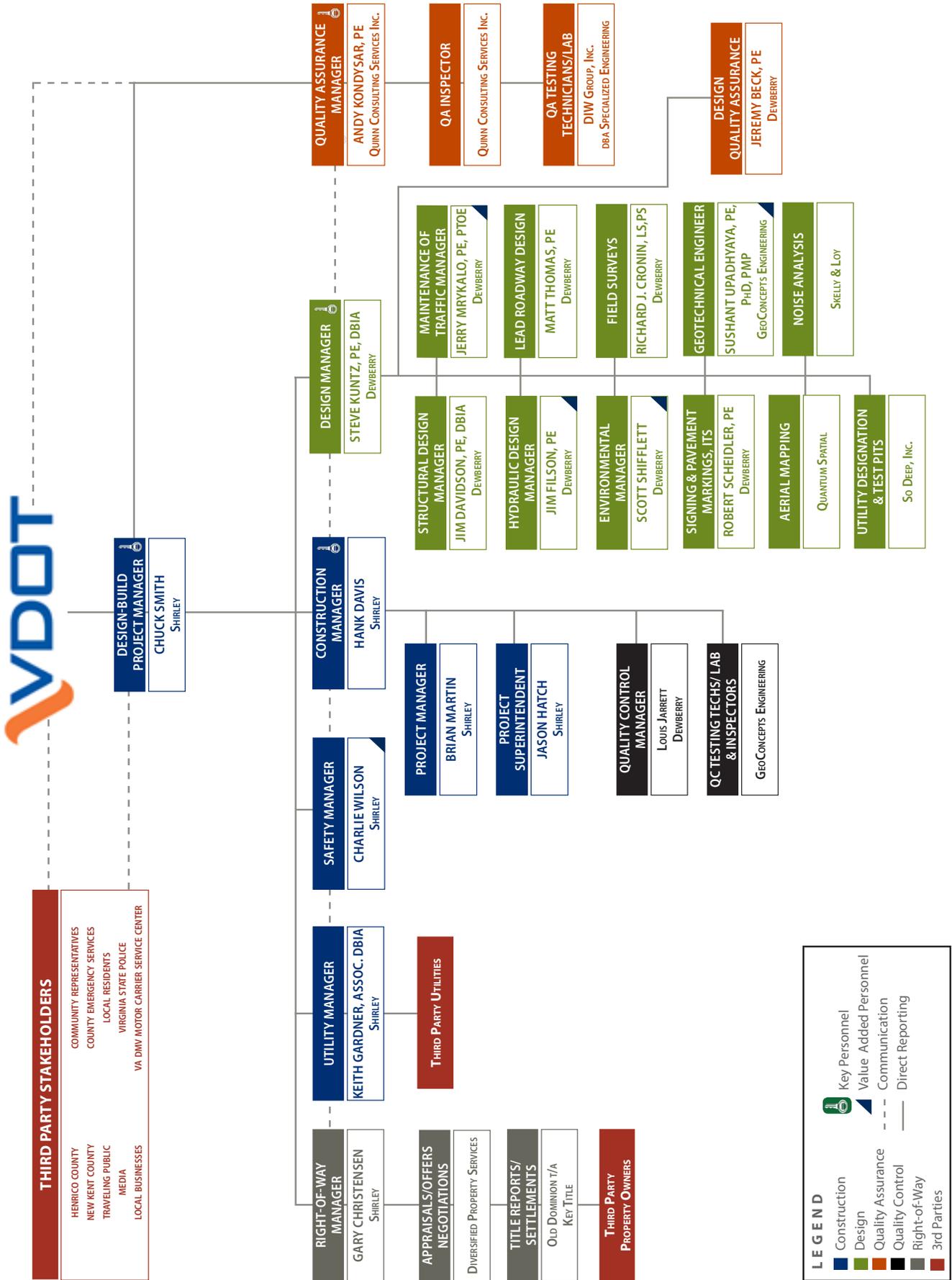
Table 4 - Value Added Personnel

Value Added Position	Name	Firm
Maintenance of Traffic Manager	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC
Geotechnical Engineer	Sushant Upadhyaya, PE, PhD, PMP	GeoConcepts Engineering
Hydraulic Design Manager	Jim Filson, PE	Dewberry Consultants LLC
Environmental Manager	Scott Shifflett	Dewberry Consultants LLC
Safety Manager	Charlie Wilson	Shirley Contracting Company, LLC

3.3.2 Organizational Chart

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

3.3 Offeror's Team Structure



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

Design-Build Project Manager, DB-PM (Chuck Smith) is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, Chuck has ultimate responsibility for Contract Management and to coordinate and integrate all project disciplines. He has full authority to resolve all disputes or disagreements through best efforts and good faith negotiations with VDOT representatives. Chuck also works with VDOT to communicate with all third-party stakeholders and coordinate all public outreach efforts, public meetings, and answer project inquiries.

Quality Assurance Manager, QAM (Andy Kondysar, PE) reports directly to the D-B PM and is completely independent from the construction operations and QC inspections. Andy has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and directs the QA inspections by the QA inspector and independent QA testing technicians. This position is unique in that Andy has the autonomy to report findings directly to VDOT in addition to the D-B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

Design Manager (Steve Kuntz, PE, DBIA) reports to the D-B PM and has overall responsibility for management of the design process. Of vital importance is Steve's role in integrating the various design disciplines with the construction, right-of-way, 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 (Hank Davis) reports to the D-B PM and has the responsibility to manage all aspects of construction and the Quality Control process. Prior to construction, Hank facilitates all constructability reviews for the design, works closely with the Utility Manager to plan relocations, and coordinates with the Right-of-Way Manager to prioritize and schedule acquisitions. During construction, he is on site for the duration of construction operations, maintains the project schedule, and coordinates with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract Documents. Hank also communicates with the Design Manager to arrange for design engineer's review of construction submittals and shop drawings.

Value Added Positions ▲

Our Team is *exceeding the RFQ requirements* by committing the following *Value Added* positions:

▲ **Maintenance of Traffic (MOT) Manager (Jerry Mrykalo, PE, PTOE)** reports directly to the Design Manager and is responsible for all MOT design elements. He provides expertise and monitoring of the TMP and TTC plans throughout design and construction ensuring safe and efficient operations are maintained. As a Professional Traffic Operations Engineer (PTOE), Jerry has successfully led the MOT design on 17 VDOT design-build projects including three projects on I-64. *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.*

3.3 Offeror’s Team Structure

▲ **Hydraulic Design Manager (Jim Filson, PE)** reports directly to the Design Manager and is responsible for the design of all drainage and stormwater management facilities. Jim has served as our Team’s Hydraulic Design Manager on each of our design-build projects, and is well versed in II-B and II-C drainage criteria as well as the processes necessary to document existing conditions of culverts and adjacent watershed drainage patterns. Jim recently led the successful design of the I-64 Capacity Improvements - Segment I drainage improvements in Newport News, and his experience gained from that project and other interstate widening projects will help us directly assess and address the conditions of existing drainage systems and facilities, which our Team has identified in Section 3.5 as a critical risk.

▲ **Geotechnical Engineer (Sushant Upadhyaya, PE, PhD, PMP)** reports directly to the Design Manager and is responsible for developing a geotechnical exploration program which meets the VDOT Manual of Instructions requirements and for making geotechnical recommendations which will be approved by VDOT and incorporated into the construction plans. Sushant has a wide range of experience in areas of soft and compressible materials consistent with those anticipated on this project. The geotechnical challenges associated with median widening and placement of deep fills while minimizing and avoiding impacts to existing structures has been identified in Section 3.5 as a critical risk. Sushant’s experience on I-64 Capacity Improvement - Segment I and other D-B projects in challenging geotechnical areas will directly address this risk.

▲ **Environmental Manager (Scott Shifflett)** reports directly to the Design Manager and is responsible for preparation of all permit documentation and completion of field investigations, as well as obtaining approval on all necessary environmental permits. Scott led these same activities on the I-64 Capacity Improvements - Segment I project and has specific experience working with the permitting agencies who will be involved in this project. During design, Scott coordinates with the design discipline leads ensuring designs are permissible and coordinates with the Utility Manager and construction team ensuring permit documentation accommodates all utility relocation and construction activities. Scott’s role continues during construction ensuring permit inspections are completed and documented in accordance with environmental permit requirements. We have identified Scott as a **Value Added** position in recognition that environmental compliance is critical to the success of any project.

▲ **Safety Manager (Charlie Wilson)** reports to the DB-PM and reviews 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 the safety of the public is paramount. To prove our commitment to safety we identified the Safety Manager as a **Value Added** position. Charlie trains and informs our Team of Project specific safety hazards and enforces all industry safety standards and Shirley’s Corporate Safety Policy.

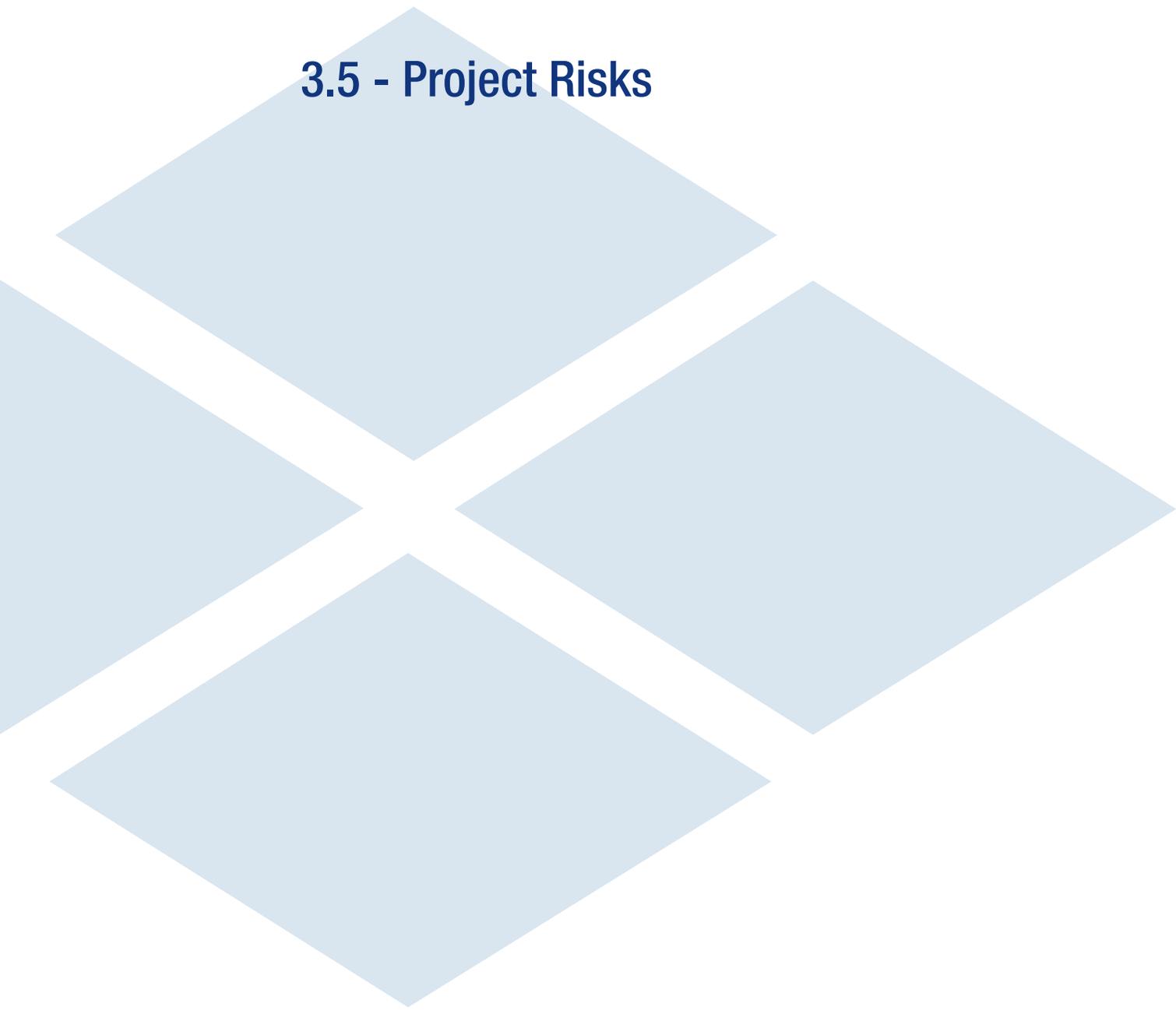
Shirley’s Core Values	
SAFETY	Each of us has the responsibility to ourselves, our families, our co-workers, our clients, and the public to ensure a safe work environment-regardless of cost.
INTEGRITY	We believe that respecting others, treating people fairly, conducting business in a professional manner and honoring our commitments is the only way to do business.
INNOVATION	We value innovative thinking and encourage the implementation of creative ideas in order to meet the challenges in our industry.
PRIDE	We take tremendous pride in our people, our organization, the quality of our work, and our accomplishments.
PEOPLE	Our employees are our greatest asset. We strive to create a rewarding work environment, promote a culture of teamwork, and provide opportunities for their professional development.

3.4 - Experience of the 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

3.5 Project Risks

Design-build projects by their very nature have elements of risk which the Project Team must identify and address early in project development in order to effectively manage and mitigate these risks. Our Team's proactive approach when dealing with project risks is a strength that is unmatched due to our Team's extensive experience on design-build projects including interstate widenings similar to this Project.

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

In preparation of this SOQ, we carefully reviewed all RFQ package documents and performed site visits to understand the existing site conditions and constraints with the goal of avoiding and reducing impacts from project risks. Our Team is committed to taking ownership of each risk factor and establishing strategies for risk mitigation.

The three most relevant and critical risks are:

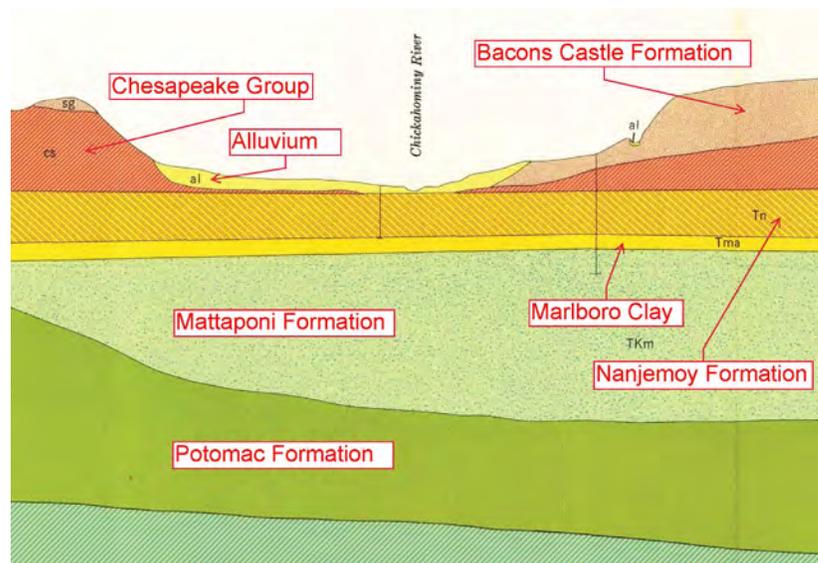
CRITICAL RISK #1 – GEOTECHNICAL CONDITIONS AND DESIGN

Why the Risk is Critical

Road and bridge construction over soft and compressible soils presents challenges to the Project from a design and construction perspective, which can be complicated by high water content, high compressibility, and low shear strength. To compound the problem, building embankments over soft ground often results in different forms of shear failure, heaving, and excessive lateral soil movements. Finally, the Marlboro Clay layer present within the Project alignment is one of the geologic formations highly susceptible to slope failure, where both slumps and earthflows can occur due to low shear strength. In many cases, historic landslide planes (known as slickensides) are present within clayey soil strata which could potentially lead to slope failure. These engineering obstacles have to be overcome in order to be able to construct safe, stable, and serviceable road embankments and structures.

The Project alignment is underlain by Quaternary age alluvial sediments, the Upper Pliocene age Bacon's Castle Formation, the Upper Pliocene through lower Miocene age Chesapeake Group, and Tertiary and Cretaceous age deposits consisting of Nanjemoy, Marlboro, and Mattaponi Formations. A representative subsurface cross section is shown in Figure 1. Essentially, the alluvial sediments, Bacon's Castle Formation, and Chesapeake Group are considered a critical risk for the Project due to their unconsolidated and highly compressible nature.

Figure 1 - Subsurface Cross Section



Impact on the Project

Poor soils and improper treatment during design and construction may adversely impact the traveling public, project scope, and schedule. Specific project impacts include:

- **Settlement** - The settlement of an embankment on soft soils has two distinct considerations; magnitude and rate of settlement. The rate of settlement, the time needed for the embankment to settle, is normally the more important consideration of the two parameters in order to minimize post-construction maintenance. Post-construction repairs invariably require closures and incur cost and delays to traffic. The early estimation of the magnitude and rate of settlement is therefore a significant factor in a successful embankment placed over soft soils.
- **Existing Foundation Impacts** - Widening of the existing bridges over Chickahominy River will be completed in the median and will need to consider the existing bridge foundations. We expect the proposed bridges will be supported by deep foundation systems, and consideration must be given to the type of proposed foundation to avoid issues of heave and displacement of existing foundations.
- **Slope Stability** - Unconsolidated and highly compressible alluvial soils will be encountered at shallower depths. These soils have low undrained shear strength therefore, short term slope stability is critical. Also, the Marlboro Clay layer is estimated to be 50' deep within the Project alignment. Based on our past experience with this formation, it is anticipated that low shear strength can cause slope instability if it is encountered at shallower depths. Slope stability, if not properly analyzed, may pose significant impacts to safety and maintenance during and post construction.
- **Schedule** - Time needed for embankments to settle is one of the most critical aspects in planning of the project schedule. Based on our previous experience in the same geologic setting, we anticipate that significant time will be required for primary and portions of secondary settlement to cease. This may result in a longer construction durations without the use of settlement mitigation strategies.

Mitigation Strategies

Soft and compressible soils along the Project alignment have many unique characteristics. As much information as possible will be obtained on the geologic deposits early in the Project. This involves carrying out appropriate site investigations and laboratory tests, in addition to local records of previous geotechnical reports which can also give very useful insights into likely performance characteristics. Once these characteristics are determined specific mitigation strategies can be developed. These may include:

- **Chemical Stabilization** - Chemical stabilization changes the characteristics of a soil to produce long-term permanent strength and stability and is considered as an economical way to reduce the required thickness of the overlying pavement structure. We will evaluate both lime and cement stabilization and an appropriate method will be selected based on plasticity index (PI), resilient modulus of underlying soils, and results of laboratory testing of various mix designs of stabilized soil. Soft and compressible soils should be within 4 to 5' of subgrade for effective use of this method. Deep mixing is another form of chemical stabilization that can provide mitigation of settlement and slope stability challenges by increasing shear strength of the stabilized soil mass.
- **Soil Replacement** - Consists of removing the soft and compressible soils located within the upper 4 to 5' or its entirety, whichever is less, and replacing it with uncompressible structural fill. This method can also be used to improve the subgrade of structures such as drainage pipes and pavements. However, this method requires significant amounts of earthwork and imported structural fill and requires significant time and cost. This method will only be used in the areas where chemical stabilization is not deemed cost effective.

3.5 Project Risks

- **Preloading** – In this method, a temporary fill is placed over the construction site in excess of the final design fill. This causes settlement to occur more rapidly than would have occurred under the final fill alone. Once this settlement has been reached, any excess load (surcharge) is removed, with the service load remaining on the strengthened foundation at its final in-service settlement. This method is most beneficial when the wait-time is not on the critical path of a project and when highly compressible and thick clay layers are present that cannot be treated with the above two methods.
- **Wick Drains** – If the preloading option takes significant time to reach the service limit settlement, then we will evaluate the option of wick drains. Wick drains allow for quick dissipation of pore water pressure and reduces the time necessary for preloading. A combination of preloading and wick drains may also be evaluated to provide the benefits of both strategies.
- **Lightweight Material** - These materials can either consist of aggregate, geofoam, or cellular (foam) concrete. The density of these materials is considerably less than compacted soil (as low as 25 pounds per cubic foot in the case of cellular concrete), which induces less stress to the soil beneath, improving the overall total/post-construction settlements and slope stability. Lightweight fills will generally be considered in those sections that cannot be economically addressed by above methods.

In our efforts to reduce the amount of earthwork movement, our Team will focus on the chemical treatment of the existing soils through cement or lime stabilization. Our Team has successful relevant experience with this application on several recent Design-Build Projects including the I-64 Capacity Improvements - Segment I project where our Team used a 12” thick cement-stabilized subgrade treatment program. ***This method has a secondary benefit of reducing the amount of truck trips entering and leaving the work zone in the median, thus increasing safety and mobility to the public.***

These solutions, and others which may be identified based on unique conditions within the Project limits, will be investigated and utilized to reduce impacts to the traveling public, reduce project costs, and improve the construction schedule for completion of the Project.

Role of VDOT and Other Agencies

As part of the RFP documents, we expect VDOT will provide a geotechnical data report (GDR) and boring logs in gINT or MicroStation format to help develop technical and price proposals for the Project. To effectively identify appropriate foundations and geotechnical challenges, we recommend that VDOT provide boring information for noise walls, bridge foundations, and major drainage facilities with the RFP. During design, we expect VDOT will review the boring location plan and approve all geotechnical reports and recommendations.

CRITICAL RISK #2 – CONDITION OF EXISTING DRAINAGE FACILITIES

Why the Risk is Critical

Having recently completed design on the I-64 Capacity Improvements - Segment I, our Team has experience addressing existing drainage facilities which are in sub-standard condition and require rehabilitation or replacement. This experience highlights how critical the condition of existing drainage facilities are. We know they can impact the scope, schedule, and cost, as well as impacts to traffic which are undesirable on a heavily traveled corridor. On Segment I, we experienced challenges related to crushed culverts, clogged pipes, blocked outlets, plugged underdrains, and inadequately sized facilities which resulted in upstream ponding. Based on the topography within the limits of this Project, and the age of the existing facilities, we expect many, if not all, of these challenges and concerns will be encountered. The conditions of existing cross culverts and underdrain systems are viewed as critical for the following reasons:

3.5 Project Risks

- **Existing Cross Culverts** - Given that I-64 is a critical facility for mobility and hurricane evacuation, it is imperative that existing drainage facilities be operational in the worst of conditions to ensure the safe operation of the interstate at all times. Compromised or damaged facilities would limit their ability to effectively drain the interstate and maintain major channel flows during critical times. Existing cross culverts will also be utilized to provide outfalls for the proposed median stormwater management (SWM) facilities shown in the conceptual plans, so they must be operational at the outset of the Project. Damaged facilities could delay construction and operation of the SWM facilities until new culverts could be installed, and due to the relatively flat terrain of the Project site, jacking of new culverts may be challenging due to limited amounts of cover available for new culvert installations. While multi-stage open cut installation is less desirable on interstates, it may be necessary to avoid damaging the existing pavement during jacking operations.
- **Underdrain Condition** - Adequate underdrains are critical to the condition of the existing pavement, and we are very aware of the damage to pavement that can be caused by improperly installed or clogged existing underdrain systems. Clogged underdrains prevent flow of subbase drainage and compromise the structural integrity of the pavement, and underdrain that is installed too high can limit the ability to quickly strengthen the existing shoulder before median pavement widening is initiated. Both of these conditions were encountered on I-64 Capacity Improvements - Segment I. Due to the limited relief adjacent to the road, underdrains become clogged over time either due to flat slopes at the outfall locations, or because the outfalls become flooded during high rain events, which allows sediment to build-up at the outlets and block them. Underdrains installed at a shallow depth pose a problem because the underdrain pipes can be impacted during shoulder strengthening operations. Shoulder strengthening is anticipated to be required on the outside shoulders so that traffic can be shifted away from the median to facilitate construction of the new median travel lane. In the event the underdrains were previously installed too high, as experienced on Segment I, they will be impacted during night-time operations when a deeper pavement section is being installed for MOT purposes. In this case, they will need to be lowered or replaced either during these initial nighttime activities, or at the end of the Project, further impacting the cost and schedule

Impact on the Project

Inadequate, damaged, or substandard existing drainage facilities will need to be addressed during design and construction, and could adversely impact the traveling public, scope, schedule, and cost in the following ways:

- **Traffic Impacts** - Installation of new cross-culverts utilizing jack and bore installation techniques are preferred since this method would not require lane closures or temporarily shifting of traffic. However, in areas of limited relief and minimal cover, use of jack and bore procedures may not be possible since the installation could result in heaving of the pavement over the new culvert. In this case, installation of new culverts would need to be completed in phases, requiring traffic to be shifted around the culvert installations. This would require additional temporary pavement, additional traffic impacts, and additional temporary barrier placement at the culvert installation sites, each of which could result in additional traffic queuing and delays. Replacement of underdrains on the outside shoulders would introduce similar impacts to traffic, since an additional stage of construction would be necessary at the end of the Project to complete underdrain removal and replacement operations.
- **Scope** - Conditions of all of the pipes may not be known at the time proposals are submitted. Should pipes be found to be unserviceable following Award, new pipes will need to be installed to provide a proper finished product, further affecting the cost, scope, and schedule. Installing new culverts also has a “ripple effect”, since these installations will require additional inlet and outlet grading

3.5 Project Risks

to maintain drainage patterns, wetland and stream impacts, and could impact the locations of other closed-system outfalls and pond locations. Replacement of underdrain is difficult to account for at the outset of the Project, since the exact vertical position is unknown and the extent of blocked outlets and pipes can't be specifically measured. Only after the underdrains can be fully inspected will the full scope of repairs and/or replacement be fully understood.

- **Schedule** - The contract will have a set timeline for completion, so any additional drainage improvements which are identified after Award will require additional crews to complete installations without impacting the overall schedule. Night work may be required for some culvert installations, and additional work may need to be completed during earlier phases of construction so that SWM facilities can be installed and made operational at the outset of the Project. If shallow underdrains are unexpectedly encountered during night-time shoulder strengthening operations, repairs will have to be completed prior to installation of the deepened shoulder pavement section. This will result in schedule delays and traffic impacts. In addition, this work will delay the start of work of the permanent median widening.

Mitigation Strategies

Our experience on the I-64 Capacity Improvements - Segment I will facilitate the development of mitigation strategies to address the inadequate, substandard, or damaged existing drainage facilities. Mitigation will start during the procurement phase with additional field investigations to identify areas of concern so that proper repairs or replacements can be accounted for in the scope, cost, and scheduling of the Project. Specific mitigation measures include:

- **Technical Proposal Investigations** - We will utilize any inspection information provided as part of the RFP to identify replacement facilities, and will work within the language of the contract in the event we are to assume all drainage facilities are unserviceable and require replacement. During procurement, our Team will complete field investigations and photo documentation of large diameter cross culverts and underdrain outfall locations. Damaged facilities and blocked outfalls will be noted so that quantities for repairs or replacements can be estimated. To reduce traffic impacts, we will determine if existing pipes can be lined, or serve as a carrying pipe, to allow for installation of a new culvert through the existing culvert, thereby eliminating impacts to traffic while also providing the necessary new drainage facilities;
- **Early Investigation After Award** - Immediately after Award, our Team will initiate a comprehensive video survey of every drainage crossing to determine if pipes are salvageable, require repairs, or need full replacement. Results of the video survey will be shared with VDOT to identify proper solutions, and preliminary and final drainage designs will reflect the necessary repairs or replacements. Drainage divides will be developed to determine if existing pipes have adequate capacity, if on-site detention will help in efforts to retain existing culverts, or if full replacement is required. Video inspections of existing underdrains will be completed at the same time to identify limits of blocked outfalls and/or pipes, and determine the level of repairs needed.
- **Installation of Median Detention Facilities** - In order to reduce peak flows, we will investigate the ability to construct median detention facilities so that existing smaller diameter pipes can remain salvageable and adequate for the increased flows associated with the increased impervious runoff. Detention facilities may also be used for stormwater quality purposes.
- **Unique Design Solutions** - During development of final designs, we will investigate ways to salvage existing drainage facilities while also providing the necessary permanent improvements. One unique solution which our Team employed on recent interstate widening projects is using existing drainage pipes as a carrying pipe for a new crossing. This allowed our Team to reduce the number and/

3.5 Project Risks

or size of pipe crossings, and allowed pipes to be installed without needing to jack and bore or open cut the existing roadway. Another potential solution is the purchase of nutrient credits for stormwater management to reduce the number of stormwater quality facilities and to focus more on quantity control through the construction of detention devices. Finally, recognizing areas of upstream detention will be discussed with VDOT to determine if these areas can be accounted for in order to justify reduced sizes of cross culverts. Consistent with recent projects, we will identify upstream detention areas and determine who is responsible for their maintenance. If existing detention areas are maintained by VDOT, then they can be accounted for in the hydraulic modeling, leading to reduced peak flows which may result in the existing culverts being adequate. We will also look for areas to incorporate upstream detention that can be maintained by VDOT to reduce peak flows and allow existing culverts to be maintained and/or repaired as opposed to being replaced.

- **Schedule Flexibility** - As the full scope of drainage improvements becomes determined we will factor this into our overall schedule. Further, float will be built in as practical for unforeseen conditions needing repair or replacement.

These solutions, and others which may be identified based on unique conditions within the Project limits, will be investigated and utilized to reduce impacts to the traveling public, reduce project costs, or improve the construction schedule for completion of the Project.

Role of VDOT and Other Agencies

As part of the RFP, we expect VDOT to provide direction as to whether existing drainage facilities should be assumed to be unserviceable or salvageable as part of the final design. This direction in the RFP will help us to develop our preliminary concepts as well as develop a clear scope, schedule and price. Once underway with final design, we will look for concurrence from VDOT as to which pipes are serviceable based on the additional video inspections, and recognize that VDOT will ultimately approve construction plans which reflect reuse, repair, or replacement of the pipes as appropriate based on verified existing conditions surveys. We will also work with VDOT to develop plans for underdrain replacements or repairs based on completion of underdrain inspections. VDOT maintenance staff can assist in identifying areas of routine problems or concerns, so that additional focus can be placed on those areas to provide the necessary improvements at the completion of the Project.

CRITICAL RISK #3 – MAINTENANCE OF TRAFFIC MOBILITY & SAFETY

Why the Risk is Critical

I-64 is a crucial east-west artery for commuters, commerce, and tourists, carrying 71,000 vehicles per day. The combination of these high traffic volumes and high travel speeds compounds the importance of preparing and implementing a comprehensive maintenance of traffic (MOT) program. It will be critical that this program ensures the preservation of traffic mobility for commuters, commercial vehicles, and off-peak tourist traffic, as well as ensuring safety is held paramount for the public and construction personnel. The detailed project elements our Team has identified as the basis of this critical risk include:

- The median widening and possible new culverts across I-64 will require carefully planned temporary traffic control (TTC) plan that maintains of all thru lanes, ramps, and a shoulder for vehicle refuge;
- Implementation of “typical” lane closure hours without detailed analysis can result in significant interstate delay and safety degradation. To maximize mobility during construction, we know the importance of limiting temporary lane closures to hours where the traffic volumes are lowest;
- Recognition that a single lane closure schedule to be used throughout the entire year is not appropriate,

3.5 Project Risks

as the seasonal beach traffic along I-64 results in vastly different peak and off-peak traffic volumes in each of the four seasons;

- Construction access to the median must be thoroughly planned so that trucks entering / exiting the left thru lane (fast lane) on I-64 are minimized, while also allowing for construction efficiency to be maintained;
- The combination of the 70 mph speed limit and high volumes are a potentially volatile combination if the Project team does not have specialized design experience, utilize site-specific enhanced temporary traffic control devices, and have construction experience in similar situations;
- The heavy merge and weave movements at the I-295 interchange increases complexity for drivers;
- Work near the truck weigh station will have to be carefully staged in order to maintain continuous scale operation, to avoid trucks blocking travel lanes, and to maintain DMV/VSP personnel safety; and
- The scope and location of the Project requires a comprehensive public outreach plan to allow motorists to plan their trip around planned construction activities.

Impact on the Project

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

- Degradation of safety for the public, state personnel, and/or construction personnel;
- Additional travel delays along I-64 and/or I-295;
- Schedule delays due to changes in work hour restrictions during construction if seasonal traffic variations are not fully understood;
- Loss of thru lane capacity and/or emergency responder access if both shoulders are closed;
- Driver frustration or loss of public support for the Project if construction activities are inadequately communicated with the public;
- Temporary loss of usage of the truck weigh station; and
- Increased costs.

Mitigation Strategies

Our Team is adamant about maintaining the highest possible levels of traffic mobility throughout construction while also providing industry leading safety within the work zone for the traveling public and construction personnel. We are committed to making mobility and safety our top priorities, and to exceeding the standard project requirements by implementing the mitigation strategies listed below.

- ***Assembling an industry leading MOT team.*** Our Team is well versed in the development of Transportation Management Plans (TMPs) for Type C “significant” projects, as well as the development of site-specific Temporary Traffic Control plans per VDOT’s IIM-LD-241.6 (Work Zone Safety and Mobility) process. All of our TTC, TMP and traffic analysis processes will be supervised by our MOT Manager, Jerry Mrykalo, who is also a VDOT-certified Temporary Traffic Control Training Instructor. He has lead the implementation of an in-house training program for our engineers, allowing all of our engineers involved in MOT design to achieve VDOT Advance Work Zone Traffic Control certification. ***Most importantly we have recent relevant MOT design and construction experience on I-64 Capacity Improvements - Segment I, allowing us to understand many of the unique considerations and challenges described on the previous page.***

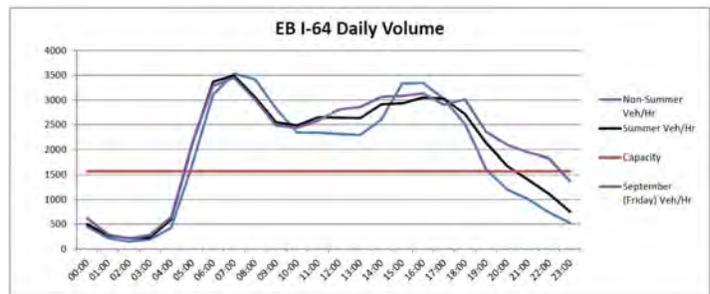
3.5 Project Risks

- **Verifying that acceptable operations will be maintained for off-peak temporary lane closures.**

We accomplish this by collecting current traffic volumes, and analyzing all potential MOT operations using software such as Quick Zone and HCS to ensure temporary lane closures are limited to the hours of least impact. This strategy holds true for customizing lane closures schedules to account for seasonal variations in traffic volumes that occur on I-64.

For example, during the summer beach traffic season, lane closures times may need to be limited during the late-night periods. Understanding this from the outset is crucial in order to avoid an unforeseen modification to lane closure hours' mid-construction, which could impact project schedule. As you can see in Figure 1, we are well versed in this exact type of seasonal analysis, which we recently performed as part of the I-64 Capacity Improvements - Segment I Widening and I-64 Pavement Rehabilitation Projects.

Figure 1 - Subsurface Cross Section



- **Carefully staging work in a manner that allows for complete reconstruction of the existing pavement.** To accomplish this, our Team has already identified and formulated solutions for the following:

1. **Existing Shoulder Strengthening:** To begin the widening process, it is anticipated that we will have to temporarily run traffic partially on the existing right shoulder. To do so, analysis of the existing shoulder pavement will be performed, and the shoulder strengthened to accommodate traffic loading if necessary. Our Team has substantial experience with this exact type of work, having recently completed it on I-64, I-66, and on I-95. We will analyze the existing pavement with as-built information and pavement cores. Loading will be based on traffic volumes and construction duration, and pavement strengthening will be implemented as required. This work can be completed during night operations, where the shoulder is milled and stone removed to a specified depth, and immediately replaced with a thicker asphalt section during the same night. Completing this activity will then allow the Team to shift traffic to allow room to set barrier.
2. **Maintaining Ramp Movements:** Once median widening is completed, it is anticipated that thru lanes will be shifted towards the median onto the new pavement so that the ramp work at the truck weigh station can be completed. During this period, it will be critical to complete a multi-phased approach to allow ramp traffic to pass through the work area. Construction will be carefully planned to utilize temporary ramp geometry so that ramp movements can be relocated to allow for pavement reconstruction while also maintaining continuous access and meeting safe MUTCD and AASHTO compliant geometry.
3. **Maintaining Positive Drainage:** With the need for temporary barrier anticipated along both the roadway and on the bridge over the Chickahomany River, temporary drainage will be analyzed and coordinated with both the roadway and bridge construction phasing to ensure that ponding of water along the barrier during rain events is avoided. Also, the sequencing of culvert construction will be incorporated into the TTC plans to ensure any crossings of I-64 are completed in a manner that maintains thru lanes without abrupt traffic shifts.
4. **Maintaining Shoulders:** Wherever possible, we will strive to maintain a full paved shoulder for incident management. Where this is not possible, we will design temporary pull offs, which will be shifted along the length of the work area to facilitate construction.

3.5 Project Risks

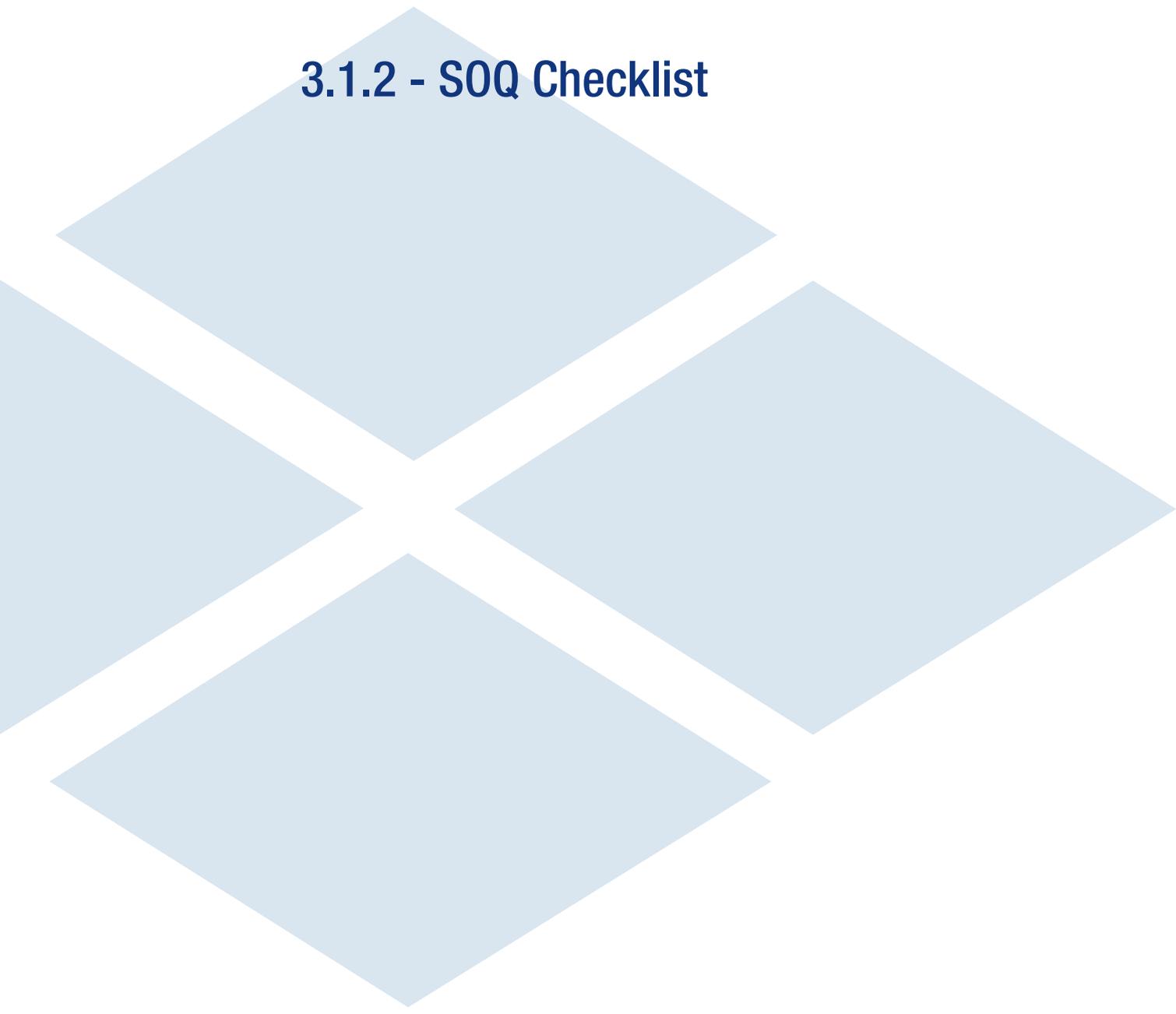
- To mitigate the potential speed differentials between trucks entering and exiting the median and traffic in the left lane, the following strategies will be utilized:
 1. Consolidating entrance/exit points to locations with greatest sight distances;
 2. Providing full acceleration/deceleration lengths for trucks meeting AASHTO requirements as feasible, minimizing slow truck interaction with fast-lane traffic.
 3. Avoiding median construction access points in the vicinity of the weigh station, to avoid merge/diverge conditions on both the left and right sides of the roadway
- ***Our Team also has experience in utilizing site-specific enhanced safety and mobility strategies exceeding the minimum requirements***, which can significantly improve traffic operations and safety during construction. A preliminary investigation already completed by our Team has found that there have been 85 injury crashes (and 1 fatal crash) within the work zone within the past five years. Based on this preliminary investigation we have identified the following innovative enhancements that will maximize safety and operations:
 1. Temporary raised pavement markers and wider than minimum temporary lane markings for significantly increased visibility;
 2. Design of lane shift geometry to the full “L” length for the posted speed limit (double the minimum length) as avoidance of abrupt transitions is especially important on interstates;
 3. Utilizing durable pavement marking materials that retain their visibility longer;
- Finally, one of the most important mitigation strategies is the utilization of a ***proactive and robust Public Outreach program***. From our past successful design-build experience, we know that this objective is best accomplished by using a teamed approach with VDOT. This is especially important for this Project given the high speeds and volumes, the weigh station, and the adjacent interchanges. Our Team had already identified the following potential public outreach solutions:
 1. Holding regular “pardon-our-dust” and public information meetings;
 2. Coordination with VDOT to provide updates via a project website;
 3. Outreach through social media, radio and television news coverage;
 4. Direct communication with emergency responders prior to traffic switches; and
 5. Use of Portable Changeable Message Signs (PCMS) and overhead Dynamic Message Signs to alert motorists of new traffic patterns

From integrating both design and construction personnel into constructability planning from the outset, to utilizing a value added MOT engineer with proven experience, an extensive public outreach program, and providing a design with the innovative enhancements described above, our Team is well prepared to successfully address this critical risk by constructing this Project in a manner that consistently exceeds safety and mobility standards.

Role of VDOT and Other Agencies

It is expected that VDOT will be involved from a review and approval standpoint during the development of the plans. Analysis of traffic volumes and travel patterns as well as the proposed construction sequencing will be discussed with VDOT during the TMP and TTC development process to determine if the proposed configurations are acceptable. We anticipate that VDOT will also remain involved in the public outreach process during design and construction (either in a support or lead role). During construction we also anticipate that VDOT will remain active to integrate our work activities into VDOT’s LCAMS system, and to play an essential role in maintaining a safe work site for motorists, construction, and inspection staff. We also anticipate MOT coordination during construction with other agencies, such as coordination with locality emergency responders.

Appendix



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

Project: 0064-043-602, Contract ID: C00107458DB95

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	
Offeror's point of contact information	NA	Section 3.2.2	yes	
Principal officer information	NA	Section 3.2.3	yes	
Offeror's Corporate Structure	NA	Section 3.2.4	yes	
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	N/A
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	N/A
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	N/A
Evidence of obtaining bonding	NA	Section 3.2.9	no	N/A

ATTACHMENT 3.1.2

Project: 0064-043-602, Contract ID: C00107458DB95

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

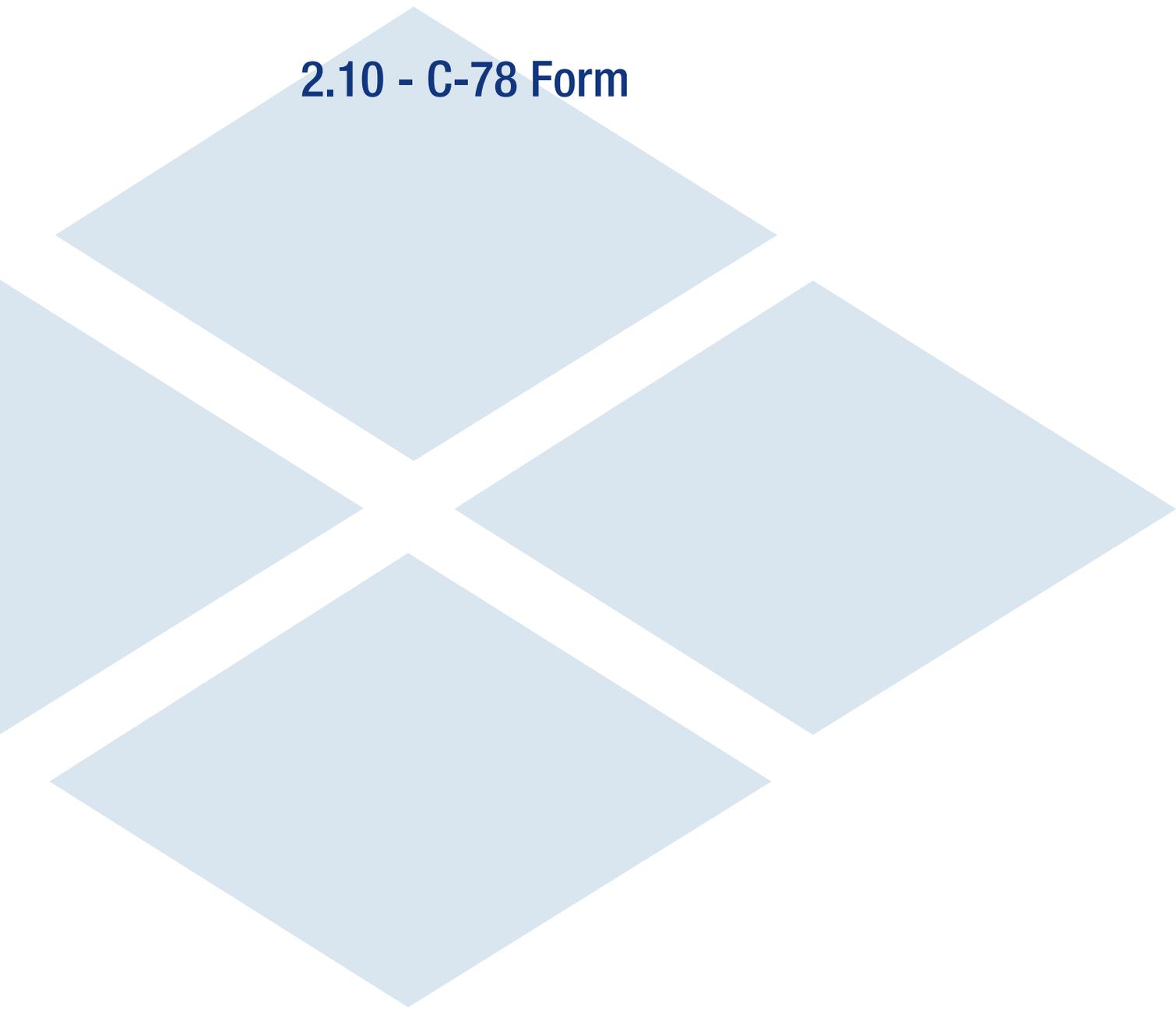
Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	N/A
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR 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	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6
Experience of Offeror's Team				

ATTACHMENT 3.1.2

Project: 0064-043-602, Contract ID: C00107458DB95

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
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	7-15



2.10 - C-78 Form

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

RFQ NO. C00107458DB95
 PROJECT NO.: 0064-043-602

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 – November 3, 2016
(Date)
2. Cover letter of RFQ Addendum No. 1 – November 30, 2016
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

December 14, 2016

DATE

Garry A. Palleschi

PRINTED NAME

Vice President

TITLE

3.2.6 - Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0064-043-602, C00107458DB95

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

Affiliated and/ or subsidiary companies of the Offeror are listed below.

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

ATTACHMENT 3.2.6

State Project No. 0064-043-602, C00107458DB95

Affiliated and Subsidiary Companies of the Offeror

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

3.2.7 - Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

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

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

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

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

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

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

	December 15, 2016	Vice President
Signature	Date	Title
Shirley Contracting Company, LLC		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

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

Dave Mahoney 11/7/16 Executive Vice President
Signature Date Title

Dewberry Consultants LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

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

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

 December 6, 2016 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

	12/6/2016	VP of Business Development
Signature	Date	Title

DIW Group, Inc. t/a Specialized Engineering

Name of Firm

ATTACHMENT NO. 3.2.7(b)

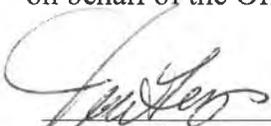
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

	12/7/16	President
Signature	Date	Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205

Project No.: 0064-043-602

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



Signature

12/8/2016
Date

President, Chief Operating Officer
Title

Skelly and Loy, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

Matthew Sullivan 12-7-16 MANAGER
Signature Date Title

So-Deep, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205

Project No.: 0064-043-602

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

W. J. McTeague 12/7/2016
Signature Date

Vice President
Title

Quantum Spatial, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

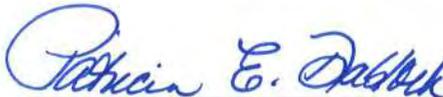
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LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Widening Exit 200 to 205
Project No.: 0064-043-602

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

 11/10/2016
Signature Date

President
Title

Diversified Property Services, Inc.
Name of Firm



3.2.8 - VDOT Prequalification Certificate



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 12/9/2016**

- S -

Vendor ID: S1060
Vendor Name: SHEPAUL ENTERPRISES, INC.
Prequal Exp: 09/30/2017

-- 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: N/A
DBE Contact: N/A

Vendor ID: S018
Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC
Prequal Exp: 09/30/2017

-- 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

December 12, 2016

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

Re: Request for Qualifications - Contract ID Number: C00107458DB95 - A Design-Build Project
I-64 Widening Exit 200 to 205 From: Interstate 295 To: Exit 205 (Bottom Bridge)
Henrico and New Kent Counties, Virginia
Estimated Contract Value: \$ 55 million

Dear Mr. Clarke:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$150,000,000 with an aggregate of \$5,000,000,000.

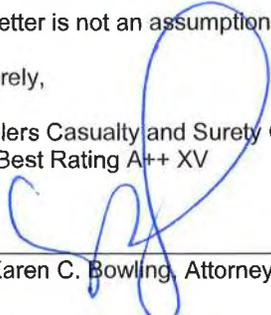
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 006886579

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

Diana L. Parker, and Karen C. Bowling

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 13th day of July, 2016.

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

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



State of Connecticut
City of Hartford ss.

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

On this the 13th day of July, 2016, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2021.



[Signature]
Marie C. Tetreault, Notary Public

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

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

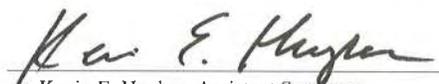
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 12th day of December, 2016


Kevin E. Hughes, Assistant Secretary



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

3.2.10 - SCC/DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0064-043-602, C00107458DB95

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-3	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Class A Contractor	2705071652	October 31, 2018
Dewberry Consultants LLC	S044733-6	Limited Liability Co.	Active	8401 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2017
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2017
DIW Group Inc.	F128190-8	Corporation	Active	4845 International Blvd. #104 Frederick, Md. 21703	Business Entity	0407004748	December 31, 2017
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active	19955 Highland Vista Drive Ste.170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2017
So-Deep, Inc.	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, Va. 20111	Business Entity	0407002900	December 31, 2017
Skelly & Loy, Inc.	F113636-7	Corporation	Active	449 Eisenhower Blvd. Suite 300 Harrisburg, Pa. 17112	Business Entity	0407001402	December 31, 2017
Quantum Spatial, Inc.	F113594-8	Corporation	Active	45180 Business Ct. Suite 800 Sterling, Va. 20166	Business Entity	0407005489	December 31, 2017
Diversified Property Services of Virginia, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2018
Old Dominion Settlements, Inc.	0243891-9	Corporation	Active	n/a			

ATTACHMENT 3.2.10

State Project No. 0064-043-602, C00107458DB95

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, Va. 20169	Professional Engineer	0402039440	June 30, 2018
Quinn Consulting Services, Inc.	Anthony Kondysar	Chantilly, Va.	3905 St. Mary's Circle Williamsburg, Va. 23815	Professional Engineer	0402021246	July 31, 2018

Alert to corporations regarding unsolicited mailings from VIRGINIA COUNCIL FOR CORPORATIONS is a



11/22/16
10:44:37

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	
16	50.00			50.00	CR

(Screen Id:LLC_Data_Inquiry)

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12/13/16

14:49:30

LLCM3220 LLC DATA INQUIRY

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

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

CONVERSION/DOMESTICATION INDICATOR:

PRINCIPAL OFFICE ADDRESS

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

REGISTERED AGENT INFORMATION

R/A NAME: CORPORATION SERVICE COMPANY

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

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
17	50.00			

(Screen Id:/LLC_Data_Inquiry)

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CISM0180 CORPORATE DATA INQUIRY 12/13/16 14:38:33

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

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

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
19955 HIGHLAND VISTA DR #170

CITY: ASHBURN STATE: VA ZIP: 20147-0000

R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC: 153

ACCEPTED AR#: 216 03 0693 DATE: 02/01/16 LOUDOUN COUNTY

CURRENT AR#: 216 03 0693 DATE: 02/01/16 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

14:48:54

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134

R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106

ACCEPTED AR#: 216 13 3280 DATE: 08/29/16 ARLINGTON COUNT

CURRENT AR#: 216 13 3280 DATE: 08/29/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	100.00					5,000

(Screen Id:Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

14:37:42

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

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

STREET: 4701 COX ROAD AR RTN MAIL:
 SUITE 285

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

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143

ACCEPTED AR#: 217 01 2461 DATE: 12/05/16 HENRICO COUNTY

CURRENT AR#: 217 01 2461 DATE: 12/05/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	1,700.00					2,000,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

14:40:09

CORP ID: - 7 STATUS: 00 ACTIVE STATUS DATE: 05/24/10
 CORP NAME:

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

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

CITY: RICHMOND STATE : VA ZIP: 23219-0000

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

ACCEPTED AR#: 216 07 5864 DATE: 04/29/16 RICHMOND CITY

CURRENT AR#: 216 07 5864 DATE: 04/29/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	670.00					100,000

(Screen Id:Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

14:45:26

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#: 216 06 5416 DATE: 04/08/16 HENRICO COUNTY
 CURRENT AR#: 216 06 5416 DATE: 04/08/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	670.00				670.00	100,000

(Screen Id:Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

14:36:53

CORP ID: 0216275 - 8 STATUS: 00 ACTIVE STATUS DATE: 11/15/85
 CORP NAME: SO-DEEP, INC.

DATE OF CERTIFICATE: 04/07/1981 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: THUY ANH PHAM

STREET: 8397 EUCLID AVENUE AR RTN MAIL:

CITY: MANASSAS PARK STATE : VA ZIP: 20111-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC : 315
 ACCEPTED AR#: 216 17 7072 DATE: 12/08/16 MANASSAS PARK
 CURRENT AR#: 216 17 7072 DATE: 12/08/16 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 16 130.00 10,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

15:18:52

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#: 216 12 0358 DATE: 08/01/16 FAIRFAX COUNTY
CURRENT AR#: 216 12 0358 DATE: 08/01/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

12/13/16

14:40:59

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#: 216 13 5197 DATE: 09/01/16 FAIRFAX COUNTY
 CURRENT AR#: 216 13 5197 DATE: 09/01/16 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 16 220.00 22.00 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 License Number 0407003966

License Details

Name	DEWBERRY CONSULTANTS, LLC
License Number	0407003966
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
Initial Certification Date	2000-03-14
Expiration Date	2017-12-31

Related Licenses ¹

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

Showing 1 to 4 of 4 entries

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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	2017-12-31

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

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DPOR License Lookup License Number 0407003733

License Details

Name	QUINN CONSULTING SERVICES INCORPORATED
License Number	0407003733
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
Initial Certification Date	1998-03-05
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2017-08-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407004748

License Details

Name	DIW GROUP INC
DBA Name	SPECIALIZED ENGINEERING
License Number	0407004748
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	4845 INTERNATIONAL BLVD #104, FREDERICK, MD 21703
Initial Certification Date	2005-11-01
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402020050	MITCHELL, CHARLES ROBERT	Professional Engineer License	Engineering	2017-07-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407001402

License Details

Name	SKELLY & LOY INC
License Number	0407001402
License Description	Business Entity Registration
Rank	Business Entity
Address	449 EISENHOWER BLVD SUITE 300, HARRISBURG, PA 17112
Initial Certification Date	1982-08-31
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402018049	MORSE, STEPHEN RICHARD	Professional Engineer License	Engineering	2018-04-30

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
Firm Type	Corporation
Rank	Business Entity
Address	45180 BUSINESS CT SUITE 800, STERLING, VA 20166
Initial Certification Date	2009-07-30
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0408000008	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	Land Surveying	2017-02-28

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407002900

License Details

Name	SO-DEEP, INC.
License Number	0407002900
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	8397 EUCLID AVENUE, MANASSAS PARK, VA 20111
Initial Certification Date	1989-02-06
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402022310	SKAHN, CARY ALAN	Professional Engineer License	Engineering	2017-06-30
0403001937	SPENCER, MELVIN E	Land Surveyor License	Land Surveying	2017-01-31

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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 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 License Number 0402021246

License Details

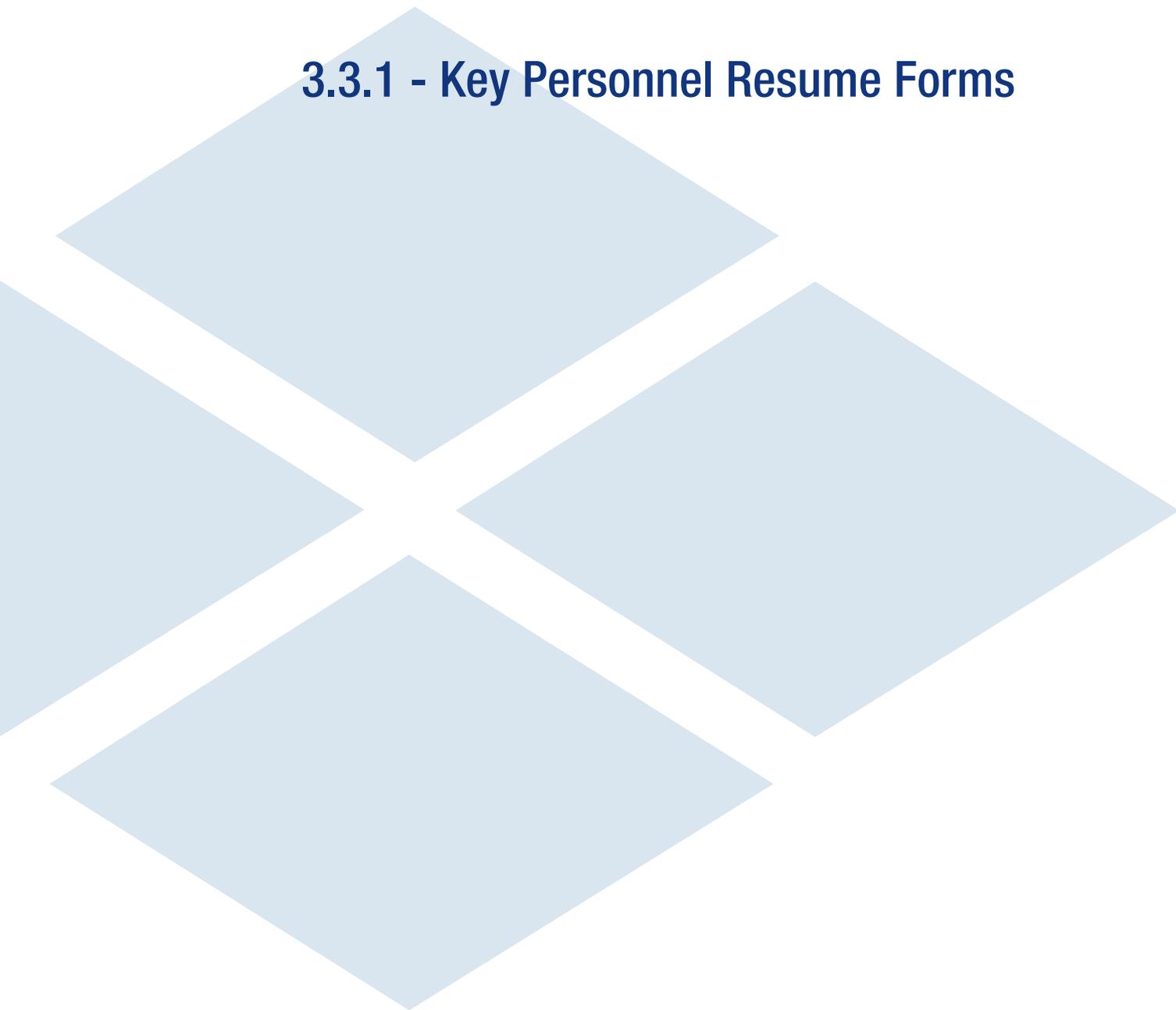
Name	KONDYSAR, ANTHONY J
License Number	0402021246
License Description	Professional Engineer License
Rank	Professional Engineer
Address	WILLIAMSBURG, VA 23185
Initial Certification Date	1990-07-16
Expiration Date	2018-07-31

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3.3.1 - Key Personnel Resume Forms



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Charles "Chuck" L. Smith, IV, Vice President
b. Project Assignment: Design-Build Project Manager
c. Name of 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): Shirley Contracting Company, LLC – Full Time
d. Employment History: With this Firm 27 Years With Other Firms 1 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): Shirley Contracting Company, LLC, Vice President/Design-Build Project Manager (D-B PM), 2004–Present Provides oversight and monitoring of the design-build project life cycle, including managing all design disciplines, construction management, and contract administration. He ensures project delivery in accordance with contract requirements and project schedule. Chuck manages all coordination with owners and stakeholders and is responsible for dispute resolution and overall client satisfaction. He oversees project planning, scheduling of resources and safety during construction. As Design-Build Project Manager on eight design-build projects valued at \$500M , Chuck's responsibilities have included overall management of the design and construction process, including all QC activities. <ul style="list-style-type: none">▪ I-64 Capacity Improvements Segment I Design-Build, (\$96M) - 3/2015 to 12/2017 – Design-Build Project Manager▪ Telegraph Road and U.S. Route 1 Intersection Design-Build, (\$3.3M) - 6/2013 to 5/2015 – Design-Build Project Manager▪ CSX JD to Jones Hill, (\$7.8M) - 10/2013-4/2015 - Contract Manager▪ I-95 Ramp to Fort Belvoir North Area, (\$11M) - 6/2012 to 12/2014 - Contract Manager▪ Mulligan Road-Phase II Design-Build, (\$36M) - 12/2011 to 10/2014 - Contract Manager▪ USCG Saint Elizabeth's West Site Access Road, (\$29M) - 6/2010 to 10/2013 – Design-Build Project Manager▪ Fairfax County Parkway Phase III Design-Build, (\$28M) - 1/2010 to 12/2012 – Construction Manager▪ Fort Lee 'A' Gate Roundabout Design-Build, (\$2.4M) - 6/2011 to 12/2012 – Design-Build Project Manager▪ Washington Headquarters Service DoD BRAC 133, (\$167M) - 12/2008 to 8/2011–Design-Build Project Manager▪ I-95 4th Lane Widening, (\$91M) - 3/2008 to 9/2011 – Construction Manager▪ New Campus East – NGA Fort Belvoir Design-Build, (\$58M) - 5/2008 to 1/2011 – Design-Build Project Manager▪ Spotsylvania County Infrastructure Improvements Design-Build, (\$14M) - 10/2007 to 8/2015 – Design-Build Project Manager▪ Dulles Greenway Improvements Design-Build, (\$71M) - 5/2005 to 7/2008, Design-Build Project Executive▪ Monroe Avenue Bridge Design-Build, (\$43M) - 4/2005 to 10/2009 – Design-Build Project Manager Shirley Contracting Company, LLC, Contract Manager, 1993–2004 Responsible for daily management of large road and bridge construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, construction management, owner requisitions, public relations and subcontractor management. <ul style="list-style-type: none">▪ I-95/I-395/I-495 Springfield Interchange Phase IV, (\$140M) - 11/1999 to 7/2004 - Contract Manager▪ I-95/I-495 Woodrow Wilson Bridge Project, (\$50M) - 2002 to 2004 – Contract Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987
f. Active Registration: Year First Registered/ Discipline/VA Registration #: None
g. 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. I-64 Capacity Improvements Segment I - Design-Build Project - Newport News, VA
Shirley Contracting Company, Design-Build Project Manager (3/2015 - 12/2017)**

Role/Responsibilities: Chuck is responsible for the overall design-build management of the \$96M widening of I-64 from Yorktown Road to Jefferson Avenue totaling 6-miles of median roadway widening and bridge construction. Chuck is responsible for all aspects of project management including CPM scheduling, design discipline coordination, construction staffing, and management of all resources assigned to the Project. Working with Dewberry, Chuck and the D-B Team are complete with the entire roadway and bridge design packages and have completed all environmental permitting requirements, having obtained the Joint Wetlands and Water Quality Permits from all AHJ's in just nine months from NTP. Significant coordination with USFWS and VDOT's Hampton Road District Environmental staff was necessary due to the confirmed presence of both the Indiana Bat and Northern Long-Eared Bat; both on the National Register of protected species. The design team was able to produce an advanced set of MOT and Early Grading Plans to allow the start of construction within VDOT Right-of-Way in just six months from NTP. The Project includes the widening of 4 bridges and the complete demolition and replacement of two bridges. Design considerations for soft compressible and wet soils was a significant challenge. Treatment methods including soil-cement, wick drains and surcharge, pile casings and slope stability piling are being utilized on the Project. This Design-Build project included a robust Transportation Management Plan and environmental coordination with multiple AHJ's. Over 6-miles of additional shoulder widening and strengthening have been added to the project scope. These outside shoulder improvements from Fort Eustis Blvd to Jefferson Avenue will allow the Hampton Roads District to convert the shoulders to Managed Lanes during peak traffic periods.

**2. I-95 4th Lane Widening Project, Fairfax/Prince William Counties, VA
Shirley Contracting Company, Construction Manager (3/2008 to 9/2011)**

Role/Responsibilities: Chuck was responsible for all construction activities on the \$91 million interstate widening project for VDOT. All construction activities were performed while maintaining and managing traffic volumes of over 200,000 vehicles per day passing through the project work zone. Chuck developed and maintained the project's construction schedule, purchased all materials and subcontractors, managed the design and constructability reviews of the nearly 200,000 SF of design-build retaining and soundwalls. He and his team developed a maintenance of traffic plan that allowed construction to safely be performed while strictly adhering to VDOT's lane closure policies. Chuck worked closely with VDOT Megaproject manager, Mr. Charlie Warraich, to develop a project status monitoring system along with a robust Partnering Program to successfully deliver the Project on time and within VDOT's budget. The widening of Interstate 95 was over 6-miles long, adding a new 12' wide travel lane and 10' full depth shoulder to the interstate. Over 250,000 tons of asphalt concrete and stone were installed and 10 bridges were widened. Interstate widening and interchange construction, high traffic volumes, lime stabilization of subgrade, project partnering program.

**3. Dulles Greenway Capital Improvements Design-Build Project -Loudoun County, VA
Shirley Contracting Company, Design-Build Project Executive (5/2005 - 7/2008)**

Role/Responsibilities: As the Design-Build Project Executive, Chuck was responsible for the overall contract administration of this \$71 million design-build project. He managed the design review process, permitting, utility relocations, and construction of the project. Led by Chuck, the construction teams were organized into individual project teams consisting of Lead Project and Field Managers. Chuck ensured that each team successfully planned, scheduled, and constructed their individual scope of work as the project's senior staff managed the overall schedule, final paving activities and project delivery to the Owner. The Project included eight individual projects combined into a single design-build program. The project included construction in a high-traffic corridor, mainline widening, and new grade separated interchanges. The scope included new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to existing interchanges at Route 606 and Route 772, widening of mainline roadway from 4 to 6-lanes, expansion of the mainline toll plaza, extension of the employee access tunnel, and widening of the existing twin 660' long bridges over Goose Creek. The Shirley/Dewberry Team provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a change order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.

* 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: Anthony “Andy” Kondysar, P.E., Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
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): Quinn Consulting Services, Inc. – Full Time
d. Employment History: With this Firm 1 Years With Other Firms 30 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): Quinn Consulting Services, Inc., Quality Assurance Manager, 10/2015 – Present Andy is a registered professional civil engineer in Virginia. His professional record includes 30 years of experience in design and engineering, quality assurance, and quality control with a heavy emphasis in the transportation, transit and rail, facilities, marine, and utility improvement disciplines. His Design-Build transportation experience includes Quality Assurance Management on the VDOT I-64 Segment I Widening in Newport News. Andy has provided professional services on both design-build and design-bid-build transit and transportation projects where he has held the positions of Quality Assurance Manager (QAM), Design Engineer, Construction Manager, and Project Manager. His responsibilities as Quality Assurance Manager have included the supervision of Quality Assurance inspection staff and supervision of design engineering staff that includes structural, architectural, and coordination of design elements. His responsibilities also include the Quality Assurance and oversight of the construction operations, including the QA testing technicians; checking test reports, daily reports, safety reports, and environmental reports; certified to VDOT whether the materials and work complied with the Contract Documents; conducted preparatory inspection meetings prior to the start of any new work; provided oversight and directed the independent quality assurance testing and inspections; and compared the QA and QC tests to ensure that they were within the tolerances established by <i>VDOT’s Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects (January 2012) Manual</i> . <ul style="list-style-type: none">▪ I-64 Capacity Improvements-Segment I Design-Build (\$96M) -10/2015 to 12/2017 - Quality Assurance Manager Virginia Port Authority (VPA), Construction Manager, 07/2007 to 09/2015 Construction Manager for multiple capital improvement projects including rail, roadway, building, waterfront, pavement and utility upgrades on Port Authority owned facilities in Norfolk, Portsmouth and Newport News, VA. The VPA reports to the Secretary of Transportation requiring full conformance to the Virginia Port Authority Capital Outlay Manual for all infrastructure improvements and investments. Project design and construction compliance with the Virginia Department of Transportation Road and Bridge Specifications, including several projects requiring conformance to the Virginia Department of Transportation Locally Administered Project (LAP) guidelines for Materials, Quality Control and Quality Assurance documentation standards. <ul style="list-style-type: none">▪ Commonwealth Railway Mainline Safety Relocation Project, Virginia Port Authority (\$60M) - 7/2007 to 12/2009 - Construction Manager▪ Craney Island Eastward Expansion, Virginia Port Authority (\$960M) - 12/2008 to 04/2014 - Construction Manager▪ Norfolk International Terminals (NIT), Virginia Port Authority (\$350M) - 07/2007 to 09/2015 - Construction Manager▪ Multiple Projects, Virginia Port Authority, Portsmouth and Newport News, VA (Range between \$5M and \$20 each Project) - 07/2007 to 09/2015-Construction Manager Alpha Corporation, Quality Assurance Manager and Construction Manager, 02/2004 to 07/2007 As Quality Assurance Manager (QAM) and Construction Manager for multiple projects in the Norfolk, VA area Anthony was responsible for contractor oversight and quality assurance for multiple projects which included demolition, pile foundations, cast-in-place concrete, railway, industrial roadways, drainage and utility upgrades. He managed performance and record keeping for quality control and quality assurance programs. <ul style="list-style-type: none">▪ APM Terminals, Portsmouth, VA (\$450 M) – 11/2005 to 07/2007 - Quality Assurance Manager▪ Norfolk International Terminals (NIT), Virginia Port Authority, Norfolk, VA (\$80M) - 02/2004 to 11/2005 - Construction Manager Environmental Management Group, Project Manager, 1997 to 2004 As Project Manager in Hunt Valley, MD, performed over 500 comprehensive surveys to identify financial concerns for government, retail, office, multi-family, industrial, educational and nursing properties throughout the United States. He developed long-term budgets for maintenance, repair and renovation necessary to retain value.

e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & State University, Blacksburg, VA/BS/1985/Civil Engineering/Minor in Engineering Mechanics
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Registered Licensed PE in VA (#0402021246)
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> <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>
	<p>1. Interstate 64 Capacity Improvements – Segment I Design-Build, Newport News, VA Quinn Consulting Services, Inc., Quality Assurance Manager (10/2015 to 12/2017) <i>Role/Responsibilities:</i> Quality Assurance Manager (QAM) on this operationally independent segment of the widening of Interstate 64. As the QAM, Andy is responsible for overseeing the QA staff and verifying that all work performed on the Project is inspected and tested in accordance with VDOT's <i>Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects (January 2012)</i> and the project specific QA/QC plan. The purpose and need of this widening project was to provide immediate congestion relief to the roadway corridor. The improvements included the addition of one 12' wide travel lane and one 12' wide shoulder in each direction to widen this four-lane section of I-64 to a 6-lane section using the median of the existing interstate in order to limit the amount of right of way required to construct the project. This \$96 million project includes four bridges; soil cement stabilization; cement treated aggregate; asphalt pavement and concrete pavement repair as well as drainage improvements; stormwater facilities; sound walls and wetland construction.</p>
	<p>2. Commonwealth Railway Mainline Safety Relocation Project - Norfolk, VA Virginia Port Authority, Construction Manager (7/2007 - 12/2009) <i>Role/Responsibilities:</i> Anthony managed the Quality Control and Quality Assurance inspection and documentation as needed for VDOT Hampton Roads District Office, FHWA, City and Railroad project stakeholders. Responsibilities included managing the design build construction team and quality control personnel for compliance with the VDOT Locally Administered Project Manual. He performed site inspections of all field construction and verified conformance of all plant fabricated elements to include piles, precast beams, MSE wall panels and sound walls panels. He maintained compliance with the Virginia Manual for Uniform Traffic Control Devices and Erosion and Sediment Control Guidelines throughout construction. An additional \$9 million project improvement through the American Recovery and Reinvestment Act (ARRA) included construction management, grant administration and quality control documentation in accordance all VDOT and FHWA requirements. Project details included a \$56 million dollar, 5.6 mile, rail, and roadway design-build project in Portsmouth, Va. The project was constructed on VDOT Right-of-Way in the median of I-164 and included earthwork; drainage; rail; new roadway and bridge overpass construction to eliminate 14 at grade rail crossings; MSE walls; utility relocations and installation; pile foundations; bridge structure; retaining walls; and pump station, all in conformance with the Virginia Department of Transportation Road and Bridge Specifications.</p>
	<p>3. APM Terminals – Portsmouth, VA Alpha Corporation, Quality Control Manager (2/2005 - 7/2007) <i>Role/Responsibilities:</i> Anthony managed the Quality Control and Quality Assurance inspection and documentation to ensure materials and workmanship were in accordance with the project design. He worked with design team, construction contractors and owner's representative to maintain project schedule, budget and field concerns for the wharf, yard and rail contractors. The project included a \$400 million commercial shipping facility located along the Elizabeth River in Portsmouth, VA. This project used the Design-Build project delivery system model in private industry and Anthony, as the Quality Control Manager, reported directly to the owner. Construction specifics included wharf construction, container yard, support buildings, rail siding, interchange, earthwork, bulkhead construction, dredging, pile driving, structural precast, concrete and asphalt pavement, utilities and wetland restoration for previously undeveloped 400+ acre site.</p>
	* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.
h.	For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Not applicable for this position

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Steven Kuntz, PE, DBIA, Associate Vice President
b. Project Assignment: Design Manager
c. Name of 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 Consultants LLC – Full Time
d. Employment History: With this Firm 17 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): 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 the design QA/QC process; and coordination with construction staff and QA/QC staff. Also serves as the single point of contact between the client and DB PM during design and construction of DB projects, and oversees construction support services provide by engineering staff. <ul style="list-style-type: none">▪ Route 772 Transit Connector Bridge Design-Build (\$16.5M), 4/2016-6/2017 – Design Manager▪ Route 659 Reconstruct to 4-Lanes Design-Build (\$45.5M), 10/2015 to 4/2016 (Design) – Design Manager▪ I-64 Capacity Improvements–Segment I Design-Build (\$96M), 3/2015 to 1/2016 (Design) – Design Manager▪ Route 606 Reconstruction & Widening Design-Build (\$77M), 6/2014 to 6/2015 (Design) – Roadway Design Engineer▪ Gloucester Parkway Extension Design-Build (\$26M), 3/2014 to 11/2014 (design) – Design Manager▪ Route 7–WB Truck Climbing Lane Design-Build (\$29M), 11/2013 to 12/2015 - Roadway Design Engineer▪ Interstate 66 Widening Design-Build (\$64M), 9/2013 to 8/2016 – Roadway Design Engineer▪ Route 29 Bridge over Little Rocky Run Design-Build (\$11.5M), 6/2013 to 10/2015 – Design Manager▪ Sycolin Road Overpass Design-Build (\$12M), 12/2012 to 8/2014 – Design Manager▪ Route 27/244 Interchange Modification Design-Build (\$31M), 7/2011 to 8/2015 – Roadway Design Engineer▪ Pacific Boulevard Extension Design-Build (\$5.3M), 7/2011 to 8/2013 – Design Manager▪ Route 50 Widening Design-Build (\$75M), 2/2011 to 12/2015 – Roadway Design Engineer▪ Waxpool Road/LCP Intersection Improvements Design-Build (\$2M), 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 (\$520M), 11/2007 to 11/2011 – Area “E” Design Manager▪ Route 7/659 Interchange (\$45M), 2/2008 to 12/2014 (Design) – Project Manager▪ Battlefield Parkway Design-Build Project (\$26M), 7/2007 to 9/2009 – Roadway Design Engineer▪ Dulles Greenway Capital Improvements Design-Build (\$71M), 5/2005 to 9/2007 – Design Manager▪ Route 28 Corridor Improvements Design-Build (\$487M), 9/2002 to 6/2015 (Design) – Design Manager▪ Interstate 66 Improvements (\$215M), 6/1999 to 11/2011 (Design) – 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. 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> <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. I-64 Capacity Improvements, Segment I Design-Build – City of Newport News, Virginia

Dewberry Consultants LLC, Design Manager (3/2015 – 2/2016 (Design))

Role/Responsibilities: This \$96 million design-build project is currently widening I-64 from 4- to 6-lanes for approximately 6-miles through the City of Newport News. As Design Manager, Steve oversaw all elements of design and ensured that roadway, structures, and stormwater management elements were coordinated. Steve led the design effort to incorporate shoulder strengthening through the eastern portion of the project to facilitate future use as a “managed” lane in an effort to provide additional congestion relief in peak periods. Steve also coordinated directly with sub-consultant activities for mapping, utility designations, geotechnical investigations, and noise analysis. Now under construction, Steve continues to attend monthly progress meetings with the contractor and VDOT, and oversees the design support efforts for review of shop drawings and responses to RFIs and construction questions. The scope of work for both projects I-64 and I-64 Capacity Improvements – Segment I is essentially identical, consisting of widening to the median of the existing interstate, and providing auxiliary lane extension improvements at an existing interchange, similar to the extensions proposed at the truck weigh station.

2. Interstate 66 Improvements – Prince William County, Virginia

Dewberry Consultants LLC, Design Project Manager (6/1999 – 11/2011)

Role/Responsibilities: Steve was responsible for design and coordination of more than \$200 million of construction improvements along I-66, leading the design of phased improvements to widen I-66 from 4-lanes to 8-lanes between Manassas and Gainesville, reconfigure the I-66/Route 29 Interchange in Gainesville, complete a new overpass of I-66 on new alignment, and construct a single point urban interchange (SPUI) and railroad grade separation at Route 29 and Linton Hall Road. He was responsible for all elements of roadway design including horizontal and vertical geometry, drainage design, and maintenance of traffic and detour designs in preparation for phased right-of-way acquisition and construction advertisements. Steve participated in the public hearings, citizen information meetings, and meetings with individual property owners, residential, and retail developments. He coordinated the roadway designs with bridge plans, lighting and electrical plans, stormwater management plans, and landscaping plans. This project widened I-66 from 4- to 8-lanes including an HOV lane in each direction. ITS and DMS facilities were installed along the entire length of the widening, and a majority of the work was completed in the median to reduce right-of-way impacts along the corridor.

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

Dewberry Consultants LLC, Design Manager (5/2005 – 9/2007)

Role/Responsibilities: Steve was responsible for design oversight of this \$71 million capital improvement project which consisted of 9 independent interchange, widening, and toll plaza expansion projects. Steve oversaw the widening of the Greenway from 4- to 6-lanes, as well as oversight of four interchange modification projects to widen existing bridges and complete the “ultimate” configurations required by the Greenway’s agreement with VDOT. Steve coordinated each of the sub-consultant activities as well as all internal design disciplines. Steve worked directly with VDOT, TRIP II (Greenway owner), Metropolitan Washington Airports Authority (MWAA) and the Town of Leesburg to receive necessary permits and plan approvals for each element of the project. This project completed a widening of the existing 4-lane facility to a 6-lane roadway through construction of the additional lanes in the median of the freeway, eliminating the need for acquisition of additional easements or right-of-way. Several mainline bridges were also widened to the median, and median drainage improvements were incorporated to account for the additional impervious area and drainage runoff.

* 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: Hank Davis, Superintendent
b. Project Assignment: Construction Manager
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): Shirley Contracting Company, LLC – Full Time
d. Employment History: With this Firm 17 Years With Other Firms 9 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): Shirley Contracting Company, LLC Area Superintendent, 1998 – Present Hank oversees the day-to-day field construction activities for heavy civil and major site projects in the Richmond Virginia Area. He is responsible for managing all onsite constructions activities, safety, maintaining and monitoring the overall project schedule, and managing complex maintenance of traffic on a daily basis. His responsibilities also include scheduling and coordination of self-perform work as well as the work of project subcontractors. <ul style="list-style-type: none">▪ I-64 Capacity Improvements - Segment I Design-Build, 09/2015 to 12/2017– Construction Manager, Superintendent▪ Huguenot High School Improvements, 04/2014 to 09/2015 - Construction Superintendent▪ Shoosmith Landfill Expansion, 2/2013 to 5/2015 - Construction Superintendent▪ Tri City Landfill Expansion - 2/2014 to 5/2014- Construction Superintendent▪ Fort Lee 'A' Gate Roundabout Design-Build, 2/2012 to 3/2013 – Construction Manager, Superintendent▪ New Campus East Design-Build – NGA Fort Belvoir, 3/2010 to 7/2011 – Project Superintendent▪ Washington Headquarters Services DoD BRAC 133 Design-Build 1/2009 to 3/2010, Project Superintendent▪ Spotsylvania Town Center, 4/2007 to 2/2009 – Project Superintendent▪ Woodford Wetlands Mitigation, 7/2006 to 6/2007 – Project Superintendent▪ Brett Aggregates Reclamation, 12/2005 to 8/2006 – Project Superintendent▪ Silver Properties, 3/2003 to 6/2004 – Project Superintendent▪ Suburban Hospital, 4/2001 to 2/2002 – Project Superintendent
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: None
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain both VDOT Erosion and Sediment Control Contractor Certification (ESCCC) and Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to commencement of construction.
g. Document the extent and depth of your experience and qualifications relevant to the Project. <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. I-64 Capacity Improvements Segment I - Design-Build - Newport News, VA Shirley Contracting Company, Construction Manager/Superintendent (3/2015 - 12/2017) Role/Responsibilities: Hank is currently the Roadway Superintendent and has served as Interim Construction Manager on the \$96M Segment I widening of I-64 from Yorktown Road to Jefferson Avenue, including 6-miles of median roadway and bridge construction. During the design-phase, he completed constructability reviews to confirm plan details were appropriate for construction means and methods. As Construction Manager, Hank and his Team were successful in implementing an early Maintenance of Traffic and Grading Phase of the Project where outside shoulder strengthening and shifting of mainline I-64 allowed for early access to median clearing and construction entrances prior to final permitting and roadway plan approval. He is responsible for the daily coordination and scheduling of all construction field activities on the project, both self-perform and subcontractor related. Hank leads the Shirley self-perform crews in all excavation, grading, storm sewer installation and aggregate base placement operations. The grading operations have implemented a project-wide GPS modeling system that is used by both Shirley and subcontractor crews. The system allows for machine

controlled equipment to perform accurate grading from rough grading all the way through final asphalt placement. Additionally, Hank schedules the support and grading operations necessary the construction of the three pairs of bridges on the Project. Support crews provide all bridge access, foundation excavation, demolition services, backfilling and maintenance of traffic for the bridge crews. He schedules all roadway subcontractor operations and coordinates the Quality Control Inspection process for the Project assuring QA/QC coverage is appropriate for all activities. Hank and his project foremen develop and update the weekly construction look ahead schedules on the project to ensure proper resource coverage and on-time completion of the project. The Project includes clearing and grubbing, E&S controls, median storm sewer systems, BMP stormwater management basins, and a roadway sections including 12" of soil-cement subgrade, cement treated aggregate base, open graded aggregate drainage layer, base asphalt and Stone Matrix Asphalt surface layers. Scope includes the widening of four bridges and the complete demolition and replacement of two bridges. Over 200,000 square feet of soundwall will be constructed on the project following the completion of the median widening. Hank will coordinate all grading, foundation excavation, and access for soundwall crews. Design considerations for soft compressible and wet soils was a significant challenge. Treatment methods including soil-cement, wick drains and surcharge, pile casings and slope stability piling are being utilized on the Project.

2. New Campus East Design-Build - NGA Fort Belvoir, Virginia

Shirley Contracting Company, LLC, Project Superintendent (3/2010 - 7/2011)

Role/Responsibilities: As Project Superintendent for a portion of the \$55 million for New Campus East Project for a Department of Defense Agency in Northern Virginia, Hank was responsible for managing the entire 90-acre site work scope of the project that included a network of over 3-miles of internal roadways and surface parking. He managed all construction activities including rough grade and movement of over 200,000 cubic yards of excavated soil and fine grade of all subgrade including placement of over 25,000 tons of aggregate base and placement of 20,000 tons of asphalt paving. Hank managed installation of over 6,000 LF of storm sewer piping and constructed seven sediment basins on the campus property. Shirley crews supported all site operations while construction of the \$1.5 billion Campus was constructed in record time. Hank's crews also supported the construction of Barta Road, a 2-mile long, 4-lane median separated roadway which serves as the main entry point for employees and visitors into the New Campus East site off of Backlick Road in Fairfax County. Hanks crews fine graded and placed all cement-treated aggregate base for roadway construction.

3. Washington Headquarters Services DoD Design-Build BRAC 133, Alexandria, Virginia

Shirley Contracting Company, LLC, Earthwork Project Superintendent (1/2009 - 3/2010)

Role/Responsibilities: Hank served as Project Earthwork Superintendent responsible for the overall construction earthwork and grading operations on the \$143 million Design-Build Garage, Site Work and Mark Center Roadway Improvements Package for the DoD/BRAC 133 at Mark Center Project. Managing a field manpower of over 65 people per day and over 100 trucks per day, Hank successfully managed the excavation and disposal of over 400,000 cubic yards of earthwork, installation of over 15,000 LF of stormwater, waterline and sanitary sewer utility piping as well as grading and paving of over two miles of internal roadway systems. Daily coordination was a key to the success of the project. Hank and his team would assemble daily at the field level to meet with Foreman and Superintendents of all the trades involved with this Project. Discussions included upcoming work for the day, potential conflict or 'choke-points', material deliveries and site logistics. On a Weekly basis the Project Team would meet to update and advance a 4-week look-ahead schedule. This became the primary tool in scheduling the day to day activities and the movement of manpower, equipment, and scheduling of major material deliveries.

* 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. **Hank is currently assigned to the I-64 Capacity Improvements - Segment I Design-Build Project which will be completed by December 2017. He will be available for the I-64 Widening Project prior to the anticipated start of construction.**

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: Interstate 66 Widening Design-Build Location: Gainesville , Virginia	Name: Dewberry Consultants LLC	Name of Client/Owner: Virginia Department of Transportation Project Manager: Christiana Briganti-Dunn Phone: 703-259-2960 Email: Christiana.Briganti@vdot.virginia.org	8/2016	8/2016	\$54,871	\$56,342* *Difference Due to Owner added scope	\$56,342

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO I-64 WIDENING PROJECT

- Design-Build Delivery
- Interstate Widening
- Bridge Construction
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Teamed with Lead Designer – Dewberry
- Key Personnel
 - Steve Kuntz

PROJECT NARRATIVE:

In August 2013 VDOT awarded Shirley Contracting Company LLC, (Shirley) the \$54 million Interstate 66 (I-66) Widening Design-Build contract. Our Team was chosen in large part because of our significant experience associated with construction of complex transportation projects on high volume, high speed roadways, excellent safety record, partnering approach, and abilities to work with adjacent concurrent construction under separate contracts. The Project entailed the widening of approximately 2.5-miles of I-66 in Gainesville, Virginia, replacement of two secondary overpass bridges, construction of nearly 250,000 SF of noise barrier wall, and the construction/integration of an extensive Intelligent Transportation System consisting of cameras, detectors, digital message signs all running off a new fiber communication network. *Similar to the I-64 Widening Project, the I-66 Widening Project included interstate widening and extensive maintenance of traffic operations.*

Utilizing our previous experiences working on I-66 and similar facilities Shirley was able to sequence work operations and phase the construction operations such that the overall impacts to the traveling public were minimized. Much of the phased construction took place behind temporary barrier keeping both the workers and the public safe during construction. In addition, the Team was able to maximize the existing alignment of I-66 so that with minimal additional efforts a paved shoulder was maintained in almost all areas of the Project. In areas where paved shoulders could not be maintained, Shirley prioritized construction of those areas and reopened them as soon as they were completed. In partnering with the VDOT, Shirley agreed to not perform lane closures during peak periods not originally identified in the TMP and intern VDOT agreed to allow lane closures in the off-peak direction during the peak period. This partnering and cooperation among all parties afforded Shirley longer continuous operations, minimizing the total number of inconveniences the public had to experience, while not impacting the daily commuters in the area. In addition, the most impactful operation on a job like this is the initial pavement shoulder strengthening and the placement of the final surface asphalt. These operations were scheduled at night minimizing the impacts to the public and also requiring fewer trucks on the road to perform the same operation.

PROJECT SCOPE:

- Widening 2.5-miles of Interstate 66 in each direction
- Construction of 4 new bridges
- Extensive Maintenance of Traffic Operations for over 100,000 VPD
- TMS and signage/installation
- Roadway lighting
- Traffic Control
- Intelligent Transportation System including cameras, detectors, DMS
- Utility relocation/installation
- Traffic detours
- Installation of over 250,000 S.F. of Noise Barrier Wall

SHIRLEY'S ROLE:

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of construction, including design and engineering, utility relocations, public outreach, overall Project administration and construction management, and QA / QC. All construction work was performed on a heavily traveled roadway and all lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner in public relations and getting notices out to traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout design and construction.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. Partnered with VDOT to accommodate the *early opening of the Old Carolina Road bridge to improve local connectivity for residents of Haymarket and reduce traffic volumes on Route 15.*
2. This same corridor of I-66 is known for having rock at or near the surface. Shirley utilized our knowledge of the area, and by managing the schedule ultimately never required the use of explosives to excavate rock along the Project. The use of explosives, while permitted, would have caused significant disturbances to the surrounding homes, communities and traveling public.
3. During procurement there were in excess of 30 potential conflicts with both underground and overhead utilities. *Shirley in close coordination with our design team was able to able to mitigate nearly 80% of the potential conflicts without requiring relocation to the facilities.* Those facilities that could not be avoided were relocated well in advance of the construction operations.
4. Entered into Memorandum of Understanding with Lane Construction for coordination of scope with their project to construct the I-66 Route 15 interchange.

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: Dulles Greenway Capital Improvement Program Design-Build Location: Loudoun County, VA	Name: Dewberry Consultants LLC	Name of Client/Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Thomas McKean Phone: 703-668-0022 Email: tmckean@dullesgreenway.com	12/2007	12/2007	\$64,994	\$71,084* *Difference Due to Owner added scope	\$71,084

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO I-64 WIDENING PROJECT

- Design-Build Delivery
- Roadway Widening
- Bridge Widening over Goose Creek
- Complex MOT Operations
- ITS Infrastructure
- Extension of Employee Access Tunnel
- Environmental Permitting
- Utility Relocations
- Partnering
- Multiple Agency Plan Review/Coordination
- Teamed with Lead Designer – Dewberry
- Key Personnel
 - ✓ Chuck Smith
 - ✓ Steve Kuntz
 - ✓ Hank Davis

PROJECT NARRATIVE:

In March 2005 TRIP II awarded Shirley Contracting Company LLC, (Shirley) the **\$71 million** Dulles Greenway Design-Build Capital Improvement Program. Our Team was chosen by TRIP II in large part because of our highly successful experience working together as a design-build team, excellent safety record, partnering approach, and experience integrating all of the various project elements. The Project entailed designing and constructing the ultimate widening and improvements to the Greenway, comprised of eight individual projects combined into a single design-build program. Shirley served as the Lead Contractor and Dewberry Consultants LLC was the Lead Designer. **Similar to the I-64 Widening**, the project included over 6-miles of roadway widening of the mainline that was completed in the median to avoid right-of-way and easement acquisitions, and work was coordinated with the existing toll collection facilities and equipment. In recognition of the owner's satisfaction with our Team's work, TRIP II awarded Shirley, mid-way through the project schedule, a design-build change order to complete improvements to an additional interchange at Route 772. **Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.**

Critical elements of the scope required that all improvements be completed without any loss to the capacity of the toll facility, in a manner that maintained all existing access and traffic movements, and in a safe high-quality manner. With **over 75,000 vehicles per day** utilizing the facility, the Team successfully achieved each of the goals.

All Project elements were completed on time, with the exception being the **mainline widening of the Greenway which was completed 6 months ahead of schedule.**

PROJECT SCOPE:

- Widening of the mainline roadway from 4 to 6-lanes for a distance of 6.2 miles
- Extensive Maintenance of Traffic Operations
- Widening of the existing twin bridges over Goose Creek
- Widening of 14 bridges
- Expansion of the mainline toll plaza including employee access tunnel
- Environmental permitting
- Utility relocation
- Comprehensive Safety Project-over 300,000 man hours with no lost time accidents
- 2-new interchanges at Battlefield Parkway and Shreve Mill Road
- Enhancements to an existing interchange at Route 606

SHIRLEY'S ROLE:

As the Lead Contractor, Shirley was responsible for all aspects of the design and construction of the Project, including roadway, structures, toll facilities expansion, maintenance of traffic, environmental permitting, utility relocations and quality control. Shirley also handled stakeholder coordination and public outreach, as well as overall project management and coordination with other on-going projects within the corridor.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. **Shirley opened the mainline widening of the Greenway six months ahead of schedule.**
2. In addition to enhanced safety features and increased capacity in final design, our team developed detailed Traffic Management Plans that focused on maintaining lane widths and travel speeds and reduced the impact to traffic during interim construction phases
3. Shirley **partnered with the Town of Leesburg and the local community** to avoid impact to soccer fields. A segment of the Town's right-of-way was acquired for the Project and was being used for little league soccer games. Shirley resequenced the CPM schedule to avoid impacting the area until after the completion of the soccer season, allowing the community time to find alternate playing fields for the next season. **This schedule resequencing was completed at no cost to the Owner, without impacting the project completion date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.**
4. We established a comprehensive, project specific, **Safety, Health and Welfare Program** for the Greenway to assure the safety of everyone on the project. On the Greenway, our employees **logged more than 300,000 man hours with no lost-time accidents.**
5. All work was performed with no reduction in capacity for the 75,000+ vehicles per day utilizing the existing toll facility.

AWARDS:

- **2008 Regional Design-Build Excellence Award** for large transportation projects presented by the Design-Build Institute of America (DBIA).

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Interstate 95 4th Lane Widening Project Location: Fairfax and Prince William County, VA	Name: HNTB, Inc.	Name of Client/Owner: VDOT Northern Virginia District Office Project Manager: H.S. Charlie Warraich Phone: 571-237-8229 Email: HS.Warraich@VDOT.Virginia.gov	9/2011	9/2011	\$85,557	\$91,183* *Difference Due to Owner added scope	\$91,183

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO I-64 WIDENING PROJECT

- Interstate Widening
- 10 Bridge Widenings
- Bridge Widening-over Occoquan River
- Complex MOT Operations
- Communication & Coordination with VDOT
- Noise Barrier Walls
- High Traffic Volumes
- Stakeholder Coordination
- Overhead Sign Structures and Lighting
- ITS Infrastructure
- Key Personnel
 - Chuck Smith

PROJECT NARRATIVE:

In January 2008, Shirley Contracting Company, LLC as the General Contractor, was awarded the Interstate 95 4th Lane Widening Project to add a fourth lane in each direction of Interstate 95 between the Fairfax County Parkway (Route 286) and Route 123. The additional lanes were constructed to relieve bottlenecks and daily congestion in this area of Interstate 95 and provide improved traffic flow. The northbound project limits extended from Exit 160 Woodbridge/Route 123 to just north of the Pohick Road bridge overpass, approximately five miles. The southbound limits were from Exit 166, Fairfax County Parkway/Newington, Route 286 to Exit 160, Route 123, approximately 6 miles. With a construction cost of approximately \$91 million, the Project consisted of widening approximately six miles of Interstate 95, 10 bridge widenings including two bridges over the Occoquan River, over 200,000 square feet of design-build retaining/noise barrier combination walls, and over 2.5 miles of storm pipe installation. All work was completed on a major interstate in a heavily congested area. With only existing 10' wide shoulders and limited right-of-way for construction, the new outside travel lanes and shoulders were constructed in minimal construction space using specialized equipment and paving techniques. During off-peak travel hours structural steel erection, bride deck pours, utility crossings, and surface asphalt placement were just a few activities that were scheduled and coordinated to reduce impacts to motorists and give the Shirley Team the maximum opportunity for productive and quality work hours. In extremely tight areas, Shirley developed and VDOT approved limited lane shifts of I-95 in order to safely construct constrained bridge elements and retaining walls. Design considerations for all retaining walls and noise barrier walls took into account the poor Potomac Clay soils prevalent in the area for global stability failures. All work was completed on time and within VDOT's project budget. *Similar to the I-64 Widening Project*, the I-95 4th Lane Widening project included interstate widening and extensive maintenance of traffic operations.

PROJECT SCOPE:

- Widening of Interstate 95 north and southbound for over 11 miles
- 10 Bridge Widenings
- Widening dual span bridge over the Occoquan River
- Maintaining heavy interstate traffic volumes with minimal impacts
- Extensive earthwork operations-240,000 CY of material
- Installation of significant quantities of storm water piping, water, sanitary line installation/relocation
- 145,000 SF of Ground Mounted Sound Barrier Wall
- Roadway lighting and signage including 15 overhead structures.
- Installation of over 70,000 SF of combination retaining/sound barrier walls
- Installation of new substructure abutments and piers, structural steel girders and new bridge deck concrete and joints.

SHIRLEY'S ROLE:

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

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

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: I-64 Capacity Improvements – Segment I Design-Build Location: Newport News, VA	Name: Shirley Contracting Company, LLC	Name of Client: Virginia Department of Transportation Project Manager: Janet M. Hedrick, PE Phone: 757-494-5478 Email: Janet.Hedrick@vdot.virginia.gov	3/2015	12/2017	\$84,879	\$96,221 * *Difference due to Owner added scope	\$6,024

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO I-64 WIDENING PROJECT

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – Interstate 64 Widening
- Hydraulic Design
- Interstate Bridge Widening Design
- Noise Barrier Analysis and Design
- Traffic Engineering Design
- Multi-Stages of TTC
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Key Personnel

- ✓ Chuck Smith
- ✓ Steve Kuntz
- ✓ Hank Davis

PROJECT NARRATIVE:

In 2015, Dewberry, as part of the Shirley-Dewberry design-build Team, was awarded the contract to widen I-64 in Newport News from 4-lanes to 6-lanes for a distance of approximately 5-miles. Widening was completed through construction of a single additional lane in each direction in the median, and either a raised or depressed median was incorporated to maintain drainage depending on the remaining median width. Originally identified as an option to the contract, the auxiliary lanes at the Fort Eustis Boulevard Interchange were also lengthened to improve capacity and safety. Four existing bridges on I-64 were widened to accommodate the 6-lane section (two over the Lee Hall Reservoir and two over Fort Eustis Boulevard), and the two existing bridges over Industrial Park Drive and CSX Railroad were completely demolished and replaced. Additional project elements included approximately 12,500 LF of noise barriers, stormwater management facilities, drainage improvements, geotechnical ground improvements for soft and unsuitable soils, concrete pavement patching and repair, and asphalt pavement overlay.

During design, VDOT issued a contract modification to strengthen the outside shoulders between the Fort Eustis Boulevard Interchange and the eastern project limit to allow operation of a fourth thru lane in each direction in the future. Shoulder strengthening was incorporated by removal of the existing shoulder pavement and partial subbase removal, and replacement with a full-depth pavement section.

PROJECT SCOPE:

- Field surveys
- Geotechnical Investigations
- Environmental permitting, wetland and stream delineations, and permit monitoring
- Interstate roadway widening design
- Structural design for interstate bridge widenings and replacements
- Noise analysis and public survey coordination
- Hydraulic design and stormwater management
- Temporary traffic control and transportation management plan development
- Landscape design

DEWBERRY'S ROLE:

As the Lead Designer, Dewberry's Fairfax, Virginia office, supported by their Richmond, Virginia office, was responsible for completion of all engineering services required by the scope of the project. In addition to all engineering services, Dewberry also completed all design field surveys, environmental permitting and documentation, and quality control (QC) during construction. Dewberry also oversaw sub-consultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections.

Recognizing the short duration of the construction contract, Dewberry developed and received approval on an advance plan set which provided details for outside shoulder temporary strengthening, which allowed traffic to be shifted to the outside so temporary barrier could be installed along the median. Since the outside shoulder temporary strengthening was required to be completed at night, this long-duration activity was able to be started while final construction plans were completed and approved. All design plans for the roadway improvements and each of the six bridges were approved and released for construction in the spring of 2016.

The widening of I-64 from Exit 200 to 205 will include many elements which are virtually identical to those which our Team encountered and addressed on the Segment I project. Median widening and widening of existing parallel bridges will be similar to work we recently completed, and auxiliary lane extensions at the truck weigh station is expected to be similar to the auxiliary lane extensions incorporated on Segment I at the Fort Eustis Boulevard Interchange. Noise barrier improvements, and ensuring alignments avoid environmental impacts and drainage facilities while also providing the required attenuation will be a critical improvement to this project, and we will successfully design these barriers based on experience gained on the Segment I project.

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: Interstate 66 Widening Design-Build Location: Prince William County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: Virginia Department of Transportation Project Manager: Christiana Briganti-Dunn, PE Phone: 703-259-2960 Email: Christiana.Briganti@VDOT.Virginia.gov	8/2013	8/2016	\$54,871	\$56,342* *Difference Due to Owner added scope	\$2,931

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO I-64 WIDENING PROJECT

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – Interstate Widening
- Hydraulic Design
- Structural Design
- Noise Barrier Analysis, Public Survey, & Design
- Traffic Engineering Design
- Multi-Stages of TTC
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Key Personnel
 - ✓ Steve Kuntz

PROJECT NARRATIVE:

In 2013, the Shirley-Dewberry design-build team was awarded the contract to widen I-66 from 4- to 8-lanes for approximately 2.5 miles between Gainesville (Exit 43) and Haymarket (Exit 40). The project consists of providing an additional general purpose lane and HOV lane in each direction, and required demolition and replacement of the Old Carolina Road and Catharpin Road bridges over I-66 to accommodate the widened I-66 typical section. At the west end of the Project, ramp improvements at the Route 15 Interchange were included to provide dual left turns from the westbound exit ramp to southbound Route 15 in an effort to reduce queuing, which routinely extended onto the westbound I-66 shoulder and right thru-lane. At the east end of the project, milling and overlay of the existing roadway was required for an additional 1.5 miles to eliminate the existing lane drops and open the full 4-lane section along westbound I-66.

PROJECT SCOPE:

- Field surveys and aerial mapping
- Environmental permitting
- Roadway geometric design
- Stormwater management and hydraulic design
- Structural design
- Geotechnical investigations and recommendations
- Utility relocation design and coordination
- Widening of I-66 from 4- to 8-lanes for approximately 2.5 miles
- Demolition and reconstruction of the Old Carolina Road overpass
- Demolition and reconstruction of the Catharpin Road overpass
- Route 15 Interchange exit ramp and traffic signal improvements
- Approximately 5 miles of noise barriers
- Stormwater management improvements and new culvert crossings
- Installation of ITS equipment, conduit, and communication systems
- Coordination with adjacent construction projects
- Lighting and electrical plans
- Pedestrian accommodations on Old Carolina Road and Catharpin Road

DEWBERRY'S ROLE:

As the lead engineer for our design-build team, Dewberry's Fairfax, Virginia office was responsible for design of all elements of the project, environmental permitting, and oversight of design sub-consultant services.

Prior to award of the contract, Dewberry recognized that phased implementation of the Route 15 exit ramp improvements would serve as a great benefit and safety improvement to the public. The pre-construction configuration of the ramp and exiting traffic volumes resulted in congestion and queuing on the ramp which routinely extended onto the westbound I-66 shoulder and right thru lane. In order to provide immediate relief of this condition, Dewberry reconfigured the alignment of the exit ramp so that widening to provide dual left turn lanes could be completed within existing right-of-way and without the need to acquire additional easements. An advance plan set was developed which allowed ramp construction, Route 15 median widening, and traffic signal modifications to be completed prior to work on I-66 being initiated. This phased design and construction approach avoided additional restriction of the existing I-66 shoulder which would have created additional impacts to traffic on westbound I-66.

In addition to the phased construction plan development, Dewberry also developed an alternate alignment for Catharpin Road. The RFP concept included an alignment of Catharpin Road which required partial closure of the bridge and maintaining only one-lane of traffic over I-66. Dewberry recognized an alternate alignment was possible which eliminated the need to restrict traffic on the bridge while also utilizing the existing wide right-of-way corridor on the east side of the existing roadway. By shifting the alignment of the road and bridge, our Team was able to maintain 2-way traffic at all times during construction, representing a great improvement to the community since Catharpin serves as a vital route for the fire/rescue station at the south end of the roadway.

The widening of I-66 is similar to widening of I-64 as a majority of the work was completed within the median of the existing roadway in order to avoid acquisition of right-of-way from adjacent properties. Noise barrier installation also extended for almost the entire length of the project along both sides of the road, and alignment modifications were incorporated to reduce easement impacts, eliminate drainage conflicts, and accommodate ITS and stormwater management facility improvements.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. In order to provide a benefit to the Town of Haymarket, our Team worked with VDOT to extend the shared use path on Old Carolina Road to the south, and accelerated construction of the bridge to open it approximately 4 months in advance of the original completion date.

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: Dulles Greenway Capital Improvement Program Design-Build Location: Loudoun County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client/Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Thomas McKean Phone: 703-668-0022 Email: tmckean@dullesgreenway.com	5/2005	12/2007	\$64,994	\$71,084* * Difference due to Owner added scope	\$8,653

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 with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO I-64 WIDENING PROJECT

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – Freeway Median Widening
- Hydraulic Design
- Structural Design
- Traffic Engineering Design
- Multi-Stages of TTC
- Extension of Employee Access Tunnel
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Key Personnel

- Chuck Smith
- Steve Kuntz

PROJECT NARRATIVE:

In 2005, the Shirley-Dewberry design-build team was awarded the contract to complete several of the “ultimate” improvements to the Dulles Greenway as part of the Capital Improvement Program. The project consisted of eight separate projects including:

- Two segments of Greenway widening from 4- to 6-lanes totaling 6.2 miles;
- Reconfiguration of the Route 606 Interchange;
- Construction of new interchanges at Battlefield Parkway and Route 653;
- Expansion of the mainline Toll Plaza from 10 to 18 lanes;
- Widening of the twin 660’ Dulles Greenway bridges over Goose Creek; and
- A new direct ramp connection from the Greenway to Dulles Airport

During design, the direct ramp connection from the Greenway to Dulles Airport was eliminated from the contract, but new scope to complete the ultimate Route 772 Interchange configuration was added without extending the contract duration. At the mainline toll plaza, the underground employee access tunnel was extended to provide access to each of the 8 new toll plazas, and all communication, power, and ventilation was extended as part of the tunnel extension. Interchange improvements at Route 606, Battlefield Parkway, and Route 653 included new or modified ramps, extended auxiliary lanes, and all necessary hydraulic, traffic, and structural improvements. In addition to the widening of the parallel bridges over Goose Creek, 8 mainline bridges were widened to accommodate the new 6-lane section over existing streams or roadways.

PROJECT SCOPE:

- Field surveys and aerial mapping
- Roadway geometric design
- Hydraulic design
- Structural design
- Geotechnical investigations and recommendations
- Mainline widening from 4- to 6-lanes for approximately 6.2 miles
- Interchange ramp improvements
- Mainline toll plaza expansion
- Toll booth installation at 3 interchanges
- Utility relocations
- Lighting and electrical plans
- Coordination with local jurisdictions and agencies, including the Loudoun County, the Town of Leesburg, Leesburg Executive Airport and FAA, and Metropolitan Washington Airports Authority

DEWBERRY'S ROLE:

As Lead Designer, Dewberry’s Fairfax office was responsible for all engineering services including field surveys (re-establishment of project control, survey of property corners, existing drainage facilities, and stakeout of geotechnical borings), environmental services (wetland delineation, coordination with DEQ and the US Corps of Engineers, and preparation and submission of permit documents), roadway design (vertical and horizontal geometric design, typical sections, and cross sections), hydraulic, stormwater management and E&S design (floodplain studies, scour analysis, stormwater management basin design, and all roadway drainage design), structural design (bridges and retaining walls), and traffic engineering (traffic signal plans, signing and pavement marking plans, temporary traffic control (TTC) plans and transportation management plan (TMP)). During construction, Dewberry provided engineering support and attended all project coordination meetings. Additionally, Dewberry provided construction QC inspection services throughout construction.

The widening of the Dulles Greenway is similar to widening of I-64 as all work was completed in the median of the existing roadway, and existing mainline bridges were widened to accommodate the additional thru lanes. Median drainage systems on the Greenway were reanalyzed for the new impervious pavement, and drainage improvements were completed without the need for installation of any new cross-culverts over the entire 6.2-mile length of the project.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. Following the start of construction, TRIP II decided to add the design and construction of the Route 772 Interchange improvements to the contract, which were completed within the original contract timeline, including acquisition of easements necessary for ramp and retaining wall improvements.

AWARDS:

- **2008 Regional Design-Build Excellence Award** for large transportation projects presented by the Design-Build Institute of America (DBIA).