

Response to Request for Qualifications

ROUTE 29 WIDENING PHASE II

Fairfax County, Virginia

State Project No.: 0029-029-350, P101, R201, C501, D612

Federal Project No.: NHPP-5A01(917)

Contract ID Number: C00110329DB113

September 2, 2021



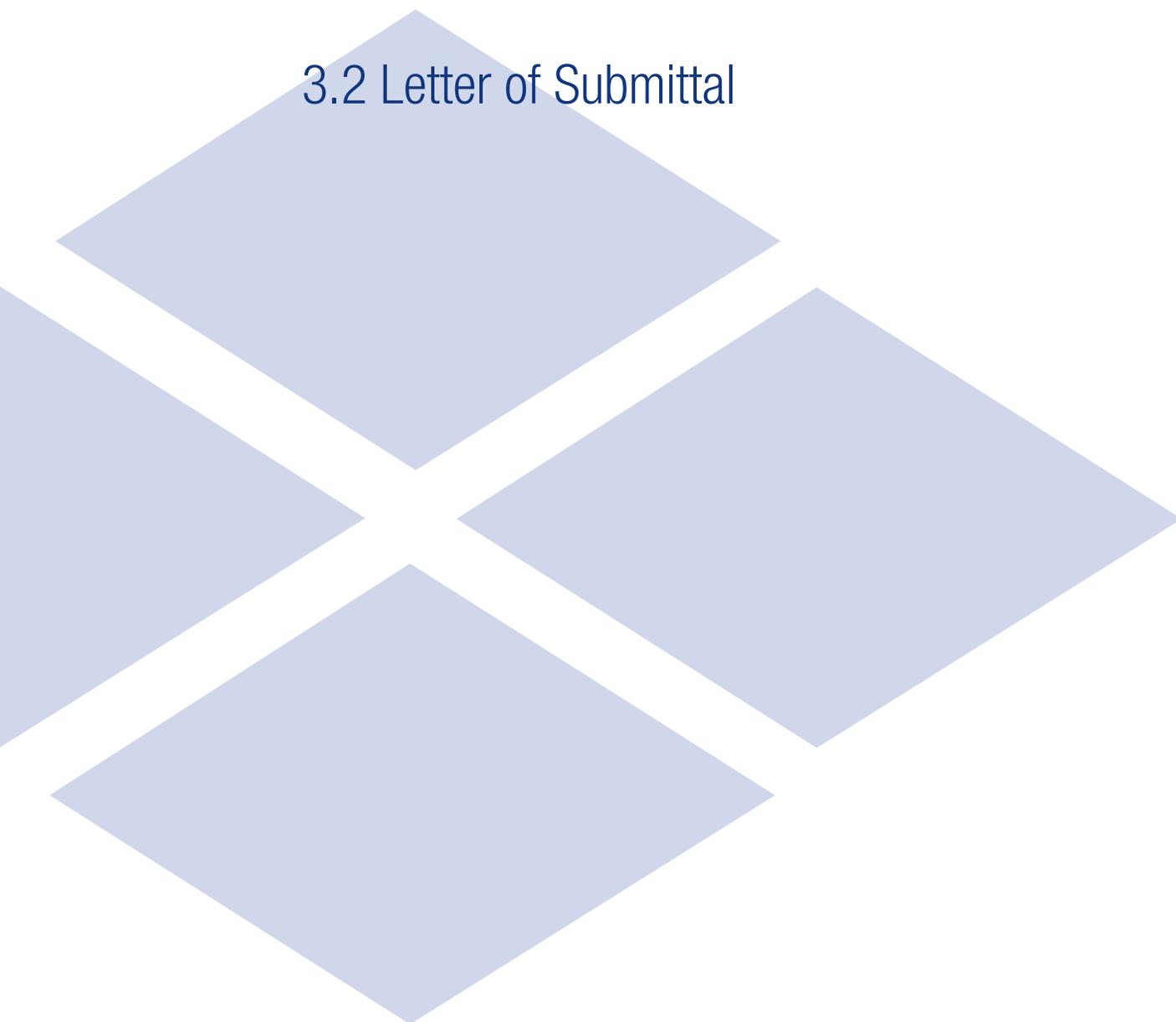
Submitted By:



In Association With:



3.2 Letter of Submittal





September 2, 2021

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Sudha Mudgade, P.E., PMP, DBIA (APD Division)

RE: Route 29 Widening Phase II, Fairfax County, Virginia
Contract ID Number: C00110329DB113
3.2 Letter of Submittal

Dear Ms. Mudgade:

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 Route 29 Widening Phase II Project. With Dewberry Engineers Inc. (Dewberry) as our Lead Designer, Shirley offers VDOT an experienced Team with a proven track record of delivering design-build projects on time, under budget and with a partnering approach. As an example of our history working together as a team, Shirley and Dewberry have been awarded 46 design-build projects to date valued at more than \$4 billion.

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

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

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

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 Engineers Inc.

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 online Prequalified List is attached as Attachment 3.2.8.

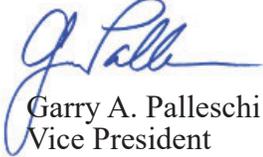
3.2.9 Included as Attachment 3.2.9 is a letter from our surety that provides evidence that we are capable of obtaining performance and payment bonds for the current estimated contract value, and that these bonds will cover the Project and any warranty periods.

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

3.2.11 The Shirley Team is committed to achieving the 9% DBE participation goal for the entire value of the contract.

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

Sincerely,



Garry A. Palleschi
Vice President

3.3 Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley has the experience and personnel to successfully manage all elements of the Route 29 Widening Phase II Design-Build Project (Project). Shirley, along with Dewberry, are one of Virginia’s most experienced design-build teams. Together, we have been awarded 46 design-build projects, including 23 for VDOT. Successful completion of these projects has provided our Team with experience that directly correlates to elements of this Project, including:

- ✓ Minimizing impacts on a heavily traveled and congested corridor;
- ✓ Previous experience in the corridor including the completion of Route 29 Bridge Over Little Rocky Run, Route 28/29 Interchange, and Fairfax County Parkway at Route 29 Interchange;
- ✓ Designing within right-of-way (ROW) limits previously acquired by VDOT;
- ✓ Acquiring ROW and easements from numerous property owners;
- ✓ Managing multiple and complex utility conflicts;
- ✓ Managing public relations in an urban residential corridor; and
- ✓ Coordinating with multiple third parties.

Our success is further exemplified by our Team’s recent awards, including those shown in Table 1.

Table 1: Shirley/Dewberry Project Team Recent Awards

Project	Awards
I-95/Route 630 Interchange Reconstruction and Widening	<ul style="list-style-type: none"> ■ 2021 ACEC VA Engineering Excellence Pinnacle Award ■ 2021 VTCA Transportation Engineering Award ■ 2020 DBIA Mid-Atlantic Region Award of Merit
Route 606 Bridge Replacement Over I-95	<ul style="list-style-type: none"> ■ 2019 DBIA Mid-Atlantic Region Award of Merit
I-64 Capacity Improvements Segment I	<ul style="list-style-type: none"> ■ 2018 DBIA National Award of Merit ■ 2018 DBIA Mid-Atlantic Region Award of Merit
I-66 Widening	<ul style="list-style-type: none"> ■ 2017 DBIA Mid-Atlantic Region Award of Merit
Route 27/244 Interchange Modifications	<ul style="list-style-type: none"> ■ 2016 DBIA National Award of Merit ■ 2016 DBIA Mid-Atlantic Region Excellence in Engineering ■ 2016 HCCA Excellence in Infrastructure
I-66/Route 29/Linton Hall Road Interchange	<ul style="list-style-type: none"> ■ 2016 ACEC Metropolitan Washington Engineering Excellence Award of Merit ■ 2016 VTCA Transportation Engineering Award

Our success on design-build projects is due in large part to the selection of personnel and team members, each with strengths that address critical Project risks. The Shirley/Dewberry Team, with more than 20 years of VDOT design-build experience, is committing Key Personnel, partners and specialty firms, as shown in Table 2 and our Organizational Chart, to address these risks.

Table 2: Shirley/Dewberry Project Team Members

Firm	Role on Project
 Dewberry	Dewberry Engineers Inc., (Dewberry) will be the Lead Designer. Dewberry has extensive design-build experience as the Lead Designer on all of Shirley’s 23 design-build projects for VDOT. Dewberry has performed this role on similar widening projects in developed corridors including the Route 29 Bridge over Little Rocky Run, Route 50 Widening, Route 7 Corridor Improvements, and Route 28 Widening Phase III. Dewberry is a nationally recognized engineering firm headquartered in Fairfax, Virginia and is ranked among Engineering News-Record’s Top 25 in highways.

3.3 Offeror’s Team Structure

Firm	Role on Project
	CES Consulting, LLC (CES) will provide the Quality Assurance Manager (QAM) and Quality Assurance Inspectors for the Project. CES is a registered DBE in Virginia. CES has provided the QAM on twelve VDOT design-build projects, as well as quality control services on seven.
	Dulles Geotechnical and Material Testing Services, Inc. (DGMTS) will provide QA materials testing as a subcontractor to CES. DGMTS’s team of professionals and technical specialists provide expertise in the fields of geotechnical engineering, construction testing, and materials engineering and testing.
	American Geotechnical & Environmental Services, Inc. (AGES) will provide geotechnical investigations, testing, and analysis to Dewberry. AGES is a registered DBE in Virginia and is currently serving in this role on Shirley’s Route 28 Widening and Northstar Boulevard Projects.
	SAM, Inc. will complete utility designations and test pits as a subconsultant to Dewberry. SAM specializes in providing comprehensive subsurface utility engineering services and has completed utility designations and test pits on more than 35 design-build projects for our Team.
	Diversified Property Services Inc. (Diversified), a registered DBE in Virginia, will provide the ROW and land acquisition services. As a VDOT prequalified ROW acquisition firm, they will handle all areas of appraisal and appraisal review services, negotiations, offers, settlements, and preparation of Certificate of Take packages. Diversified has provided ROW acquisition services on Shirley’s Team for over 15 years.
	Key Title II, LLC, (Key) will provide title research and settlement services for properties acquired on the Project. Key has closed over 50,000 real estate transactions since 1973 and has experience in all aspects of the real estate closing process. Since 2004, Key has provided these services on all of Shirley’s design-build projects for VDOT.

3.3.1 Key Personnel

Key Personnel are shown in Table 3. Key Personnel Resume Forms (Attachment 3.3.1) are in the Appendix.

Table 3: Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Jeff Austin, PE, DBIA	Shirley Contracting Company, LLC
Quality Assurance Manager (QAM)	Josh Swatman, PE, DBIA	CES Consulting, LLC
Design Manager (DM)	Mark Brewer, PE	Dewberry Engineers Inc.
Construction Manager (CM)	Mike Gallaher	Shirley Contracting Company, LLC

3.3.2 Organizational Chart

The Organizational Chart at the end of this section outlines the structure of our proposed Team. The chain of command shown in the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major Project disciplines and participants. This structure has been created to specifically address the overall Project scope, the anticipated schedule for completion, and risks involved in meeting Project objectives. Each individual is selected because of their extensive experience in the design, construction, and administration of design-build projects, overall design and construction expertise, and specific experience on widening projects with a focus on limiting adjacent impacts. It is critical that Key Personnel have an extended history of working together and an understanding of how all disciplines interact. A successful team must integrate the design, construction, QA/QC, ROW, utility, environmental compliance, safety, third party coordination, and public relations disciplines into a single, cohesive project. The following narrative describes the functional relationships and communications among our Team:

 **Design-Build Project Manager, DBPM (Jeff Austin, PE, DBIA)** is tasked with full and complete authority over all aspects of the Shirley Team’s responsibilities and is the primary point of contact with VDOT after award. Jeff has the ultimate responsibility for contract management and to coordinate and

3.3 Offeror’s Team Structure

integrate all Project disciplines. He will coordinate with each discipline to develop and maintain the Project Schedule. He has full authority to resolve all issues through best efforts and good faith negotiations with VDOT representatives. Jeff will lead coordination efforts with third-party stakeholders. He will work with VDOT to promote public outreach efforts, hold public meetings, and answer inquiries.

 **Quality Assurance Manager, QAM (Josh Swatman, PE, DBIA)** reports to the DBPM and is independent from the construction operations and QC inspections. Josh is responsible for assuring that the Project is in compliance with the Contract Documents and environmental permits. He manages all aspects of the QA program, and directs the QA inspections. Josh will manage a comprehensive system of QA/QC documentation and, based on all testing levels (QC, QA, and Owner), verify the acceptability of work and certify compliance with the Contract Documents as part of the payment application. Josh has the autonomy to report findings directly to VDOT in addition to the DBPM. If work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend work, and has the responsibility to assure corrective action is completed before accepting work and certifying payment.

 **Design Manager, DM (Mark Brewer, PE)** reports to the DBPM and has overall responsibility for management of the design process. Mark’s role includes integrating the various design disciplines with the construction, ROW, utility, permitting, and safety elements. He establishes and oversees the Design QA/QC program ensuring that design QA and QC functions are exclusively designated and not assigned to those with conflicting duties or production work, as outlined in the *VDOT Minimum Requirements for Quality Assurance and Quality Control for Design-Build and P3 Projects (2018)*. Mark remains involved throughout the construction phase to support implementation of the design, review shop drawings, attend regular progress and public meetings, and respond to construction questions, RFI’s, and public inquiries.

 **Construction Manager, CM (Mike Gallaher)** reports to the DBPM and is responsible for managing all aspects of construction and the QC process. Prior to construction, Mike facilitates constructability reviews for design, works closely with the Utility Coordination Manager to plan relocations, and coordinates with the ROW Manager to prioritize and schedule acquisitions. During construction, he will be on site at all times, updating the Project Schedule, and coordinating with the QC Manager, Project Manager, and Superintendent, ensuring construction materials and activities are in accordance with the Contract Documents. Mike oversees a system ensuring qualified personnel monitor, inspect, document, and maintain compliance with environmental permits. He communicates with the Design Manager arranging for design engineer’s review of construction submittals and shop drawings. He also provides input to the Public Relations Manager to send notices and respond to construction related questions from the public.

Value Added Positions

To further mitigate risks, address key Project elements, complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT, our Team is committing the Value-Added personnel shown in Table 4.

Table 4: Value Added Personnel

Value Added Position	Name	Firm
Lead Traffic Engineer	Shelley Wynne, PE, PTOE	Dewberry Engineers Inc.
Utility Coordination Manager	Keith Gardner, DBIA	Shirley Contracting Company, LLC
Right-of-Way Manager	Ryan Marrah	Shirley Contracting Company, LLC
Environmental Compliance Manager	Patrick Bucher	Shirley Contracting Company, LLC
Public Relations Manager	Jennifer Thomas	Shirley Contracting Company, LLC

3.3 Offeror's Team Structure

+ **Lead Traffic Engineer (Shelley Wynne, PE, PTOE)** reports directly to the Design Manager and is responsible for all traffic engineering design elements including Temporary Traffic Control (TTC), Transportation Management Plan (TMP), traffic analysis, traffic signals, signs, pavement markings, lighting, and Intelligent Transportation Systems (ITS). As a Professional Traffic Operations Engineer (PTOE), Shelley provides her expertise in safety audits, traffic analyses, and traffic control device design to ensure mobility and safety are maximized both during and after construction.

+ **Utility Coordination Manager (Keith Gardner, DBIA)** leads our in-house efforts to manage utility relocations as an integral part of our design-build program. Keith's experience and close relationships with multiple utility owners enables him to maintain a thorough understanding of the relocation process, risks, costs, schedule, and interaction with other Project disciplines. Reporting to the DBPM, Keith will actively coordinate utilities with design, ROW, permitting, safety, and construction. As the liaison with each individual utility company, he will ensure full integration of utilities into the Project scope and schedule. Working with the design team, his priority is to avoid relocations. If not possible, the focus will be to minimize relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule. Keith has similar experience on the Route 7 Corridor Improvements Project coordinating with 20 different utilities in a narrow corridor with a focus on limiting adjacent impacts.

+ **Right-of-Way Manager (Ryan Marrah)** reports to the DBPM and will manage the process to acquire all ROW and easements. Reporting to Ryan will be the VDOT Prequalified subconsultants performing appraisals, appraisal reviews, title reports, offers, negotiations, and settlements. Ryan will facilitate communication with affected landowners and maintain the status of the process for VDOT. He will coordinate with the design, utility, and construction disciplines and will have continued involvement with the schedule. If the Project dictates changing the priority of acquisitions, having this function in-house allows us to react quickly and maintain the goals and schedule. Ryan will be involved throughout the design and utility stages, providing feedback and recommendations regarding minimizing property impacts, researching proffers, keeping landowners informed, and maintaining the ROW budget. Ryan has similar experience on the Route 630 Widening Project, where VDOT acquired all of the ROW in advance, requiring additional coordination to identify commitments to property owners that occurred prior to the Team's involvement.

+ **Environmental Compliance Manager, ECM (Patrick Bucher)** reports to the DBPM and is responsible for ensuring compliance with all environmental commitments. During the design phase, Patrick works closely with Dewberry's Environmental Permitting Coordinator to ensure that construction means and methods are appropriately accounted for and any permit commitments planned for by the Construction Team. Patrick determines Project needs and monitors work in progress verifying that final deliverables adhere to the Project's requirements. Patrick will also oversee the interaction with environmental regulatory agencies, attending regulatory inspections and reporting findings.

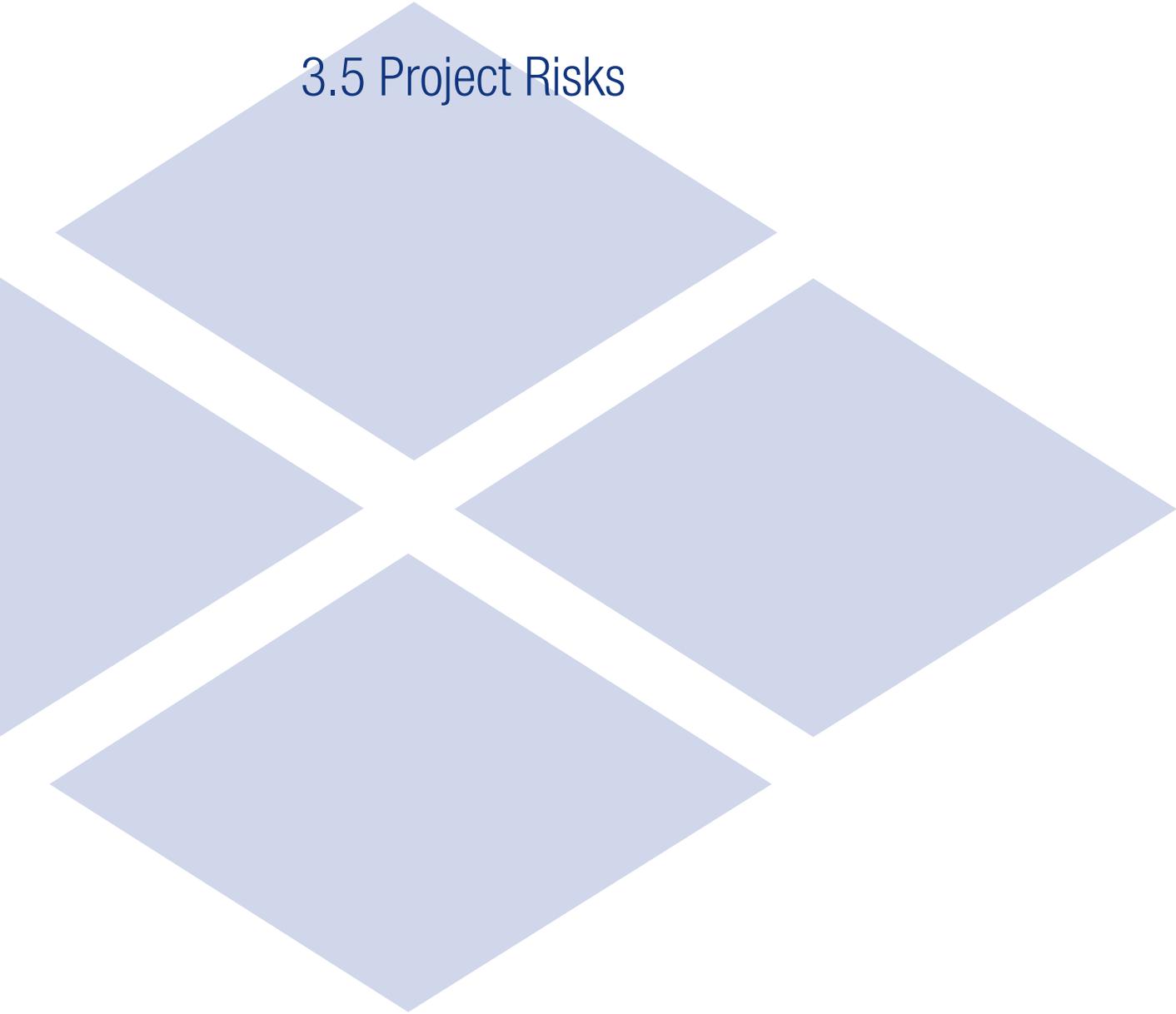
+ **Public Relations Manager (Jennifer Thomas)** reports to the DBPM and will coordinate and execute public outreach activities. Serving as a liaison between VDOT, the traveling public, local communities, and other stakeholders, she will advise on construction operations and their potential impacts. Working closely with VDOT, she will develop communication programs and strategies to achieve Project goals and convey key Project concepts to communities of interest. Jennifer performs a similar on the Route 7 Project where we have responded to 825 questions and comments from the public, participated in over 55 meetings with property owners and citizen groups, and provided over 270 notices to the public.

3.4 Experience of Offeror's Team



3.4 Experience of Offeror's Team

Attachments 3.4.1 (a) and (b) Work History Forms for the Lead Contractor and Lead Designer are included in the Appendix.



3.5 Project Risks



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In preparation of this Statement of Qualifications (SOQ), we have carefully reviewed all Request for Qualifications (RFQ) documents and performed site visits to understand the Project challenges and potential risks. Our Team is committed to taking ownership of each risk and developing mitigation strategies in partnership with VDOT and all stakeholders. At this stage of the procurement, the three most relevant and critical risks to the Project's overall success are:

RISK 1: Utility Identification and Coordination

Why the Risk is Critical

Coordination of existing utilities and potential relocations for those in conflict are a critical risk because of their potential impact to the Project Cost and Schedule. On design-build projects, this risk is even greater due to the limited control the design-builder often has over the performance of the individual utility owners, and the volatility of the current market for material and utility contractors. As part of our preparation of this SOQ, our Utility Coordination Manager reviewed the plans, visited the Project site, and performed field investigations. Additionally, he spoke with representatives from critical facilities found within the Project's footprint to discuss the Project scope, get a better understanding of their facilities, review potential conflicts, and examine possible solutions to mitigate impacts. Although there are numerous utilities that may be affected, there are three utility aspects that present a critical risk to the successful execution of this Project:

- ***Advance Utility Coordination:*** VDOT has completed a greater level of utility coordination prior to the RFQ as compared to other design-build projects. Although this can alleviate some risk with prior rights investigations and early utility design efforts, it also poses a risk due to differences between the impacts VDOT has been coordinating with utility companies to date, and the impacts the design-builder may have at final design. These differences could result in redesign by the utility company or the need to adjust the utility easements shown on the plans by the design-builder. This could also impact some of the properties VDOT is acquiring in advance, resulting in the need for additional acquisitions.
- ***Colonial Pipeline:*** Colonial Pipeline has three transmission crossings that will require casing sleeves to be extended under the proposed southbound lanes. This work will require utility engineering, utility procurement, and right-of-way (ROW) acquisition before it can begin. The schedule for Colonial Pipeline to have the casing extension complete could potentially delay grading, storm sewer, and Maintenance of Traffic (MOT) and Temporary Traffic Control (TTC) phasing. This work will require in depth construction coordination and potentially additional phasing, adding cost and delaying the Project Schedule.
- ***Underground Fiber Optics:*** There are underground fiber optic systems belonging to Verizon, Fiberlight, and MCI within the Project limits. Current fluctuation of material prices and lead times on materials and crew availability could cause any relocations to these systems to impact the Project Schedule and cost. Delays in relocating these systems will impact the schedule by affecting roadway grading and storm sewer installation.

Impact on the Project

Each utility, regardless of whether or not they are in conflict, and the combined effects of the utility relocation process could impact the Project in numerous ways. Potential impacts may include:

3.5 Project Risks

- Revisions to planned design elements to avoid and/or minimize conflicts;
- Additional environmental and ROW impacts;
- Restrictions to the preferred construction phasing and MOT/TTC sequencing;
- Increased Project costs; and
- Delays to the overall Project Schedule.

Mitigation Strategies

Our Team recognizes the need for a comprehensive approach to mitigate the impact utilities can have on the Project. Our existing relationships with each utility owner and experience avoiding, mitigating, and recently relocating similar facilities within the Route 29 corridor enhances this approach. Our strategy prioritizes relocation avoidance to the greatest extent possible through design. Should conflicts prove unavoidable, our focus is to minimize the utility relocations or adjustments required to mitigate impacts to the work. These efforts begin in the Technical and Price Proposal phase, continue throughout the design and construction phases, and include:

- Dedicating a Utility Coordination Manager that has experience on similar widening projects with extensive utility impacts. Our Utility Coordination Manager served in this role on the Route 28 Widening Phase III and Route 7 Corridor Improvements (Route 7 Project) Projects, where he worked with each of the utility companies present within this Project's limits. These projects implemented several techniques to expedite relocations and minimize adjacent property impacts including aiding in utility designs, co-locating utilities in a common duct bank, and performing lift and lay in lieu of relocations.
- Early coordination with VDOT and the utility companies to understand the coordination that has been done to date. This early review will ensure that our Team will be able to efficiently direct the utilities to complete their design, understand the easement layouts previously completed, and coordinate the construction schedule.
- Establishing a Task Force to include the Utility Coordination Manager, design disciplines leads, ROW Manager, and Construction Manager. The Task Force will focus on identifying conflicts with design and construction and creating solutions to resolve them at the earliest stages of design. These concepts may include revising roadway profiles, storm alignments, cross-slopes and grading, sidewalks and shared-use paths, pavement buildups, and other permanent design elements to avoid physical conflicts with utilities. Further, this group will focus on ensuring the relocations of the impacted utilities fit into the easements already acquired by VDOT.
- Completing a detailed review of the utility designations and test pits performed to date, and complete supplemental test pits as needed. This will determine the location of all facilities at the earliest stages of the design process.
- Providing detailed input into the Project Schedule and sequencing to ensure that the work is completed on time. This schedule will be communicated to all parties, including the utility companies, and monitored closely for delays. Should delays be encountered, the Team will implement recovery actions such as resequencing the work, supplementing resources, and/or self-performing field activities.

Role of VDOT and Other Agencies

During the design phase, we look forward to partnering with VDOT and the utility companies to gain a full understanding of the coordination efforts VDOT has already started as we work to resolve challenges

and develop solutions to conflicts that may arise. VDOT's utility representative will review and approve all utility relocation plans prior to the start of utility relocation work in the field. During construction, we anticipate VDOT's assistance should the utility owner become unresponsive. Following completion of any required utility relocations, VDOT will issue as-built permits for utilities located within ROW.

Risk 2: Working in Previously Acquired Right-of-Way and Easements

Why the Risk is Critical

This Project has gone through an extensive public outreach process, and we understand from the RFQ presentation, RFQ Information Package, and responses to questions that VDOT plans to complete ROW acquisitions on twenty properties (early acquisition properties) between August 2021 and December 2022. We also recognize that the procurement schedule anticipates awarding the design-build contract in May 2022, providing seven months of overlap when the design-builder may be able to coordinate any ROW and easement adjustments on these early acquisition properties. Designing and constructing within a limited ROW and easement footprint is a normal restriction placed on the design-builder, but in most cases some flexibility on making minor adjustments within the approved environmental limits is afforded to the design-build teams as final design is developed. Adjustments during design may include erosion and sediment control, storm drainage, and utility relocations, which typically have not been finalized as part of the RFQ and RFP plans. These elements may affect ROW and easement limits. The risk of being limited to previously acquired ROW and easements is critical since the ability to incorporate design modifications will be limited or precluded on these early acquisition properties. The risk could be further complicated if negotiations with property owners result in specific design and construction requests that are not conveyed through the RFQ and RFP process.

Impact on the Project

Our Team has the experience of successfully completing widening improvements within previously acquired ROW and easements, having completed the Route 630 Widening component of the I-95/Route 630 Reconstruction and Widening Design-Build Project (Route 630 Widening Project). We gained first-hand experience with the challenges associated with working within easements and ROW limits that could not be adjusted, and we successfully completed the Route 630 Widening Project without any additional acquisitions being required due to the scope. With this experience, we know that working within a fixed footprint where acquisitions have been completed, and the inability to acquire additional easements or ROW, could have the following impacts:

- ***Inability to Implement Required Final Design Details:*** Final design details sometimes require minor adjustments to easement limits, and these details may not be identified or completely developed until after ROW plans have been finalized. An example of this is erosion and sediment control plans, where additional perimeter controls or larger trapping devices may be necessary to address offsite flow or unique sequencing of construction. The inability to adjust easements for erosion & sediment control measures could require installation of more costly elements or rerouting of water to avoid environmental impacts. These efforts could increase the cost of the Project, and could increase the time required for agency permit approval if standard erosion and sediment controls cannot be implemented. Further, the inability to use standard erosion and sediment control measures could complicate implementation during construction, potentially leading to impacts outside of ROW and easement limits where access is not available to complete remediation efforts. The inability to implement final design details is not just limited to temporary measures, as permanent elements such as traffic signs, signalization including power and communication cabinets, and other detailed designs may not have been considered during the preliminary design phase leading up to the RFQ and RFP plans. If these elements have not been accounted for, the inability to obtain additional ROW

3.5 Project Risks

or easements could result in more costly construction or use of special design components which could take longer to fabricate and install.

- **Limited Ability to Incorporate Utility Adjustments:** Utility companies typically will not complete their relocations until all necessary easements have been obtained. Based on the list of properties where advance acquisition is planned, only portions of utility easements are proposed to be acquired. This will put the design-builder in a position to coordinate utility relocations on specific properties while being limited to the extent where relocations can be completed. For example, early acquisition is proposed on Parcel 085, but utility adjustments are also required on the adjacent Parcels 086, 087, 084, and 038, all of which appear to serve the same overhead utility relocation. If pole adjustments are required on the properties not already acquired, those adjustments cannot impact the easement already acquired on Parcel 085. This limitation could impact the cost and schedule for the utility relocations, or require that additional easements on a property which was already cleared.
- **Commitments Not Incorporated in Final Design:** As part of the early acquisition process, negotiations with property owners could result in agreements between the property owner and VDOT which need to be reflected in the final plans. As experienced on our Route 630 Widening Project, examples include the addition of retaining walls, use of flatter slopes to accommodate easier mowing and maintenance, salvage of specific trees and/or landscaping, or additional entrance/driveway paving in exchange for acquisition compensation. Typically, this information is reflected in RUMS but may not be updated on the RFP conceptual plans, and therefore may not be conveyed to the design-builder prior to contract award. If commitments are not incorporated into the RFP requirements, or are agreed to after the design-build contract is awarded, they could impact the cost and schedule of the Project. Further challenges could arise if the commitments are not identified until after design or construction is complete, resulting in rework or the inability to incorporate the commitments if other improvements preclude them. This could lead to frustration from the property owner, damage claims, and potentially additional time and/or cost to remedy the situation.
- **Schedule Delays:** Should additional easements or ROW be required from the early acquisition properties, schedule delays could result from the additional appraisals, negotiations, and acquisitions which need to be completed before utility relocations and/or construction can commence on the property.
- **Increased Costs:** Acquisition of additional easements and ROW on the early acquisition properties would increase the cost. If additional easements and ROW cannot be acquired, construction costs could be increased to utilize non-standard structures, materials, or construction techniques to remain within the footprint of previously acquired properties.

Mitigation Strategies

Based on our success on the Route 630 Widening Project and our review of this Project's plans, we have identified the following mitigation strategies to avoid acquisition of additional property on the early acquisition properties:

- **Early Coordination with VDOT:** With contract execution expected in May 2022, our Team will immediately work with VDOT to understand the schedule of the early acquisitions and determine if adjustments are still possible. Where acquisitions have been completed, no changes will be made, and easement and ROW limits will be honored through design and construction. If certain properties are still proceeding through the acquisition process, we will review our conceptual plans developed during the RFP phase to determine if there are any concerns which may necessitate a discussion to

3.5 Project Risks

revise the limits of acquisition. For example, if larger temporary sediment traps are necessary along the southbound lanes of Route 29 adjacent to the large culverts on Parcel 016 and 041 owned by Fairfax County Park Authority and require additional temporary easements, we would discuss those with VDOT and determine if adjustments could still be made prior to completion of the acquisition process. Having recently completed acquisitions on Fairfax County Park properties associated with our Route 7 Project, we recognize the park property acquisition process can be lengthy, and efforts may still be underway after May 2022 which could accommodate adjustments to easements.

- ***Commitment Review:*** We are committing a ROW Manager as a Value Added position with recent experience identifying and incorporating agreements for previously acquired ROW on our Route 630 Widening Project. After award of the contract, our ROW Manager will immediately coordinate with VDOT ROW personnel to review RUMS information and determine if specific property owner requests need to be accounted for in our final design. This will avoid overlooking commitments and ensure property owner agreements are incorporated into construction plans and details.
- ***Adjust Design on Adjacent Properties:*** In the event easement adjustments cannot be implemented, we will determine if alternate solutions can be implemented on adjacent properties to avoid supplemental impacts on previously cleared properties. Examples could include shifting sediment trap locations, adjusting drainage outfall locations or storm drainage alignments, or making utility relocation adjustments outside of easements already acquired.
- ***Identify Unconventional Solutions:*** If adjustments cannot be made on the previously acquired properties or adjacent parcels, unconventional solutions will be considered. These could include modified headwalls and wingwalls to avoid slope impacts outside of easements, or unique structural solutions for erosion and sediment control measures. An example of this was implemented on our Route 630 Widening Project, where gabion walls and plastic lined temporary barrier was used to construct a small sediment trap within a confined temporary construction easement footprint. Water from that trap was then pumped uphill through a culvert and into a sediment basin which was at the inlet end of a large culvert. While this was a costly solution, it avoided environmental impacts and additional easement acquisitions, and similar solutions could be investigated on the Route 29 Widening Project if necessary.

Our Team will work to identify solutions to challenges and develop designs which avoid acquisition of additional easements or ROW from the early acquisition properties, while also staying within the easement limits necessary on the properties not yet acquired.

Role of VDOT and Other Agencies

For the entirety of the Project, VDOT will be involved with plan reviews and approval. We anticipate that VDOT will provide information and background for how all of the easement and ROW limits were identified, and if any unique design and/or construction solutions were considered. With respect to the early acquisition properties, we expect VDOT will give regular updates as to the status of acquisitions, when acquisitions will be completed, and alert us to any specific commitments with property owners which affect design or construction. As plans are finalized, VDOT will be able to review and confirm that we have properly incorporated the commitments. In addition to VDOT, we expect to coordinate with the Fairfax County Park Authority to ensure environmental and drainage commitments are properly identified in the plans.

RISK 3: Maintaining Safety and Mobility During Construction

Why the Risk is Critical

The Route 29 corridor is a crucial artery, carrying over 30,000 vehicles per day. In addition to providing local access, the roadway is a vital regional route. This section of Route 29 exhibits severe congestion in the morning and afternoon peak periods, given that the existing 4-lane section is a capacity choke point bounded on each side by 6-lane sections of roadway. Additionally, Route 29 exhibits high crash rates, increasing the risk to both the traveling public and workers.

While these conditions alone would make maintaining safety and mobility during construction a critical risk, the existing conditions present major constructability challenges. For example, the vertical profile correction with significant fill and complete pavement reconstruction presents a challenge to continuously maintain all existing lanes while completing the reconstruction and widening. Also, existing bifurcation between the northbound and southbound lanes will compound the complexity of traffic shifts and crossovers during construction. Finally, the new major culvert crossing at Willow Spring Branch will necessitate raising the profile of Route 29 by over five feet in an already constrained area.

Combined, these factors compound the importance of preparing and implementing a well-planned and comprehensive maintenance of traffic program that addresses these constructability challenges while also preserving traffic mobility, construction personnel safety, and public safety for all modes of transportation.

Impact on the Project

The impact of improperly or inadequately planning for and addressing constructability, mobility, and safety challenges could have substantial consequences including:

- Degradation of safety for the public, state personnel, and/or construction personnel;
- Additional travel delays along Route 29;
- Loss of capacity;
- Impacts to local Fairfax County neighborhoods;
- Frustration or loss of public support;
- Delays to the Project Schedule or adjacent Project schedules; and
- Increased costs.

Mitigation Strategies

Our Team is focused on maintaining the highest possible levels of traffic mobility and safety within the work zone for the traveling public and construction personnel. We are committed to utilizing our experience on our similar projects on Routes 7, 28, 29 and 630 to deliver enhanced and innovative mitigation strategies to successfully address this risk.

- **Experience on Similar Projects:** Our Team is uniquely qualified to successfully overcome these challenges, with Shirley and Dewberry working together to design and construct two substantially similar projects, the Route 50 Widening and Route 7 Corridor Improvements Projects. Through this experience, we know the importance of planning the constructability and MOT from the outset of design, working with all relevant design disciplines including roadway, traffic, hydraulic, utilities, ROW,



Figure 3.5.1 Widening at the Route 7 Corridor Improvements Project, Fairfax County, VA

3.5 Project Risks

construction, scheduling, and safety personnel. Through this process, a comprehensive sequence of construction will be developed that continuously maintains 4-lanes of traffic, multi-modal access, and property access. For example, the Route 7 Project, shown in Figure 3.5.1, utilized 6 sub-stages of construction with temporary pavement to safely maintain all 4 existing lanes while completing complete pavement reconstruction, widening, major culvert crossings, and profile modifications. To lead the MOT process, our Organizational Chart identifies a Value-Added Lead Traffic Engineer. As a Professional Traffic Operations Engineer, she will oversee the design of the Transportation Management Plan (TMP) and TTC plans per the IIM-LD-241.7 Work Zone Safety and Mobility process. Dewberry has also taken the additional step of implementing an in-house work zone design training program, allowing our design staff to achieve VDOT Advance Work Zone Traffic Control certification.

- **Utilize Site-Specific Enhanced Safety and Mobility Strategies:** These can significantly improve traffic operations and safety during construction. We know that between 2016-2021 there have been 141 crashes within the Project limits, as shown in Figure 3.5.2. We have identified the following enhancements to maximize safety and operations:



Figure 3.5.2 Crash Map

- Enhanced flashing warning signs and temporary signal visibility to reduce the risk of rear-end crashes;
 - Use of a speed display trailer to promote speed limit compliance and reduce the likelihood of rear-end and run-off-road crashes; and
 - Temporary raised pavement markers and wider than minimum temporary lane markings for drastically increased visibility.
- **Maintaining Safe Bicycle and Pedestrian Facilities:** With Fairfax County having robust pedestrian and bicycle traffic along the Route 29 corridor, we understand the critical importance of maintaining safety and mobility for all modes of travel during construction. Of particular note is the existing asphalt path that runs along the north side of the Route 29, which will be impacted by construction and replaced with a new shared-use path. As part of our constructability and temporary traffic control concept development, we will work to ensure continuous safe pedestrian and bicycle passage is accommodated by a combination of:
 - Early completion of missing sidewalk connections shown in Figure 3.5.3;
 - Temporary trail connections during construction; and
 - Signalized crosswalks with high visibility pavement markings.



Figure 3.5.3 Early Completion of Missing Sidewalk Connections

- Maintenance of Temporary Drainage:** Often overlooked in a work zone is maintenance of existing drainage to avoid the potentially dangerous condition of ponding water and/or ice buildup in the travel lanes during construction. Where proposed profile adjustments will require the roadside to be above existing pavement elevations, one technique we have utilized successfully to avoid ponding of water is to employ temporary asphalt to flip the cross-slope to convey water to the opposite side of the roadway. By diverting flow away from the higher area, concerns associated with ponding of water in the travel lanes and immediately adjacent to the construction site are eliminated, as depicted in Figure 3.5.4. In addition, drainage patterns and facilities on the opposite side of the road will be investigated to ensure they can accommodate the temporary drainage patterns. Not only does this avoid ponding of water on the active travel lanes, it also reduces the amount of water that needs to be accommodated within the construction area, simplifying construction and reducing the potential that roadway subgrade preparation is impacted by storm events.

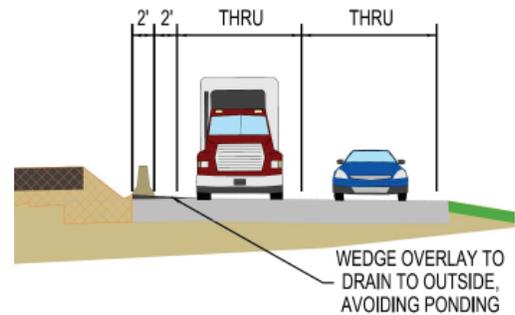
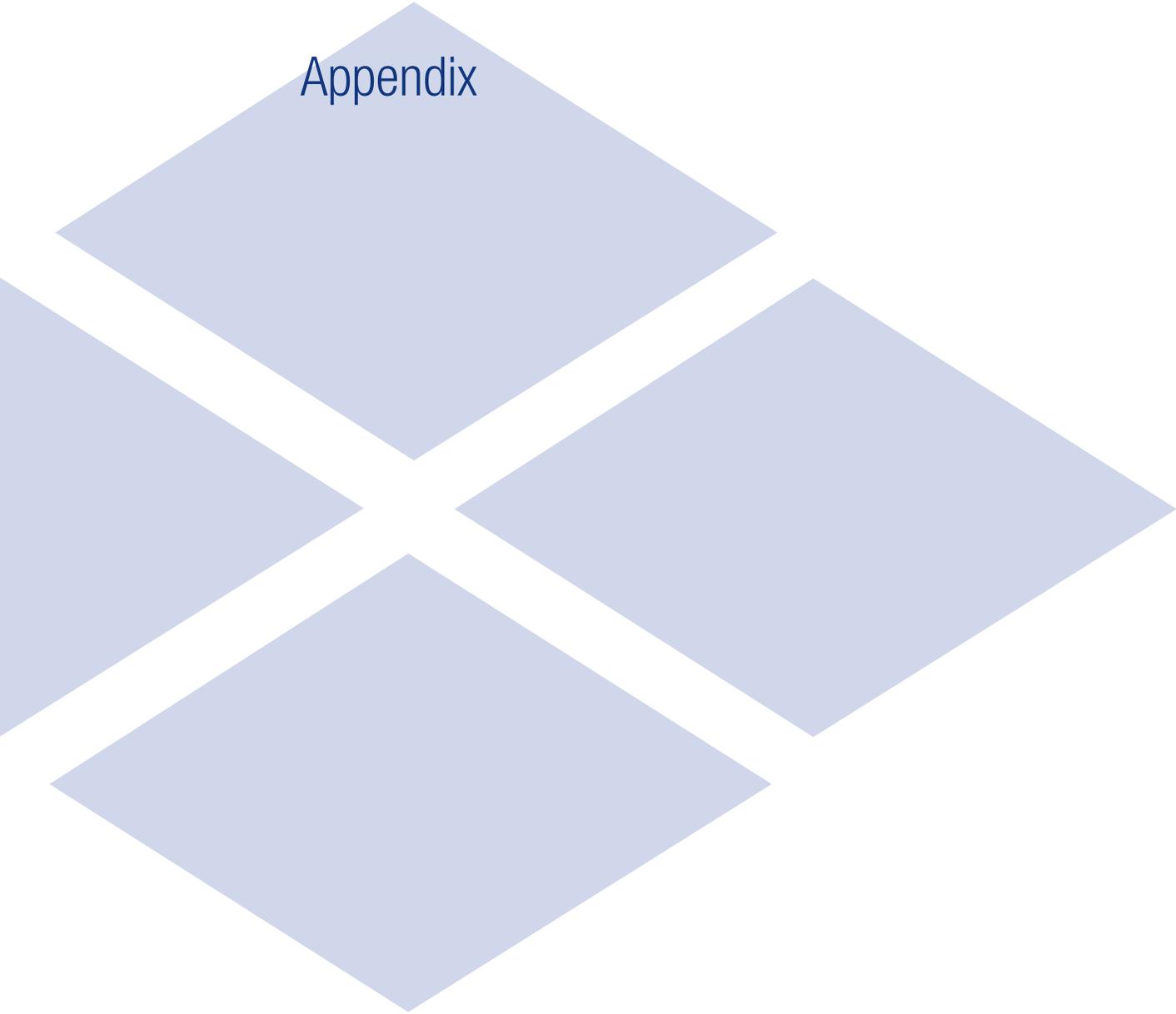


Figure 3.5.4 Example of Maintenance of Temporary Drainage

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. During construction we also anticipate that VDOT will remain active to reviewing and approving lane closures, as well as helping to promote work zone safety, in coordination with our value-added Public Relations Manager. We also anticipate coordination with Fairfax County DOT and emergency response agencies, similar to our role on the Route 7 Project where we collaborated with these parties to answer over 825 public questions, produce 26 publications, and participate in 55 meetings with the public.



Appendix



3.1.2 SOQ Checklist

ATTACHMENT 3.1.2

Project: 0029-029-350

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	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	1
Evidence of obtaining bonding	NA	Section 3.2.9	no	1

ATTACHMENT 3.1.2

Project: 0029-029-350

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

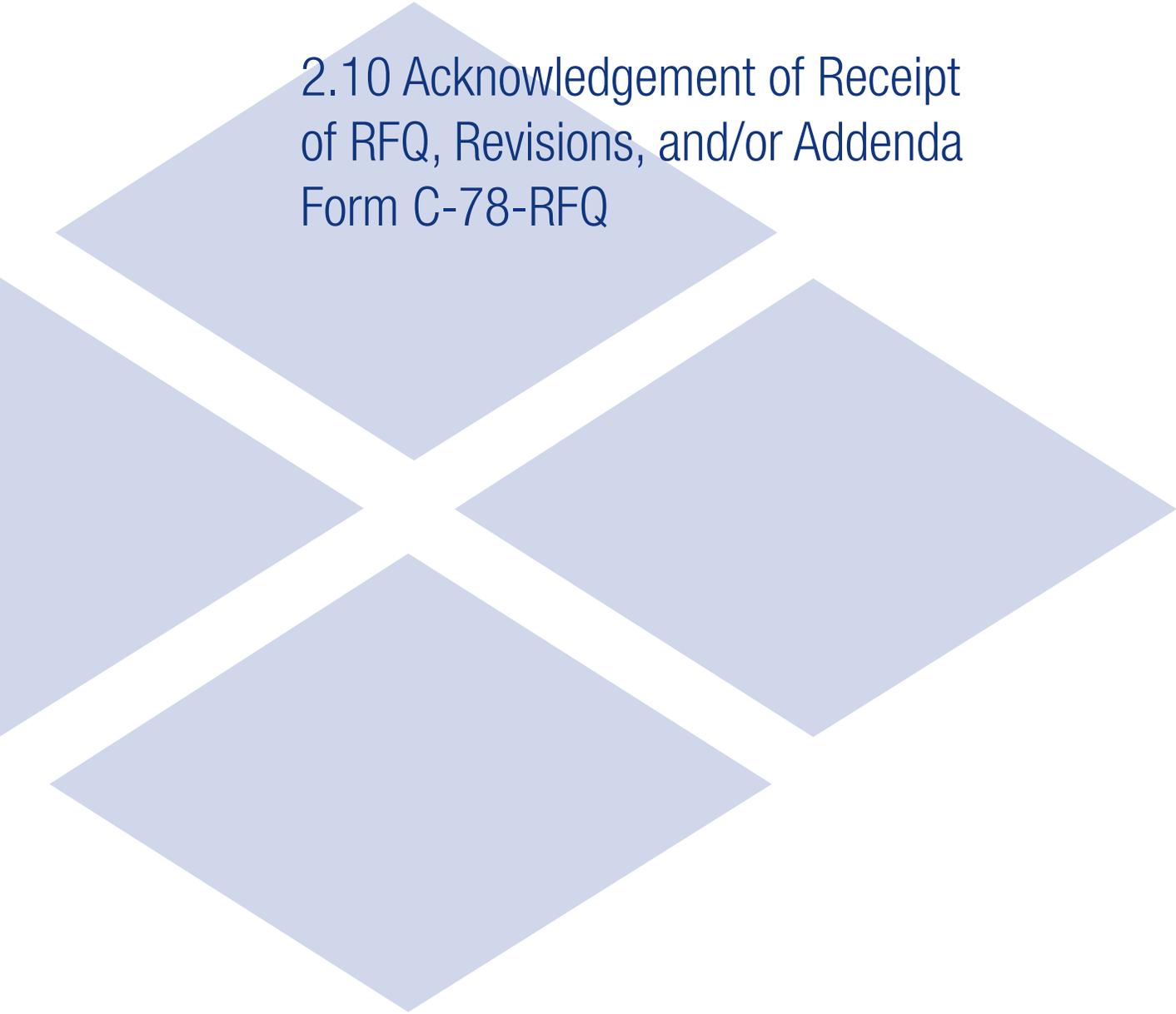
Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3-7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	4-6

ATTACHMENT 3.1.2

Project: 0029-029-350

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	Appendix
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-15



2.10 Acknowledgement of Receipt of RFQ, Revisions, and/or Addenda Form C-78-RFQ

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00110329DB113
PROJECT NO.: 0029-029-350

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 – July 27, 2021
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)

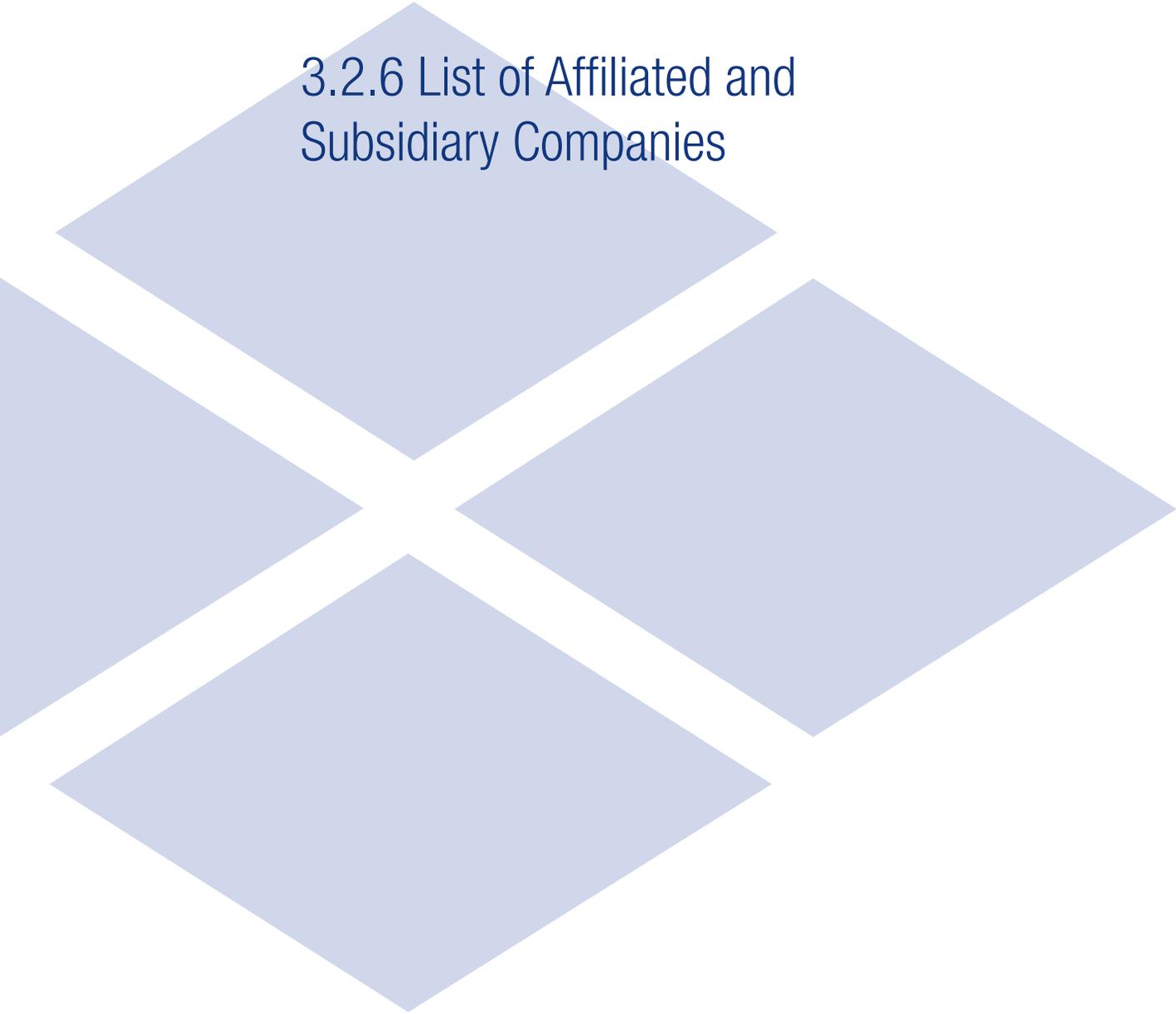


SIGNATURE

September 2, 2021
DATE

Garry A. Palleschi
PRINTED NAME

Vice President
TITLE



3.2.6 List of Affiliated and Subsidiary Companies

ATTACHMENT 3.2.6

State Project No.: 0029-029-350

Affiliated and Subsidiary Companies of the Offeror

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

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

3.2.7 Debarment Forms

ATTACHMENT 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0029-029-350

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

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

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

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

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

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

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



Signature

September 2, 2021

Date

Vice President

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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

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

David Mahoney 8/17/2021 Executive Vice President
Signature Date Title

Dewberry Engineers Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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

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

	Avtar Singh	8/23/2021	President
Signature		Date	Title

CES CONSULTING LLC

Name of Firm

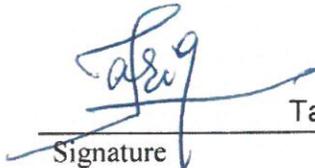
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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

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

	Tariq Hamid	08/23/2021	President
Signature		Date	Title

Dulles Geotechnical and Material Testing Services, Inc
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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

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



Signature

08/10/2021

Date

President

Title

American Geotechnical & Environmental Services, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

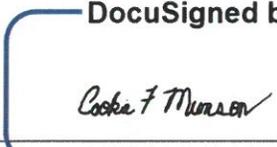
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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

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

DocuSigned by:

 <i>Cook & Munson</i>	08-11-2021	VP, General Counsel & Secretary
Signature D830117A89C54AD...	Date	Title

Surveying And Mapping, LLC.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-029-350

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

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

R. Robert Rush

Signature

8-23-21

Date

Vice President

Title

Key Title II, LLC.

Name of Firm



3.2.8 VDOT Prequalification Certificate



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 8/25/2021**

- S -

Vendor ID: S4031
Vendor Name: SHIKUN & BINUI - AMERICA, INC.
Prequal Level: Prequalified (Probationary)
Prequal Exp: 09/30/2022

-- PREQ Address --

1 ALLEGHENY SQ. NOVA TOWER 1 STE. 300
PITTSBURGH, PA 15212
Phone: (412)471-4200
Fax: (412)470-4220

Work Classes (Listed But Not Limited To)

003 - MAJOR STRUCTURES
055 - BRIDGE REPAIRS
080 - DEMOLITION OF STRUCTURES
101 - EXCAVATING

Bus. Contact: DROR, HAGAY
Email: HDROR@SHIKUNUSA.COM

-- DBE Information --

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

Vendor ID: S018
Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC
Prequal Level: Prequalified
Prequal Exp: 09/30/2021

-- 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

August 25, 2021

Sudha Mudgade, P.E., PMP, DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00110329DB113 - A Design-Build Project
Route 29 Widening Phase II From: 0.208 miles west of Union Mill Road To: 0.460 miles east of Buckley's
Gate Drive, Fairfax County, Virginia
Estimated Contract Value: \$72 million

Dear Ms. Mudgade:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$750,000,000.

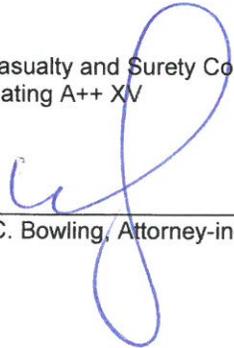
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



Travelers Casualty and Surety Company of America
Travelers Casualty and Surety Company
St. Paul Fire and Marine Insurance Company

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Karen C Bowling** of **COLUMBIA Maryland**, their true and lawful Attorney(s)-in-Fact 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 **21st** day of **April**, **2021**.



State of Connecticut
 City of Hartford ss.

By:
 Robert L. Raney, Senior Vice President

On this the **21st** day of **April**, **2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies 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**, **2026**



Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, 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 each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 25th day of August, 2021



Kevin E. Hughes, Assistant Secretary

To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.



3.2.10 SCC and DPOR Information Tables, Licenses and Registrations

ATTACHMENT 3.2.10

State Project No.:0029-029-350

SCC & DPOR INFORMATION TABLE

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	S0820383	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA 22079	Class A Contractor	2705071652	October 31, 2022
Dewberry Engineers Inc.	F1004623	Corporation	Active	8401 Arlington Boulevard Fairfax, VA 22031	Business Entity Branch Office	0411000941	February 28, 2022
CES Consulting, LLC	S3416007	Limited Liability Co.	Active	23475 Rock Haven Way Suite 255, Dulles, VA 20166	Business Entity	0407005783	December 31, 2021
Dulles Geotechnical and Material Testing Services, Inc.	07582323	Corporation	Active	14119 Sullyfield Circle Suite H Chantilly, VA. 20151	Business Entity	0407006236	December 31, 2021
American Geotechnical & Environmental Services, Inc.	F2045856	Corporation	Active	1765 Greensboro Station Place Suite 900 Mclean, VA. 22102	Business Entity Branch Office	0411001485	February 28, 2022
Surveying & Mapping, LLC	T0564965	Limited Liability Co.	Active	7679 Limestone Dr. Building B Suite 155, Gainesville, VA. 20155	Business Entity	0407006626	December 31, 2021
Diversified Property Services of Virginia, Inc.	F1304106	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2022
Key Title II, LLC	11107130	Limited Liability Co.	Active	n/a			

ATTACHMENT 3.2.10

State Project No.:0029-029-350

SCC & DPOR INFORMATION TABLE

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 Engineers Inc.	Mark Brewer	Fairfax, VA	9933 Hemlock Woods Lane Burke, VA, 22015	Professional Engineer	0402050037	June 30, 2022
CES Consulting, LLC.	Joshua Swatman	Chantilly, VA	106 Elk Trail Winchester, VA, 22602	Professional Engineer	0402039025	January 31, 2022

Entity Information

Entity Information

Entity Name: Shirley Contracting Company, LLC
Entity ID: S0820383
Entity Type: Limited Liability Company
Entity Status: **Active**
Series LLC: No
Reason for Status: Active
Formation Date: 08/01/2002
Status Date: 08/01/2002
VA Qualification Date: 08/01/2002
Period of Duration: Perpetual
Industry Code: 0 - General
Annual Report Due Date: N/A
Jurisdiction: VA
Charter Fee: N/A
Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Entity
Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
Name: C T CORPORATION SYSTEM
Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

Address: 8435 BACKLICK RD, LORTON, VA, 22079 - 0000, USA

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Entity Information

Entity Information

Entity Name: Dewberry Engineers Inc.
 Entity ID: F1004623
 Entity Type: Stock Corporation
 Entity Status: **Active**
 Series LLC: N/A
 Reason for Status: Active and In Good Standing
 Formation Date: N/A
 Status Date: 10/21/2015
 VA Qualification Date: 06/13/1989
 Period of Duration: Perpetual
 Industry Code: 0 - General
 Annual Report Due Date: N/A
 Jurisdiction: NY
 Charter Fee: \$50.00
 Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Entity
 Locality: RICHMOND CITY
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
 Name: CORPORATION SERVICE COMPANY
 Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

Principal Office Address

Address: 8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer	Yes	DARREN R CONNER	8401ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	05/27/2020
Executive Vice President	Yes	DONALD E. STONE JR.	8401 ARLINGTON BLVD., FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
Treasurer	No	CYNTHIA CHEN	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021

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(<https://www.facebook.com/VirginiaStateCorporationCommission>)

(<https://twitter.com/VASStateCorpComm>)

Last Updated

Title	Director	Name	Address	Last Updated
Secretary	No	CRAIG N THOMAS	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/06/2019
	Yes	PETER GARVEY	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
	Yes	SIDNEY O DEWBERRY	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021

Current Shares

Total Shares: 2000

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Entity Information

Entity Information

Entity Name: CES Consulting, LLC
 Entity ID: S3416007
 Entity Type: Limited Liability Company
 Entity Status: **Active**
 Series LLC: No
 Reason for Status: Active
 Formation Date: 10/14/2010
 Status Date: 10/14/2010
 VA Qualification Date: 10/14/2010
 Period of Duration: Perpetual
 Industry Code: 70 - Other DULY LICENSED PROFESSIONAL ENTITY not listed below
 as SPECIFIED in Section 13.1-543 of the Code of Virginia
 Annual Report Due Date: N/A
 Jurisdiction: VA
 Charter Fee: N/A
 Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Individual
 Locality: PRINCE WILLIAM COUNTY
 RA Qualification: Member or Manager of the Limited Liability Company
 Name: AVTAR SINGH
 Registered Office Address: 6773 LEOPOLDS TRAIL, HAYMARKET, VA, 20169 - 0000, USA

Principal Office Address

Address: 23475 ROCK HAVEN WAY, SUITE 255, DULLES, VA, 20166 - 0000, USA

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Entity Information

Entity Information

Entity Name: Dulles Geotechnical and Material Testing Services, Inc.
 Entity ID: 07582323

Entity Type: Stock Corporation
 Entity Status: **Active**
 Series LLC: N/A
 Reason for Status: Active and In Good Standing
 Formation Date: 11/26/2012
 Status Date: 12/19/2018
 VA Qualification Date: 11/26/2012
 Period of Duration: Perpetual
 Industry Code: 0 - General
 Annual Report Due Date: N/A
 Jurisdiction: VA
 Charter Fee: \$50.00
 Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Individual
 Locality: LOUDOUN COUNTY
 RA Qualification: Director of the Corporation
 Name: TARIQ BIN HAMID
 Registered Office Address: 20585 Blue Water Ct, Ashburn, VA, 20147 - 7920, USA

Principal Office Address

Address: 14155 SULLYFIELD CIRCLE, SUITE H, CHANTILLY, VA, 20151 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	No	TARIQ HAMID	42727 STRALOCH TERRACE, ASHBURN, VA, 20147 - 0000, USA	10/31/2019
	Yes	TARIQ BIN HAMID	42727 STRALOCH TERRACE, ASHBURN, VA, 20147 - 0000, USA	10/31/2019

Current Shares

Total Shares: 1000

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Entity Information

Entity Information

Entity Name: American Geotechnical & Environmental Services, Inc.
 Entity ID: F2045856
 Entity Type: Stock Corporation
 Entity Status: **Active**
 Series LLC: N/A
 Reason for Status: Active and In Good Standing
 Formation Date: N/A
 Status Date: 12/14/2016
 VA Qualification Date: 12/14/2016
 Period of Duration: Perpetual
 Industry Code: 0 - General
 Annual Report Due Date: N/A
 Jurisdiction: PA
 Charter Fee: \$50.00
 Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Entity
 Locality: HENRICO COUNTY
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
 Name: C T CORPORATION SYSTEM
 Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

Principal Office Address

Address: 4 GRANDVIEW CIRCLE, #100, CANONSBURG, PA, 15317 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	KANWAL P CHOPRA	4 GRANDVIEW CIRCLE #100, CANONSBURG, PA, 15317 - 0000, USA	11/05/2018
Vice President	Yes	NEIL STYLER PHD PE	4 GRANDVIEW CIRCLE #100, CANONSBURG, PA, 15317 - 0000, USA	11/05/2018

Current Shares

Total Shares: 100
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Entity Information

Entity Information

Entity Name: Surveying And Mapping, LLC
Entity ID: T0564965
Entity Type: Limited Liability Company
Entity Status: **Active**
Series LLC: No
Reason for Status: Active
Formation Date: N/A
Status Date: 03/21/2014
VA Qualification Date: 03/21/2014
Period of Duration: Perpetual
Industry Code: 0 - General
Annual Report Due Date: N/A
Jurisdiction: TX
Charter Fee: N/A
Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Entity
Locality: HANOVER COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
Name: INCORP SERVICES, INC.
Registered Office Address: 7288 HANOVER GREEN DR, MECHANICSVILLE, VA, 23111 - 0000, USA

Principal Office Address

Address: 4801 SOUTHWEST PKWY BLDG 2 STE 100, AUSTIN, TX, 78735 - 0000, USA

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Entity Information

Entity Information

Entity Name: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.
 Entity ID: F1304106
 Entity Type: Stock Corporation
 Entity Status: **Active**
 Series LLC: N/A
 Reason for Status: Active and In Good Standing
 Formation Date: N/A
 Status Date: 11/11/2019
 VA Qualification Date: 08/05/1997
 Period of Duration: Perpetual
 Industry Code: 0 - General
 Annual Report Due Date: 08/31/2021
 Jurisdiction: MD
 Charter Fee: \$50.00
 Registration Fee Due Date: 08/31/2021

Registered Agent Information

RA Type: Individual
 Locality: FAIRFAX COUNTY
 RA Qualification: Officer of the Corporation
 Name: BRENDAN R HANTZES
 Registered Office Address: 3771 VERMACCHIA DR, CHANTILLY, VA, 20151 - 0000, USA

Principal Office Address

Address: 20 E TIMONIUM RD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA

Principal Information

Title	Director	Name	Address	Last Updated
	Yes	PATRICIA E DABLOCK	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Vice President	Yes	BRENDAN R. HANTZES	3771 VERNACCHIA DR., CHANTILLY, VA, 20151 - 0000, USA	08/14/2017
President, Treasurer	Yes	JEANETTE DABLOCK	20 E TIMONIUM RD., STE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020

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(<https://twitter.com/VASStateCorpComm>)

Last Updated

Title	Director	Name	Address	Last Updated
Secretary	No	JUNE REITER	20 E. TIMONIUM ROAD, STE 111, TIMONIUM, MD, 21093 - 0000, USA	08/14/2017

Current Shares

Total Shares: 5000

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Entity Information

Entity Information

Entity Name: KEY TITLE II, LLC
Entity ID: 11107130
Entity Type: Limited Liability Company
Entity Status: **Active**
Series LLC: No
Reason for Status: Active
Formation Date: 09/10/2020
Status Date: 09/10/2020
VA Qualification Date: 09/10/2020
Period of Duration: 01/01/2070
Industry Code: 0 - General
Annual Report Due Date: N/A
Jurisdiction: VA
Charter Fee: N/A
Registration Fee Due Date: 09/30/2021

Registered Agent Information

RA Type: Individual
Locality: FAIRFAX COUNTY
RA Qualification: Member of the Virginia State Bar
Name: RONALD H. LAZARUS
Registered Office Address: 7010 Little River Tpke Ste 220, Annandale, VA, 22003 - 3241, USA

Principal Office Address

Address: 7010 Little River Tpke Ste 220, Annandale, VA, 22003 - 3241, USA

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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	2022-10-31

- 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 0411000941

License Details

Name	DEWBERRY ENGINEERS INC
License Number	0411000941
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
Initial Certification Date	2012-07-02
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401005284	WELLS, JOSEPH EDWARD	Architect License	Architecture	2021-10-31
0406001718	CENA, JANICE MARIE	Landscape Architect License	Landscape Architecture	2023-01-31
0402023693	JAMES, RUSSELL R	Professional Engineer License	Engineering	2023-03-31

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DPOR License Lookup build 1,444 (built 2021-08-04 03:00:51).

DPOR License Lookup License Number 0407005783

License Details

Name	CES CONSULTING LLC
License Number	0407005783
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	23475 ROCK HAVEN WAY SUITE 255, DULLES, VA 20166
Initial Certification Date	2010-11-05
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035169	SINGH, AVTAR	Professional Engineer License	Engineering	2023-01-31

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DPOR License Lookup License Number 0407006236

License Details

Name	DULLES GEOTECHNICAL AND MATERIAL TESTING SERVICES, INC
License Number	0407006236
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	14119 SULLYFIELD CIR STE H, CHANTILLY, VA 20151
Initial Certification Date	2013-02-15
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402041751	HAMID, TARIQ BIN	Professional Engineer License	Engineering	2022-01-31

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DPOR License Lookup License Number 0411001485

License Details

Name	AMERICAN GEOTECHNICAL & ENVIRONMENTAL SERVICES INC
License Number	0411001485
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	1765 GREENSBORO STATION PL STE 900, MCLEAN, VA 22102
Initial Certification Date	2019-04-09
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402057487	MAROLF, ADAM JASON	Professional Engineer License	Engineering	2023-03-31

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DPOR License Lookup build 1,444 (built 2021-08-04 03:00:51).

DPOR License Lookup License Number 0407006626

License Details

Name	SURVEYING AND MAPPING LLC
License Number	0407006626
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	7679 LIMESTONE DR BLDG B STE 155, GAINESVILLE, VA 20155
Initial Certification Date	2014-10-15
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403001764	SHACKELFORD, MICHAEL GARY	Land Surveyor License	Land Surveying	2022-06-30
0403001937	SPENCER, MELVIN E	Land Surveyor License	Land Surveying	2023-01-31
0402022310	SKAHN, CARY ALAN	Professional Engineer License	Engineering	2023-06-30

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DPOR License Lookup build 1,444 (built 2021-08-04 03:00:51).

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	2022-11-30

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DPOR License Lookup License Number 0402050037

License Details

Name	BREWER, MARK CONRAD
License Number	0402050037
License Description	Professional Engineer License
Rank	Professional Engineer
Address	BURKE, VA 22015
Initial Certification Date	2012-06-07
Expiration Date	2022-06-30

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License Details

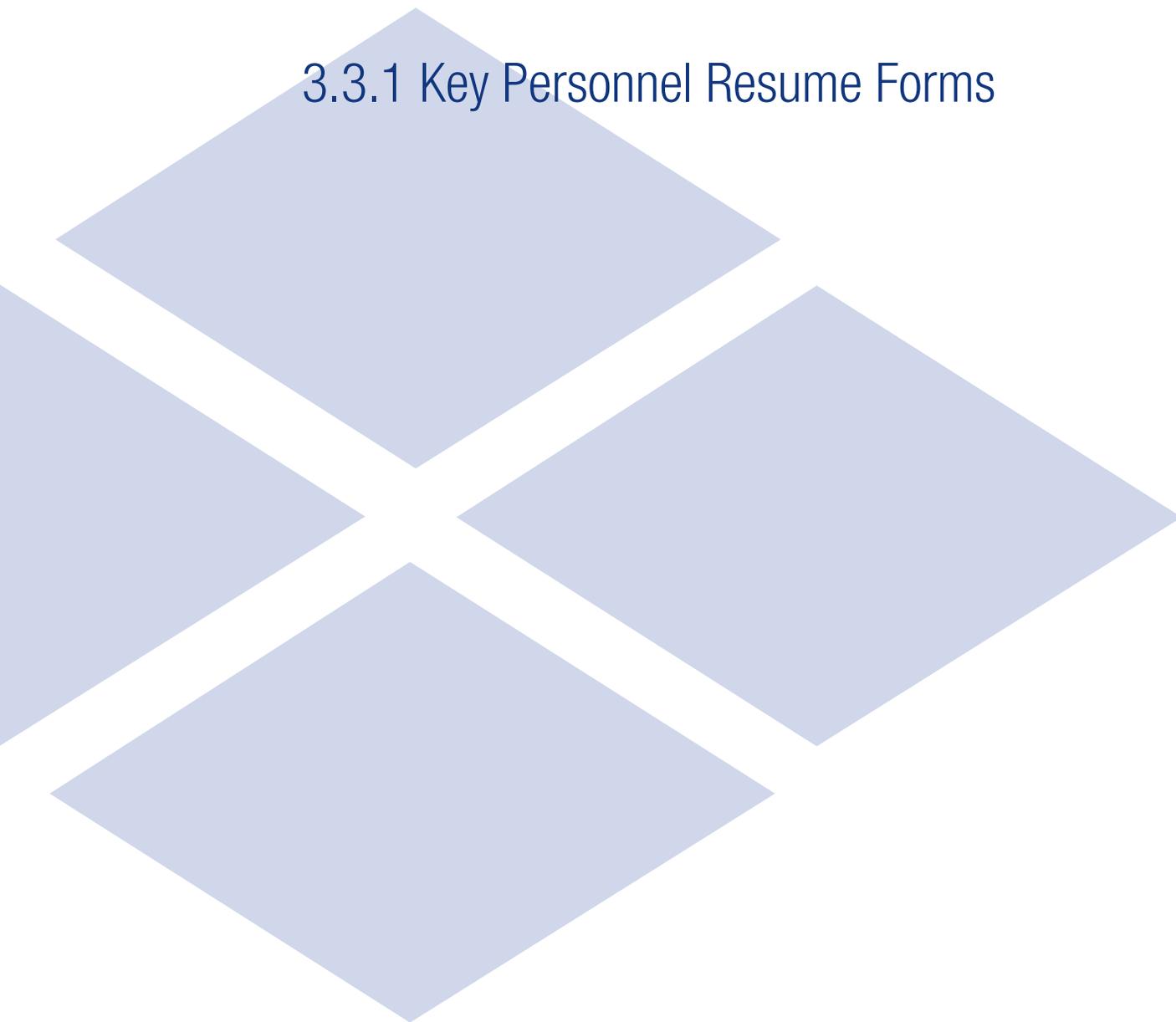
Name	SWATMAN, JOSHUA PAUL THOMAS
License Number	0402039025
License Description	Professional Engineer License
Rank	Professional Engineer
Address	WINCHESTER, VA 22602
Initial Certification Date	2004-01-07
Expiration Date	2022-01-31

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DPOR License Lookup build 1,444 (built 2021-08-04 03:00:51).

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: Jeff Austin, PE, DBIA, Vice President
b. Project Assignment: Design-Build Project Manager (DBPM)
c. Name of the Firm with which you are employed at the time of Submitting SOQ: Shirley Contracting Company, LLC
d. Employment History: With this Firm <u>21</u> Years With Other Firms <u>8</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: if you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC Contract Manager, September 2004 to July 2011; Vice President, July 2011 to Present Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owner's representatives, designers, construction staff and quality teams, single point of contact with the owner; has binding authority over contract issues. <ul style="list-style-type: none">▪ Route 7 Corridor Improvements Design-Build (\$255.2M) - 8/2018 to 7/2024 - DBPM▪ Route 28 Phase III Widening Design-Build (\$30.1) – 3/2018 to 1/2020 - DBPM▪ Route 772 Transit Connector Bridge Design-Build (\$17.1M), 5/2016 to 8/2019 - DBPM▪ Route 659-Reconstruct to 4-Lanes Design-Build (\$45.4M) - 10/2015 to 12/2018 - DBPM▪ Route 606 Loudoun County Parkway/Old Ox Road Reconstruction & Widening Design-Build (\$92.9M) - 6/2014 to 8/2018 - DBPM▪ Route 28 Corridor Improvements Design-Build (\$480M) - 9/2004 to 12/2020 – DBPM▪ Gloucester Parkway Extension Design-Build (\$26M) - 3/2014 to 8/2016 - DBPM▪ I-66 Widening Design-Build (\$56.1M) - 9/2013 to 8/2016 - DBPM▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28M) - 11/2013 to 12/2015 - DBPM▪ I-64-Exit 91 Interchange Improvements Design-Build (\$20.4M) - 10/2012 to 12/2015 - DBPM▪ Route 50 Widening Design-Build (\$7.37M) - 3/2011 to 12/2015 - DBPM▪ Route 27/244 Interchange Modifications Design-Build (\$32.5M) - 9/2011 to 11/2015 - DBPM▪ University Boulevard Extension PPTA Design-Build (\$30.7M) - 3/2011 to 12/2013 - DBPM▪ Pacific Boulevard Extension Design-Build (\$5.9M) - 7/2011 to 7/2013 - DBPM▪ Pacific Boulevard Design-Build (\$19.2M) - 7/2008 to 8/2010 - DBPM▪ Battlefield Parkway Design-Build (\$26.9M) - 7/2007 to 11/2009 - DBPM▪ Dulles Greenway Capital Improvements Design-Build (\$71M) - 3/2005 to 12/2007 - DBPM
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University/Blacksburg, VA/ B.S./1992/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1999/Professional Engineer/0402 033555, 2015/DBIA Design Build Professional Certification
g. 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. Route 7 Corridor Improvements Design-Build Project - Fairfax County, Virginia Shirley Contracting Company, LLC, Design-Build Project Manager (8/2018 to 7/2024) Jeff currently leads the Shirley/Dewberry Team as the DBPM on this \$255.2 million project to widen Route 7 from four lanes to six lanes along a 6.9 mile highly developed residential corridor in Fairfax County. With over 230 right-of-way parcels and 20 different utilities, the Project requires extensive public outreach and intense coordination with VDOT and utility companies throughout the design phase to minimize impacts to adjacent properties. This includes designing the Project within a constrained right-of-way footprint, incorporating retaining walls and co-locating utilities to minimize the</p>

encroachment of easements into adjacent residential properties. Jeff leads a thorough public outreach campaign that, to date, has included more than 55 meetings with homeowners associations and citizens groups; management of the www.connectroute7.org website; a 24/7 project hotline, 27 monthly newsletters, more than 270 email notices, and management of over 825 questions and comments with responses logged and documented. During the design phase, Jeff was responsible for ensuring collaboration among the Dewberry design team and Shirley's right-of-way, utility, safety, environmental, and construction managers to ensure that each design discipline was well coordinated in the plans with safety, constructability, environmental, and quality aspects resolved. During construction, Jeff is responsible for ensuring this collaboration continues between the Design Team, Construction Manager, Environmental Manager, Quality Assurance Manager, Public Relations Manager and VDOT, all involved as appropriate to approve submittals and RFIs, address construction issues, ensure Quality, verify environmental compliance, respond to stakeholder concerns, and address public questions. Jeff guided development of a CPM schedule and sequence of construction that allowed construction to proceed within existing right-of-way in May 2019, just eight months after Notice-to-Proceed and concurrent with the start of right-of-way acquisitions and utility relocations. This aggressive schedule allowed Shirley to achieve their 1st Unique Milestone, the opening of the triple left turn to Baron Cameron Avenue in August 2019, ahead of our Technical Proposal commitment.

**2. Route 659 Reconstruct to 4-Lanes Design-Build – Loudoun County, Virginia
Shirley Contracting Company, LLC, Design-Build Project Manager (10/2015 to 12/2018)**

As the Design-Build Project Manager for this \$45.4 million design-build project, Jeff managed the discipline leads throughout the design-build process including design, environmental permitting and compliance, utility coordination, right-of-way acquisition, quality assurance and quality control, and construction. Jeff was responsible for communication and coordination with VDOT, Loudoun County, permitting agencies, impacted property owners, adjacent developers and other stakeholders. This included coordination with the Ashburn Overlook Development to co-locate a pond to serve stormwater management for both the VDOT project and the developer's site. This coordination resulted in a savings of over \$200K for the deletion of the pond from the Project's scope as well as dedication of all of the proposed right-of-way from this parcel at no cost to the Department. In cooperation with VDOT and adjacent property owners, the Team added scope for additional pedestrian connectivity and an emergency access to a commercial property, and still completed the project \$70K under the original lump sum contract value. The scope of the Project included the reconstruction and widening of two miles of Route 659 from two to four lanes from Gloucester Parkway to Hay Road adjacent to a dense residential community. The Project also included construction of twin bridges carrying Route 659 over the Washington and Old Dominion (W&OD) Trail. The existing at-grade crossing of the W&OD Trail posed the most significant safety concern for the Project. To mitigate this concern Shirley proposed a Unique Milestone for opening the 1st bridge and providing a grade separation at this crossing by October 31, 2017. Through Jeff's leadership, our Team achieved this Unique Milestone 3.5 months early in July 2017 and obtained Final Completion in December 2021, 10 days ahead of the original Final Completion Date proposed by our Team as part of our Technical Proposal and more than 4 months earlier than the Final Completion Date included in VDOT's Request for Proposals.

**3. Route 50 Widening Design-Build - Fairfax & Loudoun Counties, Virginia
Shirley Contracting Company, LLC, Design-Build Project Manager (3/2011 – 12/2015)**

Jeff was the DBPM overseeing the \$77.3 million design-build project. Jeff was responsible for management and direction of the discipline managers for the overall design-build process including design, environmental permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction. Jeff led communication and coordination between VDOT, Fairfax and Loudoun County Departments of Transportation, MWAA, permitting agencies, impacted property owners, and other stakeholders on the Project. This project was similar in scope and complexity to the Route 29 Widening Phase II Project as it required the widening of an existing four lane roadway to six lanes within a tight corridor with right-of-way and utility impacts on both sides of the road and heavy traffic volumes. Jeff guided development of a sequence of construction and CPM schedule that minimized the risk of right-of-way and utility delays impacting construction. This sequence and schedule was instrumental in the success of the Project providing the maximum time to acquire more than 60 right-of-way parcels and relocate thirteen different utilities, including Verizon, Comcast, Cox Communications, Level 3 Communications, Fiber Light, AT&T Local, Zayo Communications, Qwest Communications, MCI Communications, Dominion Power, Washington Gas, Loudoun Water, and Fairfax Water. Jeff took the lead in negotiating with Washington Gas in obtaining an agreement to construct a portion of the gas main relocation as in-plan work. This agreement allowed the design-builder to hire a subcontractor to perform the gas relocation and provided our Team better control over the gas relocation schedule. As DBPM, Jeff worked closely with VDOT and Fairfax County to renegotiate a tri-party agreement between Fairfax County, VDOT and a private developer that added turn lanes and an additional westbound lane in a half mile section, while securing the dedication of right-of-way needed for the Project along this section. Jeff and the Construction Manager both took active roles in the public relations efforts, holding "Pardon Our Dust" Meetings, and attending Town Hall Meetings set up by the local Board of Supervisors representative to provide Project updates and address community concerns.

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

n. 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: Josh Swatman, PE, DBIA, Senior Project Manager
b. Project Assignment: Quality Assurance Manager (QAM)
c. Name of the Firm with which you are employed at the time of Submitting SOQ: CES Consulting, LLC
d. Employment History: With this Firm: <u>2</u> Years; With Other Firms: <u>21</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): CES Consulting, LLC Senior Project Manager April 2019-Present As a Senior Project and QAM, Josh manages preconstruction and construction phase services of major design-bid-build (DBB) and design-build (DB) bridge and heavy civil transportation projects for VDOT and local government agencies. Most of his time is spent as a QAM of DB and P3 projects, which involves supervision of QA inspection and testing services and oversight of QC documentation. <ul style="list-style-type: none">• Prince William Parkway Interchange at Realigned Balls Ford Road (\$70M) –3/2020 to 12/2022 – QAM• Route 28 Hot Spots Widening Areas 4 and 5 (\$39M) – 6/2019 to 12/2020 – QAM• I-395 Express Lanes (\$365M) – 7/2019 to 8/2020 – OIA/IV PM/CM Alpha Corporation Senior Project Manager: June 2004-April 2019 As a Senior Project and Construction Manager, Josh managed preconstruction and construction phase services for major DBB and DB bridge and heavy civil transportation projects (\$500M+ combined construction value) for VDOT and local government agencies and led award-winning VDOT DB management teams. His services included scoping, planning, value engineering, risk analyses, constructability reviews, construction, and project closeout. He managed and mentored construction managers and inspectors; conducted schedule analysis and claims reviews; and provided onsite technical expertise for ongoing and upcoming projects. <ul style="list-style-type: none">• Route 29 Solutions, VDOT (\$117M) – 2/2016 to 12/2017– OIA CM• Zions Crossroads Diverging Diamond Interchange (\$164M) – 6/2011 to 3/2013 – Project Engineer• Route 29 / Route 666 GSI (\$164M) – 6/2011 to 3/2013 – Project Engineer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University / Blacksburg, VA / BS / 1999 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2004 / Professional Engineer / Virginia# 0402-039025, 2019 DBIA Professional Certification
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated). 1. Prince William Parkway Interchange at Realigned Balls Ford Road Design-Build Project, Prince William County, Virginia CES Consulting, LLC, Quality Assurance Manager (3/2020 to 12/2022) Josh manages QA inspections, testing and documentation for this \$70M Project that involves realigning a 1.9-mile segment of Balls Ford Road south of its existing intersection with Prince William Parkway and constructing a diverging diamond interchange carrying Balls Ford Road over the Parkway via a new bridge. Josh oversees all QA and QC inspections and testing including coordinating quality and documentation interaction between the design-builder and the OIA/IV team; monitors the activities of QA/QC personnel; audits QA/QC and materials project records; and reviews and approves payment applications. He manages QA/QC inspections, sampling, and materials testing to verify compliance with VDOT material requirements and industry standards; verifies construction complies with Approved for

Construction Plans and VDOT's specifications and compliance with environmental permits and erosion and sediment control requirements; and develops punch lists. Also, he conducts independent audits of Project records including Inspector's Daily Reports (IDRs), materials testing, materials documentation, and plant inspection records. Josh has been a central figure in resolving construction quality issues including questions concerning pile certifications, beam fabrication tolerances, borrow material specifications, and shoulder compaction requirements. Josh will conduct the substantial completion inspection and confirm substantial completion to VDOT in writing.

The Project included the realignment of Balls Ford Road between Doane Drive and Devlin Road consists of 4 lanes with a raised median, a sidewalk, and a multi-use path. The project also includes constructing a new bridge over Norfolk Southern Railroad tracks and several signalized intersections; utility relocations; drainage and stormwater management upgrades; and installing streetlights and ITS.

**2. Route 28 Corridor Improvements Areas 4 & 5 Design-Build Project, Fairfax and Loudoun Counties, Virginia
CES Consulting, LLC, Quality Assurance Manager (5/2019 to 12/2020)**

Josh managed QA inspections, testing and documentation for \$37M design build Area 4 and Area 5 Widening Projects along the Route 28 corridor. Josh verified implementation of the QA plan, monitored the activities of QA/QC personnel, audited QA/QC and materials project records, and reviewed and approved payment applications. He managed QA inspections and verified completion and adequacy of QC inspections, sampling, and materials testing to verify compliance with VDOT material requirements and industry standards; verified construction complied with Approved for Construction Plans and VDOT's specifications and compliance with environmental permits and erosion and sediment control requirements; and developed punch lists. Also, he conducted independent audits of project records including IDRs, materials testing, materials documentation as part of the Materials Notebook, and plant inspection records. He helped the project team resolve quality issues including resolution and repair of an overhead sign foundation, which exhibited honeycombing after form removal. Josh conducted the substantial and final completion inspections and confirmed substantial completion to VDOT in writing.

The Projects included one 2-mile widening and one 3-mile widening of Route 28 from 4 to 6 lanes; installation of median barriers, guardrails, and streetlights; replacement of overhead sign structures; and upgrades to stormwater management and drainage systems including installing a multi-barrel box-culvert.

**3. I-395 Express Lanes General Engineering Consulting, City of Alexandria and Arlington County, Virginia
CES Consulting, LLC, Owner Independent Assurance Construction Manager (7/2019 to 8/2020)**

Josh was responsible for construction management services and oversight of OIA inspection and verification testing for a regional transportation MEGA project to relieve congestion and provide a smoother, more predictable ride along the I-395 corridor. Josh was the Senior Construction Manager, who assigned staff, resolved MOT issues, conducted safety audits, and coordinated VDOT acceptance inspection of bridge work, traffic signals, light and camera poles, and overhead sign structures. He reviewed pay applications and verified resolution of punch list items, non-compliant work, and deficiencies and conducted preparatory inspection meetings to review of QA and QC inspection and testing requirements. Josh partnered with QA and QC teams, the concessionaire, and the DB contractor to resolve operational, construction impact, documentation, and quality issues.

This \$365M Project extended the I-95 Express Lanes 8 miles along I-395 to the 14th Street Bridge. It converted the northbound and southbound high-occupancy vehicle lanes to high-occupancy toll (electronic, dynamic tolling) lanes and added a third lane to provide 3 reversible express toll lanes; modified 2 interchanges; and improved the Pentagon South Parking Lot. The Project featured major retaining and sound walls of various sizes and complexity, anti-climbing fencing; and major bridge work including widening and rehabilitation of 31 structures including bridges, ITS, overhead sign gantries, and temporary work platforms for construction.

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: Mark Brewer, PE, Senior Associate
b. Project Assignment: Design Manager (DM)
c. Name of the Firm with which you are employed at the time of Submitting SOQ.: Dewberry Engineers Inc.
d. Employment History: With this Firm <u>14</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Dewberry Engineers Inc.; Design Manager /Project Manager (2017-Present) Responsible for overall project management for roadway improvement projects, serving both public and private clients. Management requirements involve integrating multiple engineering disciplines, including roadway, structural, hydraulic, traffic, and environmental disciplines in Dewberry's Fairfax, Gainesville and Leesburg VA offices, as well as coordinating various subconsultant services. Specific project experience with Design and Project Management responsibilities included: <ul style="list-style-type: none">▪ Van Buren North Extension NEPA Documentation (\$1.7M), 10/2020 to 10/2022 – Project Manager▪ Route 28 Phase III Widening Design-Build (\$30.1M), 5/2018 to 3/2022 – Design Manager▪ Leesburg Bypass Improvement Project Design-Build (\$3.6M), 4/2019 to 12/2021 – Design Manager▪ Dulles Greenway Westbound Ramp Reconfiguration (\$1.6M), 4/2019 to 12/2020 – Design Manager▪ Dulles Greenway Eastbound Widening Design-Build (\$16.5M), 11/2017 to 10/2020 – Design Manager Dewberry Engineers Inc.; SeniorProject Engineer/Lead Designer (2007-2017) Responsible for design for multiple design-build and design-bid-build projects, including coordination with subconsultants and design integration for ultimate project completion. Also provided lead design coordination efforts to incorporate overall roadway design including structural, hydraulic, traffic engineering, and environmental permitting services. Involved with internal coordination with other design disciplines, design-build team meetings with construction staff, as well as regular meetings with clients/owners for each of the projects. Roadway and hydraulic design responsibilities include development of horizontal alignments, vertical profiles, superelevation transitions, roadway drainage plans and calculations, grading plans, cross sections, erosion & sediment control plans, roadway construction plans, and right-of-way acquisition plans. Design projects with engineering roles include: <ul style="list-style-type: none">▪ I-95/Route 630 Reconstruction and Widening Design-Build (\$112M), 10/2016 to 7/2020 – Senior Project Engineer▪ Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes Design-Build (\$45.4M), 10/2015 to 4/2019 – Senior Project Engineer▪ Route 606 Loudoun County Parkway/Old Ox Road Reconstruction & Widening Design-Build (\$92.9M), 6/2014 to 8/2018 – Senior Project Engineer▪ I-66 Widening Design-Build (\$56.1M), 9/2013 to 8/2016 – Senior Project Engineer▪ Route 29 Over Little Rocky Run Design-Build (\$11.4M), 6/2013 to 10/2015 – Senior Project Engineer▪ Route 27/244 Interchange Modifications Design-Build (\$32.5M), 9/2011 to 8/2015 – Senior Project Engineer▪ Route 50 Widening Design-Build (\$77.3M), 3/2011 to 12/2015 – Senior Project Engineer▪ Pacific Boulevard Extension Design-Build (\$5.9M), 7/2011 to 8/2013 – Senior Project Engineer▪ University Boulevard Extension PPTA Design-Build (\$30.7M) - 3/2011 to 12/2013 – Lead Roadway Design Engineer▪ Route 28 Corridor Improvements Design-Build (\$480M), 7/2007 to 6/2015 – Project Engineer▪ Interstate 66 Improvements (\$215M), 7/2007 to 9/2015 – Project Engineer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Virginia, Charlottesville, VA / BS / 2007 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / 2012 / Civil Engineering / Virginia #0402 050037
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ul style="list-style-type: none">a. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>b. <i>Note whether experience is with current firm or with other firm.</i>c. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>

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

1. Route 28 Phase III Widening Design-Build – Bristow, VA

Dewberry Engineers Inc., Design Manager (5/2018 – 3/2022)

Mark oversaw all design activities and led design coordination efforts to ensure that roadway, structural, hydraulic/stormwater management, traffic engineering, and environmental permitting elements were all coordinated on this approximately 1.3-mile roadway improvement project. Nearly identical in scope to the proposed Route 29 Phase II Widening Project, Route 28 Phase III improvements included widening Route 28 from Linton Hall Road to Pennsylvania Avenue from a four-lane undivided roadway to a six-lane median divided roadway within a highly developed corridor. Mark coordinated the implementation of the Project with recently finished improvements at the southern terminus and future improvements at the northern terminus, and with active development projects on-going along the corridor. Roadway improvements were designed to avoid an existing 24" watermain and a proposed 36" watermain added as a betterment within the widened roadway. Similar to the required outreach necessary for the Route 29 Phase II widening, Mark participated in extensive stakeholder outreach throughout the design process. Mark also integrated bridge improvements for the Route 28 crossing of Broad Run, to incorporate the roadway widening and upgraded pedestrian facilities. Mark incorporated both a sidewalk and a shared use path with the design, and during construction was able to work with the County to add a shared use path along 0.6 miles of Residency Road as a contract change order. This new shared use path will connect the upgraded pedestrian network along Route 28 to the planned VRE station development at the end of Residency Road. Although this shared-use path scope was added after approval of the plans for the original contract work, Mark expedited design services to allow for completion of this work within the original contract schedule. Mark coordinated all the right-of-way and easement takes needed for the Project. He continues to participate in regular progress meetings and oversee construction support services to provide responses to questions and review of shop drawings.

2. Dulles Greenway Eastbound Widening Design-Build – Fairfax & Loudoun Counties, Virginia

Dewberry Engineers Inc., Design Manager (11/2017 – 10/2020)

Mark was responsible for the roadway design and the integration of all other engineering disciplines for the widening of the Dulles Greenway from the mainline toll plaza to its eastern terminus, and along the Dulles Toll Road and the off-ramp to Centreville Road. This included approximately 2.3 miles of roadway widening from the existing two-lane section to a three-lane section, improved roadside drainage, extensive stormwater management meeting DEQ and MWAA criteria, bridge widening over Route 28, bridge improvements over the Dulles Toll Road / Silverline Metrorail, and in-depth traffic studies to document the project with VDOT and MWAA. Mark oversaw all engineering during the design development phase as the Engineer of Record for the Dulles Greenway. Once plans were advanced to approximately the 60% phase, Mark worked with the Greenway to execute the remainder of the design and the construction of the roadway. To gain approval from MWAA, Mark worked closely with their engineering office and executive board to demonstrate that this Project would improve traffic conditions through validation of an extensive traffic study and report. Mark also managed stormwater management design to address reviews by MWAA and VDOT, designing the Project to not adversely affect Horsepen Lake and the surrounding areas. Mark also worked with VDOT to obtain a design exception for the bridge width carrying the proposed three-lane section over the Dulles Toll Road. Mark was involved throughout the entire as the Engineer of Record and Design Manager.

3. I-95/Route 630 Reconstruction and Widening Design-Build – Stafford County, Virginia

Dewberry Engineers Inc., Senior Project Engineer (11/2016 – 7/2020)

Mark developed the roadway geometric and drainage design including three separate plan sets for the replacement I-95/Route 630 interchange and realignment of Route 630 for approximately 1 mile; the widening of Route 630 for approximately 2 miles; and new Park & Ride facilities providing nearly 1,100 parking spaces adjacent to I-95. The new I-95/630 interchange consisted of a diverging diamond interchange (DDI) with new parallel bridges over I-95 to replace the existing diamond interchange. For the widening element of the Project, Mark optimized roadway geometry and adjacent improvements to remain within right-of-way and easements acquired by VDOT prior to the design-build contract. Mark coordinated roadway profile changes, pavement reconstruction, slope adjustments, and drainage modifications to stay within the Project footprint and maintain traffic during construction. For the Park & Ride facilities, Mark coordinated design efforts between the design-build team and VDOT staff to identify an alternate parking lot site so that right-of-way impacts could be minimized and development potential for adjacent property owners could be maintained. Mark assisted with subconsultant coordination for updated aerial mapping, utility designations and test pits, geotechnical investigations, and noise analysis. Mark also helped prepare a variety of public presentation materials used at multiple public outreach meetings and information meetings to review the DDI operations with local communities, residents, and new drivers at Colonial Forge High School.

* 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: Michael Gallaher, Senior Superintendent
b. Project Assignment: Construction Manager
c. Name of Firm with which you are employed at time of Submitting SOQ: Shirley Contracting Company, LLC
d. Employment History: With this Firm 13 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 Senior Superintendent, January 2007 to Present General responsibilities include coordination with the design and construction teams; perform constructability reviews of design drawings; daily project planning and scheduling of work; and management of all aspects of daily field construction activities. This includes self-perform and subcontracted work, coordination with the quality control staff to schedule inspections and documentation of testing and inspection results, and provide environmental coordination and oversight to ensure construction activities are performed in compliance with environmental commitments and permits. <ul style="list-style-type: none">▪ Route 28 Phase III Widening Design-Build (\$30.1M) 9/2019 to 3/2022 – Project Superintendent▪ Vint Hill Road Widening (\$10M) 8/2018 to 11/2019 – Project Superintendent▪ Minnieville Road Widening (\$32M) 9/2016 to 11/2018 – Project Superintendent▪ I-66 Widening Design-Build (\$56.1M) 9/2014 to 8/2016 - Project Superintendent▪ Rollins Ford Road Phase IV (\$18.7M) 10/2012 to 8/2014 - Assistant Project Manager▪ Fort Belvoir Main Post Infrastructure – Phase I & II, (\$35M & \$31M) 2/2010 to 9/2012 - Assistant Project Manager▪ Route 28 Corridor Improvements<ul style="list-style-type: none">○ Willard Road Interchange Design-Build (\$24M) 8/2007 to 11/2008 - Project Engineer○ Frying Pan Road Interchange Design-Build (\$22M) 10/2007 to 11/2008 - Project Engineer○ Centreville Road Widening Design-Build (\$25M), 1/2006 to 8/2008 - Project Engineer Brayman Construction Corporation Project Engineer, December 2008 to December 2009 General responsibilities included management and documentation of daily field construction activities; quantity and material tracking, ordering of materials; subcontractor coordination and management; and oversight of quality control activities. <ul style="list-style-type: none">▪ I-79/910 Widening and Bridge Rehabilitation (\$12M) 12/2008 to 12/2009 - Project Engineer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: West Virginia University, Morgantown WV/BS/2006/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and VDOT Erosion and sediment Control Certification (ESCCC) prior to the 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> <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. Route 28 Phase III Widening Design-Build Project – Prince William County, Virginia Shirley Contracting Company, LLC, Project Superintendent (9/2019 – 3/2022) Michael's responsibilities include scheduling, management, and oversight of all day-to-day field construction activities including roadway construction, grading/earthwork, storm drainage installation, waterline installation, retaining wall</p>

construction, bridge structure modifications, utility relocations, maintenance of traffic setup and subcontractor coordination and scheduling. During the design phase, Michael performed constructability reviews coordinating comment resolution with the design team. During construction, Michael manages the Quality Control team to schedule inspections and materials testing, coordinates with the Owner and Quality Assurance team to resolve Project issues and meets with utility owners to schedule relocations. Michael manages environmental compliance including documentation of the Stormwater Pollution Prevention Plan (SWPPP), coordination of twice weekly inspection of erosion and sediment controls with resolution of findings, and oversight of monthly Clean Water Act Permit monitoring with reporting to agencies. The scope of this \$30.1 million Project consists of reconstructing and widening Nokesville Road (Route 28) from 4-lanes to 6-lanes from Linton Hall Road to Pennsylvania Avenue within a developed corridor. This includes superstructure modifications to the bridge over Broad Run, installation of a 36" waterline for the City of Manassas and construction of four retaining walls. Phased construction includes several traffic shifts; earthwork operations with approximately 40,000 cy of excavation; storm and water utility installations and relocations; signal installations and modifications; roadway lighting and signage.

2. Minnieville Road Widening Project – Prince William County, Virginia

Shirley Contracting Company, LLC, Superintendent (9/2016 – 11/2018)

Michael's responsibilities included scheduling, management and oversight of all day-to-day field construction activities including roadway construction, grading and earthwork, storm drainage installation, waterline installation, retaining wall construction, CON/SPAN® bridge construction, utility relocations, maintenance of traffic setup, and subcontractor coordination and scheduling. Michael led daily coordination with the Owner and Construction Engineering and Inspection staff to coordinate inspection and testing schedules, communicate Project progress updates, address Project issues, report comments and questions from the public, and proactively identify public outreach opportunities. The scope of this \$32 million Project consisted of widening Minnieville Road for two miles from a 2-lane roadway to a 4-lane divided roadway from Route 234 to Spriggs Road in Prince William County. It also consisted of three retaining walls, four storm water management ponds, one additional and two newly modified signals, and a CON/SPAN® structure.

3. I-66 Widening Design-Build Project– Prince William County, Virginia

Shirley Contracting Company, LLC, Superintendent (9/2014 – 8/2016)

Michael's responsibilities included scheduling, management and oversight of all day-to-day field construction activities including roadway construction, grading and earthwork, storm drainage installation, jack and bore operations, caisson drilling, sound barrier wall installation, bridge construction, MSE wall installation, utility duct bank installation and relocations, maintenance of traffic setup, and subcontractor coordination and scheduling. Michael coordinated with private utility owners during design and construction of utility relocations, coordinated with VDOT to resolve Project issues, performed contractibility reviews during design and coordinated with the QA and QC Teams on the Project to schedule inspections and document findings. The scope of this \$56 million design-build project included the widening of Interstate 66 from a 4-lane divided freeway to an 8-lane divided freeway, adding one high occupancy vehicle (HOV) and one general purpose lane to I-66 in each direction between Route 15 and Route 29 in Prince William County. Additionally, it included 12-foot paved shoulders, storm drainage, storm water management facilities, Intelligent Transportation System (ITS) components for managing traffic volumes, improving flow and enhanced incident response; overhead sign structures; utility relocations; and the reconstruction of the overpasses at Catharpin Road and Old Carolina Road to include 2-lanes and shared-use paths. It also includes retaining walls, sound barriers, roadway lighting and 250,000 SF of architecturally treated and stained sound barrier wall.

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. **Michael is currently assigned to the Route 28 Phase III Project which will be completed by March 2022 and will be available full time for this Project.**

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: I-95/Route 630 Reconstruction and Widening Design-Build Location: Stafford County, VA	Name: Dewberry Engineers Inc.	Name of Client: VDOT Project Manager: Beau Hoyt, PE Phone: 804-317-3326 Email: Beau.Hoyt@vdot.virginia.gov	07/2020	07/2020	\$ 99,994	\$ 112,354* * Difference due to Owner added scope	\$ 112,354

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



PROJECT NARRATIVE:

In October of 2016, VDOT awarded Shirley Contracting Company LLC, (Shirley) the \$99M I-95/Route 630 Reconstruction and Widening Design-Build Project in Stafford County, Virginia. The new interchange was designed as a Diverging Diamond Interchange (DDI) located 700 feet south of the existing interchange. The DDI included two new parallel bridges that carry Route 630/Courthouse Road over I-95. A one-mile portion of existing Route 630 was realigned to intersect Route 1 at the new Stafford Hospital. West of the interchange, 2 miles of existing Route 630 was reconstructed and expanded from two lanes to a four-lane median divided roadway. Shirley was also responsible for design and construction of a new 1,100 space Commuter Park & Ride lot to replace an existing lot that conflicted with the new DDI. During design development, the Team was asked by VDOT to design and construct accommodations for the new Fredericksburg Express Lane Extension Project by modifying an existing ramp and adding a new bridge for the new Park and Ride facilities to access the Express Lanes. This combined with other Owner directed changes brought the overall contract value to \$112.4M.

Design of the 2-mile long Route 630 Widening improvements was completed to remain completely within right-of-way and easements which were acquired for the Project by VDOT prior to issuance of the design-build project. The widening was constructed in three stages focused on constructing work out of traffic, minimizing impacts to the traveling public and maintaining access to residences and schools along the alignment. The entire existing roadway was demolished and replaced with the new 4-lane median divided roadway including a 10' wide shared use path. Stormwater Management facilities and storm drainage installation were phased commensurate with the roadway construction staging in order to provide adequate erosion and sediment controls throughout construction. The scope of work included expanded and improved water and sewer utilities that were designed and installed for Stafford County Department of Public Works. Additionally, the County contracted directly with the Project Team to design and install betterments to its facilities throughout the Project.

PROJECT SCOPE:

- Design and construction of the Route 630 Widening within right-of-way previously acquired by VDOT.
- Construction of 2 new 3-span bridges over I-95 and 1 single-span ramp bridge over Courthouse Road.
- Over 40,000 SF of noise barriers.
- Relocation of water and sanitary sewer utilities, plus private dry utilities.
- Construction of 7 new signalized intersection and reconstruction of 1 existing traffic signal.
- Roadway lighting at DDI and along the widening.
- Installation of over 40,000 LF of storm sewer pipe, including reinforced concrete and HDPE
- Over 700,000 CY of earthwork movement.
- Modification of existing and installation of new overhead signs.
- 7 new stormwater management facilities.
- Re-paving and pavement markings of I-95 throughout the Project's footprint.

SHIRLEY'S ROLE:

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of the entire Project, including design and engineering, environmental permitting, utility relocations, and overall Project administration and Construction Management, including Quality Assurance and Quality Control. 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 responsible for creating and maintaining the Project's CPM Schedule throughout design and construction.

DELIVERING PROJECTS IN URBAN AND HEAVILY RESIDENTIAL CORRIDORS WITH EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:

Population growth in this corridor was abundant and active. Multiple housing developments were under construction throughout the Project's duration, and the Project Team coordinated with many nearby developers to align site access and maintain utility functionality. We coordinated closely with Colonial Forge High School and Winding Creek Elementary School to facilitate adequate traffic movements during construction, and ensure safety for all students and teachers around the school. Safety and traffic management were a key focus, and the Project partnered with VDOT's Public Relations team to ensure that traffic shifts were well publicized and signed throughout the corridor. The large footprint included a number of environmentally sensitive areas, and warranted the protection of wetlands and maintenance of existing waterways. The Project featured highly technical E&S measures, including stream pump-arounds, temporary sediment basins, and physical barriers to protect wetlands.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, COMMUNITIES AND BUSINESSES AND EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:

During all phases of design and construction, Shirley worked closely with VDOT's Fredericksburg Public Relations Department to communicate impacts and traffic changes to the local businesses and residential communities. The Team held pre-construction meetings, at Colonial Forge High School, where high level changes to traffic patterns and major Project improvements were communicated to the public and depicted on large scale graphics. This was an open forum where the Team's design and construction professionals were able to explain and answer questions in an one-on-one setting. Additional meetings were held during construction and the Team developed a very effective communication system that broadcast weekly planned lane closures, major traffic changes and shifts, as well as major activities involving nighttime closures such as bridge demolition and structural girder erection. The Team also developed a targeted advertising and education campaign to reach a variety of audiences through modern digital methods, including radio ads and a movie trailer.

PROVIDING HIGH LEVEL OF CUSTOMER SERVICE:

The Team was active in managing the right-of-way process and responding to the needs of the affected landowners and traveling public. The Project Team made itself accessible and available to address public concerns, and managed them transparently and effectively with the assistance of VDOT's Design Management and Construction Management efforts.

FINISHING CONTRACTS ON TIME OR EARLY:

This Project was completed on-time by the original Final Completion Date of July 31, 2020 and achieved a 90-day early completion incentive for the Substantial Completion Milestone. Additionally, Shirley provided a Unique Milestone to the Project Schedule by completing the Courthouse Road Widening portion of the Project on December 9, 2019; seven months ahead of the Project Completion Date. The 4-lane widening was completed with the permanent signals, surface asphalt, pavement markings, pedestrian facilities, and safety features in place providing Colonial Forge High School, Winding Creek Elementary School and the surrounding residential community early benefit of the improvements.

MEETING OR EXCEEDING REQUIRED DBE PROGRAM COMMITMENTS:

The Project's original DBE commitment goal was 15.0%. The Team exceeded this target by achieving a DBE participation of over 19.0%.

SIMILARITIES TO ROUTE 29 WIDENING PHASE II

- Design-Build Delivery
- Roadway Widening
- Design within Fixed Right-of-Way Limit
- Noise Barriers
- Geotechnical Challenges
- Environmental Permitting and Strict Compliance Monitoring
- Storm Drainage and SWM Pond Facilities
- Utility Relocations
- TTC in Urban Setting
- Traffic Signals
- ITS and Lighting
- Acquisitions of ROW & Easements
- Teamed With Lead Designer - Dewberry

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 50 Widening Design-Build Location: Fairfax and Loudoun Counties, Virginia	Name: Dewberry Engineers Inc.	Name of Client/Owner: VDOT Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: susan.shaw@vdot.virginia.org	12/2014	12/2015* *Difference Due to Owner added scope	\$67,830	77,337* *Difference Due to Owner added scope	\$77,337

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

PROJECT NARRATIVE

In March 2011, Shirley Contracting Company, LLC was awarded the Route 50 Widening Design-Build Project by the Virginia Department of Transportation (VDOT). The \$77 million Project included the reconstruction and widening of Route 50 from four to six-lanes for 3.7-miles from Poland Road (Route 742) to Sully Road (Route 28). A major feature included coordination and relocation of numerous utilities including overhead/underground power (15,000 feet), overhead/underground communications (50,000 feet), gas line relocations (4,000 feet), sanitary line relocations (1,100 feet) and waterline relocations (17,000 feet). Another important feature was the reconstruction of eight traffic signals which were maintained during all phases of construction. In addition, the new roadway construction included a new 10-foot wide shared-use path on each side of the roadway, retaining walls, two new box culverts (485 feet), and all new roadway pavement including new storm pipe (31,000 feet) and storm structures (300 each).

PROJECT SCOPE

- Right-of-way acquisitions from 62 parcels including one relocation.
- Coordination and relocation of facilities owned by 15 different utility companies.
- Acquisition of environmental permits.
- Improvements to eight signalized intersections.
- Four new storm water management facilities.
- Widening and reconstruction of the existing bridges over Cub Run.
- New 10-foot wide shared-use path on each side of Route 50.
- Contractor administered quality assurance and quality control.
- Coordination of public involvement.
- Coordination of waterline relocations with Fairfax Water and Loudoun Water.

SHIRLEY'S ROLE:

As Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of all design-build phases, including design, ROW acquisitions, permitting, utility coordination, public outreach, Project administration, construction, and QA/QC. Similar to the Route 29 Widening Phase II Project, one of the most challenging issues was the coordination of utility relocations and ROW acquisition in a linear corridor where the majority of the widening resulted in direct utility conflicts. The Team overcame this challenge by closely coordinating the Transportation Management Plan (TMP) with the ROW and utility relocation priorities to ensure that adequate float was provided to third party controlled utility relocations without compromising the aggressive schedule. A key element was creating a sequence that optimized the amount of ultimate roadway that could be constructed concurrent with the acquisition of ROW and the relocation of the utilities. The Team accomplished this by reversing the original RFP sequence of construction and utilizing the median for maintenance of traffic. This sequence allowed the ROW acquisition and utility relocation phases to run parallel with the early phases of construction and decreased the risk of utility delays affecting the final completion date.

DELIVERING PROJECTS IN URBAN AND HEAVILY RESIDENTIAL CORRIDORS WITH EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:

Route 50 is a highly developed urban corridor similar to Route 29 with established businesses, churches, and residential communities along its alignment. Minimizing impacts to the adjacent property owners and communities was critical for safety, environmental compliance and the general public perception of the Project. Our first priority during construction was to create a secure barrier at the Limit of Disturbance (LOD) that

consisted of orange safety fence and either silt fence or super silt fence. This barrier served multiple roles including keeping sediment from running onto private property outside of the LOD, providing an impediment to keep the public out of the work area, and delineating for the crews the limit of right-of-way and easements so that the work did not encroach onto private property. This barrier was then regularly inspected and constantly maintained throughout construction to protect the public and environment. At entrance locations, we coordinated directly with property owners and businesses to not only coordinate reconstruction during timeframes that would be least impactful to their use, but also ensure that the reconstruction could be completed safely for the property owners and workers.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, COMMUNITIES AND BUSINESSES AND EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:

All construction work was performed on a heavily traveled roadway with over 60,000 vehicles per day passing through the Project. The success of this Project was largely due to innovations to maintenance of traffic during design and construction. A sequence of construction was implemented that used median detours to allow the first two phases of construction, including complete reconstruction of the EB lanes, to be constructed simultaneously with the acquisition of ROW and relocation of utilities. The TMP optimized the sequence of work to maximize the work areas and allowed for early public notifications of changes to traffic patterns while minimizing impacts to existing travel lanes and adjacent properties, including local businesses, churches, and home owners.

PROVIDING HIGH LEVEL OF CUSTOMER SERVICE:

Shirley partnered with VDOT to establish public outreach procedures to enhance customer service for all stakeholders. Prior to and during construction, our Team held regular "Pardon Our Dust" meetings, quarterly town hall meetings, and attended HOA meetings to inform the public of upcoming work and major Traffic shifts. During construction, we worked closely with businesses, residences, and churches along the corridor to ensure no activities impacted the various property owners. This included revisions to add a turn lane to a church and revised entrances for business and residential properties that were negotiated through the right-of-way acquisition process. We also worked closely with local Supervisors, Delegates, and local fire and rescue, to send out public notifications for major work activities or shifts in traffic patterns. An email distribution list was developed from the preconstruction "pardon our dust" meetings and quarterly local town hall meetings, which was used for public notifications.

FINISHING CONTRACTS ON TIME OR EARLY:

Shirley provided extensive support for VDOT and Fairfax County in their efforts to renegotiate an agreement with an adjacent development. The Developer's property extended 3,200 feet along the westbound lanes and the existence of a three-party agreement between the Developer, VDOT and Fairfax County prevented normal right-of-way acquisition processes or eminent domain. Shirley's support included many meetings with stakeholder's attorneys, conceptual design and estimating for multiple improvement alternatives, final design and construction of the selected improvements, and review and assistance preparing agreements, including the revised three-party agreement, utility agreements, and right-of-entry agreement. This prolonged negotiation took over three years with the revised three-party agreement executed in January 2015, after the original Project completion date. Although this development prevented utility relocations and construction for a large portion of the Project's alignment, Shirley's innovative TMP plan allowed reconstruction of the eastbound lanes and the remainder of the Project to proceed on schedule. Following acquisition of the developer's property, Shirley completed the utility relocations and construction, including the Developer's added improvements, in just eleven months meeting the revised Contract Completion Date.

MEETING OR EXCEEDING REQUIRED DBE PROGRAM COMMITMENTS:

Shirley exceeded the Project's 10% DBE Goal.



SIMILARITIES TO ROUTE 29 WIDENING PHASE II

- Design-Build
- Widening from four to six-lanes
- Box Culvert Construction
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Traffic Signals
- Shared-Use Paths
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication/Coordination
- Worked with Lead Designer – Dewberry

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes Location: Ashburn, Virginia	Name: Dewberry Engineers Inc.	Name of Client/ Owner: VDOT Project Manager: Sanjeev Suri, PE, PMP, CCM, DBIA Phone: 703-259-2232 Email: Sanjeev.Suri@vdot.virginia.gov	12/2018	12/2018	\$45,482,021	\$45,406,645	\$45,406,645

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 one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of work performed by the Offeror's firm.



PROJECT NARRATIVE:

In August 2015, Shirley Contracting Company, LLC (Shirley) was awarded the Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes Design-Build Project by the Virginia Department of Transportation. The \$45.5 million project included the reconstruction and widening of two miles of Route 659 from two to four lanes from Gloucester Parkway to Hay Road. The Route 659 corridor was a heavily traveled north-south commuter route which handled nearly 14,000 vehicles per day on the existing two-lane roadway and included substandard horizontal and vertical geometry, including steep downhill grades approaching an at-grade crossing of the Washington & Old Dominion (W&OD) Trail. The corridor carries heavy truck traffic with the entrance to a regional stone quarry and asphalt plant located near the middle of the Project. The Project included construction of a grade separated trail crossing, raising the elevation of Route 659 over the W&OD Trail and correcting the substandard vertical and horizontal geometry.

PROJECT SCOPE:

- Two miles of reconstruction and widening from a two-lane to a four-lane median divided facility.
- Ten foot wide shared-use paths along northbound and southbound lanes.
- Right-of-way (ROW) acquisition from 33 parcels.
- 47,000 SF of noise barriers.
- 14,000 LF of storm sewer.
- Two stormwater management ponds.
- New signalized intersection at Portsmouth Boulevard;
- Utility relocations including: 9,000 LF of 20" waterline, 41 Dominion Energy poles, 5,500 LF of Verizon underground; Washington Gas relocation of 5,600 LF and 600 LF of AT&T conduit.
- Dual single-span bridges over the W&OD Trail.
- New parking lot and rest area for W&OD Trail users.

SHIRLEY'S ROLE:

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of all aspects of the Project, including design and engineering, right-of-way acquisitions, permitting, coordination of utility relocations, public outreach before and during construction, overall Project administration, construction, and Quality Assurance and Quality Control. Shirley was the primary point of contact with the Owner in public relations and getting notices out to the traveling motorists, businesses, home-owners and local politicians. Shirley was responsible for creating and monitoring the schedule throughout the design and construction phases.

DELIVERING PROJECTS IN URBAN AND HEAVILY RESIDENTIAL CORRIDORS WITH EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:

The Route 659 corridor was heavily developed with residential communities along the east side of the roadway and acquisition of right-of-way from 20 parcels owned by homeowners associations or private residents. Following the acquisition of easements, the Shirley Team coordinated directly with the property owners to schedule the necessary removal of privately-owned fences while maintaining a physical barrier for safety to prevent pets or children from wandering outside their yards or entering the work area. Prior to the start of work in populated areas, we installed orange safety fence and silt fence at the Limit of Disturbance (LOD). This served to keep sediment from running onto private property outside of the LOD, provided protection to keep the public out of the work area, and delineated the limit of ROW and easements so that the work crews did not encroach onto private property. Shirley then dedicated a crew to inspect and repair the safety fence, silt fence and other E&S controls, diligently working to ensure they were constantly maintained and construction activities safely complied with VPDES and Clean Water Act Permits.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, COMMUNITIES AND BUSINESSES AND EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:

All of the construction work was performed on a heavily traveled roadway with over 14,000 vehicles per day passing through the Project. To maximize mobility of the existing two lanes, our Team developed a traffic sequence that maintained traffic in its existing configuration while two new adjacent lanes were safely constructed behind traffic barriers. We then shifted traffic to the new alignment and reconstructed the existing pavement in the second stage. In the final stage, traffic was split with one lane in each direction on the new pavement to reconstruct cross-over areas. This sequence allowed us to minimize lane closures and flagging and reduce travel delays during construction.

A major traffic impact and safety concern for vehicular, pedestrian and bicycle traffic was the at-grade crossing at the W&OD Trail, which had experienced 24 accidents in the three years prior to the start of the Project. The crossing location was particularly dangerous given the limited sight distance, high travel speeds, and steep downgrades approaching the crossing that made it a challenge to stop. As part of Shirley's Technical Proposal, our Team committed to an unique milestone for early delivery of the grade separation at this crossing. We then prioritized the right-of-way acquisitions, utility relocations, and construction of the southbound bridge to enable us to meet this milestone ahead of schedule while maintaining continuous access for W&OD trail users. The early completion of this grade separation, achieved 3.5 months ahead of our Unique Milestone schedule date, greatly improved safety and mobility of the traffic as vehicular traffic and trail users were no longer required to stop for the at-grade crossing.

PROVIDING A HIGH LEVEL OF CUSTOMER SERVICE: Our Team brought a customer service oriented approach to coordination with VDOT and all project stakeholders. One example was our Team's approach to stormwater management (SWM) and coordination with the developer of adjacent residential community. VDOT's RFP concept called for acquisition of ROW and construction of a SWM Pond on the Ashburn Overlook Property. Our Team coordinated with Loudoun County and the Ashburn Overlook developer to design a joint-use SWM facility that was constructed by the Developer under a County SWM Agreement. Our Team redesigned the plans to incorporate the treatment in the Developer's facility and provided a construction credit to VDOT. This approach was instrumental in achieving a final contract value that was \$75,000 less than the original contract value. Further, the coordination between the Developer and the Team resulted in the dedication of all ROW needed for the Project from the Developer's property, a significant savings for VDOT as compared to purchasing the pond area and roadway easements shown in VDOT's RFP Plan.

FINISHING CONTRACTS ON TIME OR EARLY:

Our Team committed to an Unique Milestone for early delivery of the safety benefits of the grade separation at the W&OD Trail while also proposing a Final Completion Date four months earlier than the date required by VDOT's RFP. Our Team exceeded these commitments, delivering the unique milestone 3.5 months earlier and achieving Final Completion of the Project 10 days earlier than the dates proposed in the Technical Proposal. The success of the Project was largely due to the timely acquisition of right-of-way and our Team's experience coordinating utility relocations with Dominion Energy, Verizon, and Washington Gas enabling an early start to construction. The aggressively scheduled project was completed ahead of schedule, without claims, and with minimal change orders that resulted in a \$75,000 reduction from awarded contract value.

MEETING OR EXCEEDING REQUIRED DBE PROGRAM COMMITMENTS:

Shirley exceeded the Project's 13% DBE Goal.

- SIMILARITIES TO ROUTE 29 WIDENING PHASE II**
- Design-Build Delivery
 - Linear Roadway Widening
 - Utility Relocations & Avoidance
 - Multi-Staged TTC
 - Traffic Signals
 - Right-of-Way Acquisition
 - Environmental Permitting and Compliance
 - Quality Assurance/Quality Control
 - Transportation Management Plan
 - Public and Stakeholder Coordination and Outreach
 - Traffic Signals
 - Traffic Engineering/Traffic Management Plan
 - Worked With Lead Designer-Dewberry

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

a. Project Name & Location	b. Name of the prime / general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement. (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 7 Corridor Improvements Design-Build Location: Fairfax County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: VDOT Project Manager: Arif Rahman, PE Phone: 703-259-1940 Email: Md.Rahman@vdot.virginia.gov	7/2018	8/2024 (Contract Completion Date)	\$252,872	\$255,223* *Difference due to Owner Added Scope	\$14,152

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



SIMILARITIES TO ROUTE 29 WIDENING PHASE II

- Design-Build Delivery
- Urban Principal Arterial Widening
- Roadway Reconstruction
- Hydraulic Culvert Crossings
- Closed System Storm Drainage
- Phased ESC Plans
- Noise Barriers
- ITS, Traffic Signals, and Lighting
- Pedestrian Facilities
- High Traffic Volumes & Travel Speeds
- Multi-stage Temporary Traffic Control Plans
- Complex Utility Coordination
- Comprehensive Field Surveys
- Environmental Permitting & Compliance Monitoring
- Quality Assurance / Quality Control
- Public Outreach Campaign
- Coordination with Adjacent Active Development
- Fairfax County Park Authority Property Impacts and Agency Coordination
- Minimization of Residential Property Impacts
- Teamed with Lead Contractor – Shirley

PROJECT NARRATIVE AND SCOPE:

In 2018, Dewberry, as part of the Shirley-Dewberry design-build Team, was awarded a contract to widen Route 7 from a 4-lane divided facility to a 6-lane divided facility for a length of approximately 6.9 miles. In addition to widening the roadway to provide increased capacity and improved operations, our Team incorporated complete pavement replacement to avoid extensive overlays of the existing pavement. Vertical profiles of eastbound and westbound Route 7 were adjusted to reduce or eliminate bifurcation in the median, and at the crossing of Difficult Run, the road was raised to address existing flooding concerns. New bridges over Difficult Run were designed, and an extensive retaining wall and articulated block-lined channel was incorporated to improve drainage along Colvin Run approaching Difficult Run. Shared-use paths accommodate bicycle and pedestrian use through the entire Project limits along both the eastbound and westbound travel lanes. Retaining walls were incorporated to reduce property impacts, and more than 7 miles of concrete noise barriers were analyzed and approved for construction to reduce noise impacts to the adjacent properties. An extensive public outreach effort was undertaken by our Team in coordination with VDOT, to meet with local stakeholders, agencies, property owners, and citizen/community groups to explain the process and progress of the Project. Based on relatively narrow existing median widths, widening was completed primarily to the outside of the existing roadway, requiring acquisition of right-of-way and easements from over 230 properties. Right-of-way and easement limits were identified in the RFP documents based on extensive coordination and public outreach efforts prior to the design-build procurement process, and final design limits of construction were required to remain within those previously identified limits. Additional Project elements include:

- Stormwater management facilities.
- Extensive closed system drainage facilities to maintain adequate outfalls and avoid impacts to offsite properties.
- New and modified signalized intersections, consolidation of entrances, and access management improvements.
- Roadway lighting upgrades.
- Intelligent Transportation System (ITS) infrastructure.
- Landscaping.

Several contract modifications were approved by VDOT for additional widening along Baron Cameron Avenue, as well as entrance and pedestrian facility changes requested as a result of right-of-way coordination and public outreach efforts.

DEWBERRY'S ROLE:

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services and environmental permitting activities including:

- Updated field surveys.
- Wetland and stream delineations, environmental permitting, and permit monitoring.
- Roadway engineering design.
- Bridge structural design.
- Hydrologic and hydraulic analysis, drainage design and stormwater management design.
- Traffic engineering design including signing & marking, ITS, and temporary traffic control design.
- Landscaping design.
- Design quality assurance and quality control (QA/QC).

Dewberry oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections. In addition, Dewberry provides Quality Control (QC) inspection services during construction.

DELIVERING PROJECTS IN URBAN AND HEAVILY RESIDENTIAL CORRIDORS WITH EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:

The Route 7 corridor is heavily developed and this Project is widening the last remaining segment of 4-lane divided roadway between Tysons and Leesburg. With over 50,000 vehicles per day and acquisitions from over 230 private properties, delivery of this Project requires extensive coordination and communication with property owners, community organizations, and elected officials. We developed multi-staged temporary traffic control plans to facilitate the complete pavement reconstruction while also maintaining access to all of the driveways, entrances and intersections. Sight-line profiles were completed to ensure safe operations of entrances and intersections, with consideration given to restrictions at noise barriers, retaining walls, and other obstructions. Erosion & sediment control plans were developed to reflect construction sequencing, and modifications were incorporated on nearly a real-time basis through coordination between design and construction staff. We continue to visit the site on a monthly basis to perform environmental reviews of field conditions and recommend improvements where necessary.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, COMMUNITIES AND BUSINESSES AND EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:

Recognizing the existing roadway was over capacity before construction started, we developed an advance construction package which enabled the early opening of triple left turns from Route 7 onto Baron Cameron Avenue. This resulted in opening the ultimate turning lane configuration at the Baron Cameron Avenue intersection within 12 months of the Project being awarded and earlier than our Unique Milestone Date. Multi-stage temporary traffic control plans were developed to maintain 2-lanes in each direction on Route 7, and closures of side-streets were addressed through development of detour plans. Through coordination with adjacent properties and developments, additional temporary and permanent traffic improvements have been implemented at Towlston Road to improve operations and safety through each stage of construction. Based on coordination with impacted property owners and following concurrence with VDOT, turn lanes have been adjusted and entrances revised, accommodating future development plans and existing access concerns, and improving safety for all motorists.

PROVIDING HIGH LEVEL OF CUSTOMER SERVICE:

Working with our Team's full-time Public Relations Manager, we developed graphics, documents, and responses to over 825 questions and comments from the public. We have participated in more than 55 meetings with individual property owners, citizen groups, and homeowners associations to address concerns and identify adjustments to improve access or reduce impacts, where possible. Additional outreach efforts include over 150 weekly lane closure notifications, 65 traffic alerts, 61 site-specific notifications to property owners or residents, and 26 publications of Project newsletters to all email addresses submitted to the Team for communication. We have received feedback from many of the communities and citizens expressing their appreciation for how we have responded to questions and comments, and for providing timely feedback and action to the public's requests.

FINISHING CONTRACTS ON TIME OR EARLY:

Right-of-way and construction plans were all completed on-schedule and modifications to approved plans continue as necessary to reflect changes in a timely manner to maintain acquisition and construction schedules. Our Team's Unique Milestone to implement the advance turn lane improvements at Baron Cameron Avenue was completed ahead of schedule. Construction is underway and is on-schedule for completion by the Final Completion Date of July 31, 2024.

MEETING OR EXCEEDING REQUIRED DBE PROGRAM COMMITMENTS:

We are currently on-track to meet or exceed this Project's DBE goal of 12%.

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-95/Route 630 Reconstruction and Widening Design-Build Location: Stafford County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: VDOT Project Manager: Beau Hoyt Phone: 804-317-3326 Email: Beau.Hoyt@VDOT.Virginia.gov	10/2016	5/2020	\$99,994	\$112,354* *Difference due to Owner Added Scope	\$7,971

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



SIMILARITIES TO ROUTE 29 WIDENING PHASE II

- Design-Build Delivery
- Urban Roadway Widening
- Design Within ROW Limits Acquired by VDOT
- Hydraulic Culvert Crossings
- Closed System Storm Drainage
- Phased ESC Plans
- Noise Barriers
- ITS, Traffic Signals, and Lighting
- Pedestrian Facilities
- Multi-stage Temporary Traffic Control Plans
- Comprehensive Field Surveys
- Environmental Permitting and Compliance Monitoring
- Quality Assurance / Quality Control
- Coordination with Adjacent Active Development
- Teamed with Lead Contractor – Shirley

PROJECT NARRATIVE AND SCOPE:

In 2016, Dewberry, as part of the Shirley-Dewberry design-build team, was awarded a single contract comprised of the following three distinct project elements:

1. I-95/Route 630 Interchange: Reconfiguration of the existing interchange to a Diverging Diamond Interchange (DDI) located approximately 700' south of the existing interchange, realignment of Route 630 to intersect Route 1 at the Hospital Center Drive intersection, and reconfiguration of the local road network east of I-95;
2. Route 630 Widening: Widening of approximately 2 miles of Route 630 from a 2-lane undivided road to a 4-lane divided road, intersection improvements at Winding Creek Road/Ramoth Church Lane, and Mine Road, and a continuous shared use path along the westbound lanes; and
3. I-95 Park & Ride Facilities: Two new Park & Ride lots located east of I-95 providing 1,100 parking spaces to replace the existing 450 space Park & Ride lot located west of I-95.

As part of the Interchange, a contract modification was issued by VDOT to add a bridge on the ramp from Route 630 to northbound I-95 to accommodate access to the future I-95 Express Lanes via Old Courthouse Road. This additional work was completed without an extension of contract time. Coordination with adjacent developers resulted in modifications to turn lanes and entrances, as well as additional work along Austin Ridge Drive just west of I-95 and the new DDI interchange. Additional contract elements included:

- Full interchange lighting of the DDI and roadway lighting along Route 630 at a low point at the western end of the widening.
- Noise barrier along northbound I-95 north of the DDI.
- Extensive water and sanitary sewer utility adjustments.
- Concrete sidewalk improvements, resulting in continuous pedestrian facilities from the Stafford County government complex near the east end of the Project to the western end of the widening.
- Drainage and stormwater management improvements.
- Significant public outreach efforts, including meetings, radio advertisements, and an advertisement released in movie theaters prior to the opening of the DDI.

Design of the widening improvements was completed to remain completely within right-of-way and easements which were acquired for the Project by VDOT prior to issuance of the design-build project. No additional acquisitions were required by our design, and commitments made to the public were incorporated into the final plans.

DEWBERRY'S ROLE:

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services and environmental permitting efforts including:

- Updated field surveys.
- Wetland and stream delineations, environmental permitting, and permit monitoring.
- Roadway engineering design.
- Bridge structural design.
- Traffic engineering design including signing & marking, ITS, and temporary traffic control design.
- Hydrologic and hydraulic analysis, drainage design and stormwater management design.
- Design quality assurance and quality control (QA/QC).

Dewberry oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, develop public outreach communication messages for radio and movie theater release, and pipe video inspections. In addition, Dewberry provided Quality Control (QC) inspection services during construction.

DELIVERING PROJECTS IN URBAN AND HEAVILY RESIDENTIAL CORRIDORS WITH EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:

The Route 630 corridor was experiencing extensive development, requiring coordination to incorporate modifications to entrances, turn lanes, and the Park & Ride facilities to accommodate current and proposed development plans and minimize impacts to the public. Multi-staged temporary traffic control plans maintained access to all properties throughout construction. At the interchange, temporary ramps to I-95 were implemented to maintain access and improve safety for the traveling public and avoided multiple traffic pattern changes along the Route 630 corridor. All of the widening design and construction remained within the right-of-way and easements acquired by VDOT prior to the design-build contract being awarded. To accomplish this, we implemented several unique design solutions and construction measures, including pumping water from a small, structural sediment trap on the downstream side of Route 630 through a culvert, and into a sediment basin at the upstream end of the culvert. This solution avoided the need to acquire a temporary easement for a large sediment basin at the culvert outfall while providing an innovative design to meet environmental minimum standards.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, COMMUNITIES AND BUSINESSES AND EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:

This Project required the construction of a new interchange and widening in the same footprint as the existing infrastructure, sequencing of construction plans played a critical role. Temporary ramps were constructed at I-95 so the permanent interchange could be constructed entirely out of traffic and without numerous traffic switches. Coordination meetings were conducted with adjacent property owners resulting in modifications to intersections, entrances and additional roadway widening to accommodate future development. Widening construction, including temporary entrance closures at Colonial Forge High School, were scheduled to avoid impacts to school operations. Opening of the Park & Ride facilities were sequenced so that more than 450 parking spaces were maintained at all times through construction, either in permanent or temporary configurations.

PROVIDING HIGH LEVEL OF CUSTOMER SERVICE:

Extensive public outreach efforts were completed by our Team to alert the public of changes in traffic patterns and future roadway and interchange operations. We met with over a dozen property owners and developers to coordinate work, which led to work being added to the Project and some changes to facilitate future development. Understanding that the DDI operation was a new concept and would be challenging to new drivers at the High School, we developed exhibits, renderings, and animations showing how the DDI would operate upon completion. Our Team developed two 30-second movie trailers explaining the operation of the DDI which were shown during the holidays in 2019, prior to the opening of the interchange.

FINISHING CONTRACTS ON TIME OR EARLY:

This Project was completed on-time by the original Final Completion Date of July 31, 2020 and achieved a 90-day early completion incentive for the Substantial Completion Milestone. The widening portion of the Project was also completed in advance of the interchange opening, providing the permanent 4-lane capacity before the interchange was completed.

MEETING OR EXCEEDING REQUIRED DBE PROGRAM COMMITMENTS:

This contract had a 15% DBE goal, and our Team achieved 19%.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 28 Widening Phase III Design-Build Location: Prince William County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: Prince William County Project Manager: Sherry Djouharian Phone: 703-792-6822 Email: sdjouharian@pwcgov.org	5/2019	3/2022 (Contract Completion Date)	\$25,200	\$30,147 (estimated, due to Owner Added Scope)	\$2,495

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



- SIMILARITIES TO ROUTE 29 WIDENING PHASE II**
- Design-Build Delivery
 - Urban Roadway Widening
 - Closed System Storm Drainage
 - Phased ESC Plans
 - Multi-stage Temporary Traffic Control Plans
 - Traffic Signals
 - Pedestrian Facilities
 - Comprehensive Field Surveys
 - Environmental Permitting and Compliance Monitoring
 - Coordination with Adjacent Active Development
 - Quality Assurance / Quality Control
 - Teamed with Lead Contractor – Shirley

PROJECT NARRATIVE AND SCOPE:
 In early 2018, the Shirley and Dewberry design-build team was awarded a contract to widen Nokesville Road (Route 28) between Pennsylvania Avenue and Linton Hall Road, approximately 1.3 miles, from a four-lane undivided roadway to a six-lane median divided roadway. Design at the southern and northern termini was coordinated with the recently completed Prince William County improvements and a proposed City of Manassas project being designed by others. Additionally, numerous adjacent land access and development modifications were coordinated with the County and the land owners, among them Virginia Rail Express (VRE) and Pavilion Development Company. The existing bridge over Broad Run was modified to accommodate the roadway widening as well as enhanced pedestrian facilities both on the bridge and along Route 28. The Project required the avoidance and relocation of several above and below ground utilities, including a 24” and 36” water transmission line betterment for the City of Manassas. This effort required coordination with VDOT and adjacent properties and included an environmental permit modification for a crossing of Broad Run. Retaining walls were implemented to avoid property impacts and existing stormwater management facilities. Right-of-way was identified with the design process, plats were created, and acquisition services were performed for 43 different parcels, including extensive coordination with on-going development also going through construction and land-recording processes. Additional Project elements include:

- Roadside pedestrian facilities including a sidewalk and shared use path the entire length of the Project.
- Stormwater management modifications to existing facilities.
- Stormwater drainage features to maintain adequate outfalls and avoid property impacts.
- Signalized intersections to include new and modified signals.
- Roadway lighting.

During the widening construction of Route 28, the County added, through a contract change order, a shared-use path along Residency Road. The shared use path connects with the improved Route 28 pedestrian facilities and extends to the planned future improvements at the VRE Rail Station at the end of Residency Road.

DEWBERRY'S ROLE:
 As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services and environmental permitting activities including:

- Field surveys and project mapping.
- Wetland and stream delineations, environmental permitting, and permit monitoring.
- Roadway engineering design.
- Bridge structural design.
- Hydrologic and hydraulic analysis, drainage design and stormwater management design.
- Traffic engineering design including signing & marking and temporary traffic control design.
- Design quality assurance and quality control.
- Development of plats for right-of-way acquisition.
- Extensive coordination with adjacent projects and private development.

Dewberry oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, and pipe video inspections. Dewberry has remained involved through construction to address field questions and evaluate cost saving / value engineering alternatives for the County.

DELIVERING PROJECTS IN URBAN AND HEAVILY RESIDENTIAL CORRIDORS WITH EMPHASIS ON SAFETY AND ENVIRONMENTAL COMPLIANCE:
 During the design phase there was heavy coordination to account for on-going development and maintaining access to existing commercial driveways. Within the 1.3 mile Project length, there were five signalized intersections and an additional seven unsignalized street connections. Providing safe access to and from this heavily traveled corridor was a particular focus, given the higher than average severe crash rate on the existing corridor. To optimize safety, protected left turning movements at signals were implemented early in the construction phase. In order to maximize mobility during construction, turn lanes were lengthened to adequately accommodate turning queues. Also of importance was limiting impacts to nearby wetlands and waters mapped with the Project. A USACE Nationwide 18 permit was utilized successfully for the Project, both demonstrating an avoidance approach and expediting the schedule by use of this efficient permitting approach.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, COMMUNITIES AND BUSINESSES AND EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:
 The Prince William County Department of Transportation and VDOT Traffic Engineering shared concerns regarding days and times where traffic shifts and lane closures could be utilized. Working closely with VDOT and the County, Dewberry traffic engineers provided data to support construction hours which limited traffic impacts specifically to the Route 28 corridor. These hours differed from the standard VDOT construction hours, but in an effort maximize mobility on Route 28 and perform the necessary work, our Team worked with VDOT Traffic Engineering to utilize these hours on a closely coordinated basis. Enhanced communication made this possible, and the result created a safer construction zone and avoided excessive traffic congestion. During the COVID-19 pandemic, VDOT, Prince William, and the Construction Team coordinated further to increase construction efforts during times of reduced traffic volumes.

PROVIDING HIGH LEVEL OF CUSTOMER SERVICE:
 Our Team successfully worked with landowners and on-going development projects to ensure citizens and stakeholders were accommodated during construction. Several changes were made from requests from landowners during right-of-way negotiations. The Team worked with the various stakeholders to identify solutions that worked for all parties, and maintain a design which met County and VDOT criteria. The Pavilion commercial development required close coordination, with multiple meetings and design collaboration. Progress was maintained without any deviation from the overall schedule.

FINISHING CONTRACTS ON TIME OR EARLY:
 The widened section of Route 28 is currently open to traffic in its final configuration, beating the contract completion date of March 2022. The Project's northern terminus connects with a planned improvement to be completed by the City of Manassas. Originally it was scoped that this Project would connect with the City's improvements as they were completed during 2021. The expedited schedule achieved for the County's Route 28 widening has resulted in the opposite, with the City's project needing to accommodate a finished Route 28 widening. Although the Residency Road shared use path improvements were not added to the scope until September 2020, more than 2 years into the Project, the shared-use path will be completed by the original Final Completion Date in March 2022.

MEETING OR EXCEEDING REQUIRED DBE PROGRAM COMMITMENTS:
 This contract did not have a required DBE goal. However, our Team will achieve 7% DBE participation.