

Response to Request for Qualifications

# BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE

Arlington County, Virginia

State Project No.: 6587-000-R89, P101, R201, C501

Federal Project No.: NHPP-5B01(120)

Contract ID Number: C00116394DB109

December 8, 2020



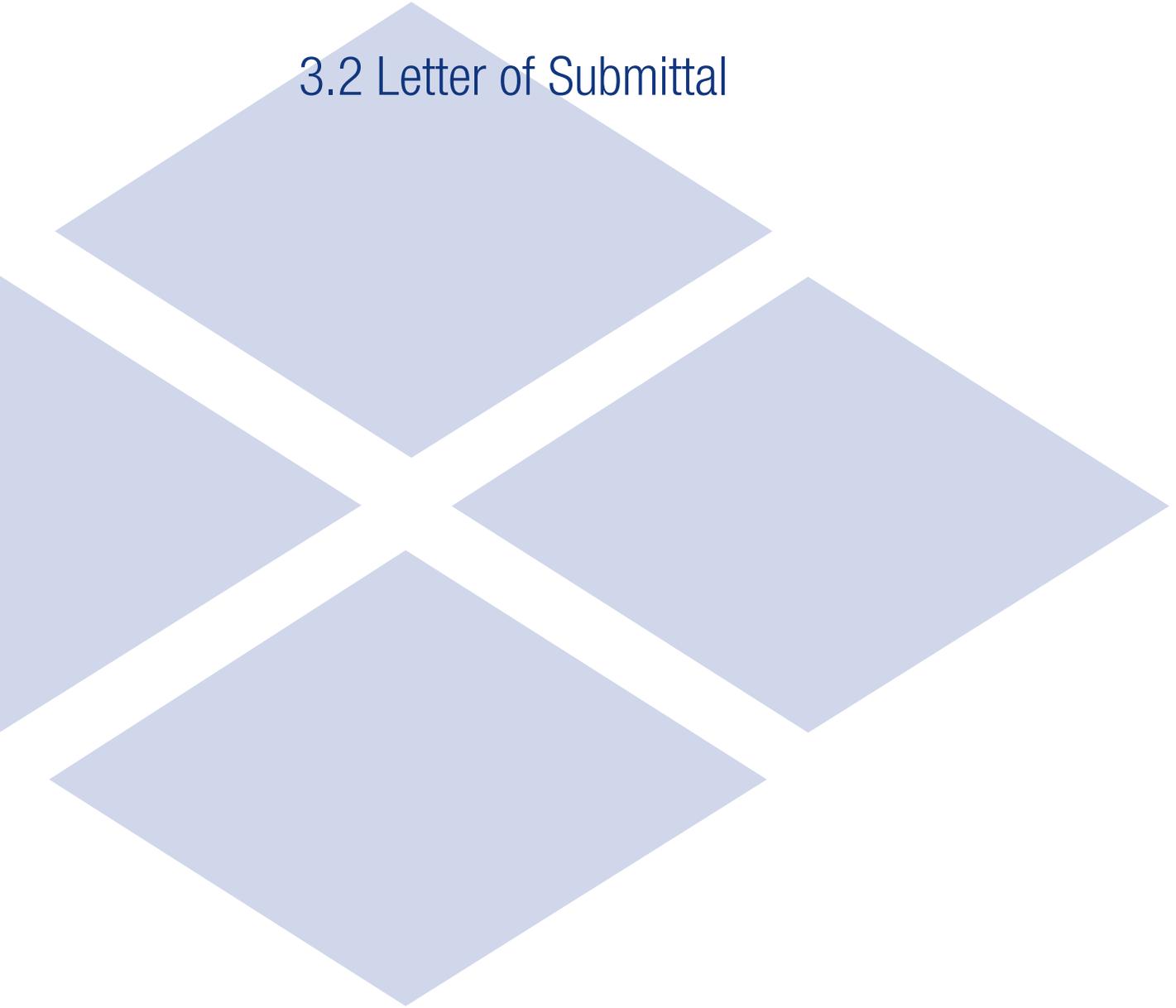
Submitted By:



In Association With:



## 3.2 Letter of Submittal



December 8, 2020

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

**RE: Boundary Channel Drive at I-395 Interchange  
Arlington County, Virginia  
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 project referenced above. With Dewberry Engineers Inc. (Dewberry) as our Lead Designer, Shirley offers VDOT an experienced Team with a proven track record of delivering design-build projects on time, under budget and with a partnering approach. As an example of our experience and history working together as a team, Shirley and Dewberry have been awarded 45 design-build projects 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 Primary and Lower Tier Covered Transactions are included as Attachments 3.2.7(a) and 3.2.7(b).

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

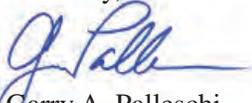
**3.2.9** - Included as Attachment 3.2.9 is a letter from our surety that provides evidence that we are capable of obtaining a performance and payment bond for the current estimated contract value, and that these bonds will cover the Project and any warranty periods.

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

**3.2.11** - Shirley is committed to achieving the 12% DBE participation goal for the entire value of the contract.

On behalf of our Team, we thank the VDOT for the opportunity to submit this SOQ and we look forward to partnering with 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 Boundary Channel Drive at I-395 Interchange Design-Build Project (Project). Shirley, along with Dewberry, are one of the area’s most experienced design-build teams. Together, we have been awarded 45 design-build projects, including 21 for VDOT. Successful completion of these projects has provided our Team with experience that directly correlates to elements of this Project, including:

- ✓ Coordination with Arlington County, the Pentagon, National Park Service, and other third parties;
- ✓ Implementation of complex maintenance of traffic operations;
- ✓ Management and coordination with multiple utilities; and
- ✓ Design-Build delivery of roundabouts.

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

Table 1 - Shirley/Dewberry Project Team Awards

Project	Awards
Route 606 Bridge Replacement Over I-95	<ul style="list-style-type: none"> <li>■ 2019 DBIA Mid-Atlantic Region Award of Merit</li> </ul>
I-64 Capacity Improvements - Segment I	<ul style="list-style-type: none"> <li>■ 2018 DBIA National Award of Merit</li> <li>■ 2018 DBIA Mid-Atlantic Region Award of Merit</li> </ul>
I-66 Widening	<ul style="list-style-type: none"> <li>■ 2017 DBIA Mid-Atlantic Region Award</li> </ul>
Route 27/244 Interchange Modifications Design-Build	<ul style="list-style-type: none"> <li>■ 2016 DBIA National Award of Merit</li> <li>■ 2016 DBIA Mid-Atlantic Region Design-Build Excellence in Engineering</li> <li>■ 2016 DBIA Mid-Atlantic Excellence in Engineering</li> <li>■ 2016 HCCA Excellence in Infrastructure</li> </ul>
I-66/Route 29/Linton Hall Road Interchange	<ul style="list-style-type: none"> <li>■ 2016 ACEC Metropolitan Washington Engineering Excellence Merit Award</li> <li>■ 2016 VTCA Transportation Engineering Award</li> </ul>
InterCounty Connector - Contract C	<ul style="list-style-type: none"> <li>■ 2012 ACI Award of Excellence in Heavy Construction</li> <li>■ 2012 ARTBA Globe Award</li> </ul>
Route 28 Corridor Improvements PPTA	<ul style="list-style-type: none"> <li>■ 2012 NVTA Salute</li> <li>■ 2004 Tower of Dulles Award</li> </ul>
Southern Avenue Bridge Replacement	<ul style="list-style-type: none"> <li>■ 2007 ABC Award of Excellence Heavy/Industrial/Transportation</li> </ul>

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 18 years of design-build experience, is committing Key Personnel specifically to address these risks. Our experience facilitates development of a thorough understanding of each other’s capabilities, enabling us to efficiently manage each discipline. Further, we bring additional design-build strength to the Project through our partners and specialty firms as shown in Table 2 and our Organizational Chart.

Table 2 - Shirley/Dewberry Project Team Members

Firm	Role on Project
	Dewberry Engineers Inc., (Dewberry) will be the Lead Designer. Dewberry has extensive design-build experience as the Lead Designer on all of Shirley’s 21 design-build projects for VDOT. Dewberry is a nationally recognized engineering firm headquartered in Fairfax, Virginia and is ranked among Engineering News-Record’s Top 25 highway design firms.
	Quinn Consulting Services, Inc. (Quinn) will provide the Quality Assurance Manager and Quality Assurance Inspectors for the Project. Quinn is a registered DBE in the Commonwealth of Virginia and specializes in providing Construction Management and Project Controls Services to governmental agencies and contractors.

## 3.3 Offeror’s Team Structure

Firm	Role on Project
	DIW Group, Inc. DBA Specialized Engineering (SE) will provide QA materials testing as a subcontractor to Quinn. SE’s team of professionals and technical specialists provide expertise in the fields of geotechnical engineering, construction testing, and materials engineering and testing.
	Dulles Geotechnical and Materials Testing Services, Inc. (DGMTS) will provide geotechnical investigations, analysis and recommendations as a subconsultant to Dewberry. DGMTS is a SWaM and DBE registered in Virginia that offers a wide range of engineering services including geotechnical engineering and testing for private entities and public agencies.
	Quantum Spatial (Quantum) will provide aerial mapping as a subconsultant to Dewberry. Quantum is a professional geospatial mapping organization with a proud record of performance providing similar services to multiple state, local, federal, and private organizations.
	Surveying and Mapping, LLC will complete utility designations and test pits as a subconsultant to Dewberry. They specialize in providing comprehensive subsurface utility engineering services focused on reducing utility conflicts and utility relocation costs.
	Diversified Property Services Inc., a registered DBE in the Commonwealth of Virginia, will manage the right-of-way and land acquisition services. As a VDOT prequalified ROW acquisition firm, they will handle all areas of appraisal and appraisal review services, negotiations, and acquisition of rights.
	Old Dominion Settlements, Inc. T/A Key Title, (Key) will provide title research and settlement services for properties acquired on the Project. Key has closed over 50,000 real estate transactions since 1973 and has accumulated a wealth of experience in all aspects of the real estate closing process.

### 3.3.1 Key Personnel

Our Team’s Key Personnel are identified in Table 3 and resumes are included as Attachment 3.3.1-Key Personnel Resume Forms in the Appendix.

Table 3 - Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Joe Maguire	Shirley Contracting Company, LLC
Quality Assurance Manager (QAM)	John Vicinski, PE, DBIA	Quinn Consulting Services, Inc.
Design Manager (DM)	Erik Dull, PE	Dewberry Engineers Inc.
Construction Manager (CM)	Michael Tinsmith	Shirley Contracting Company, LLC

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

### 3.3.2 Organizational Chart

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

 **Design-Build Project Manager, DBPM (Joe Maguire)** is tasked with full and complete authority over all aspects of the Shirley Team’s responsibilities. In addition, he is the primary point of contact with

### 3.3 Offeror’s Team Structure

VDOT after award of the Project. Joe has the ultimate responsibility for contract management and to coordinate and integrate all project disciplines. He has full authority to resolve all Project issues through best efforts and good faith negotiations with VDOT representatives. Joe will lead coordination efforts with third-party stakeholders. He will also work with VDOT to coordinate public outreach efforts, public meetings, and answer project inquiries. He will coordinate with each discipline to develop and maintain the Project Schedule.

 **Quality Assurance Manager, QAM (John Vicinski, PE, DBIA)** reports directly to the DBPM and is completely independent from the construction operations and QC inspections. John has full responsibility for assuring 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 by the QA inspectors and independent QA testing technicians. John will manage a comprehensive system of QA/QC documentation and, based on all testing levels (QC, QA, and Owner), verifies the acceptability of work and certifies compliance with the Contract Documents as part of the application for payment. This position is unique in that John 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 taken before accepting work and certifying payment.

 **Design Manager, DM (Erik Dull, PE)** reports to the DBPM and has overall responsibility for management of the design process. Erik’s role is vital to integrate the various design disciplines with the construction, ROW, utility, permitting, and safety elements. He establishes and oversees the Design QA/QC program. He ensures 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)*. Erik remains involved throughout the construction phase to support implementation of the design, review shop drawings, attend regular progress and public meetings, and respond to all construction questions and RFI’s.

 **Construction Manager, CM (Michael Tinsmith)** 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 Lead Utility Coordination Manager to plan relocations, coordinates with the ROW Manager to prioritize and schedule acquisitions, and works with the DBPM to develop and update the Project Schedule. During construction, he will be on site at all times, updates the Project Schedule, and coordinates with the QC Manager, Project Manager, and Superintendent ensuring construction materials and activities are in accordance with the Contract Documents. 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.

#### Value Added Positions

To further mitigate risks and address key Project elements, our Team is *exceeding the Request for Qualifications (RFQ) requirements* by committing the **Value Added** personnel shown in Table 4. These individuals play an important role in our ability to mitigate risk, complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT.

Table 4 - Value Added Personnel

Value Added Position	Name	Firm
Lead Utility Coordination Manager	Todd Kief	Shirley Contracting Company, LLC
Lead Traffic Engineer	Jerry Mrykalo, PE, PTOE	Dewberry Engineers Inc.
Environmental Compliance Manager	Dave Overton	Shirley Contracting Company, LLC

### 3.3 Offeror's Team Structure

+ **Lead Utility Coordination Manager (Todd Kief)** leads our in-house efforts to manage utility relocations as an integral part of our design-build program. With over 34 years of construction management experience, Todd has managed the utility relocations for Shirley's design-build projects for more than 18 years. Todd's experience and close relationships with multiple utility owners enables him to maintain a thorough understanding of the relocation process, risks, costs, schedule, and interaction with other Project disciplines. Reporting to the DBPM, Todd will actively coordinate existing and proposed utilities with the design, ROW, permitting, safety, and construction disciplines. He will also coordinate with third parties served by the utilities including the Pentagon and WMATA. As the liaison with each individual utility company, he will ensure full integration of utilities into the Project scope and schedule. Working with the design team, Todd's first priority is to avoid relocations. If not possible, the focus will be to minimize relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule.

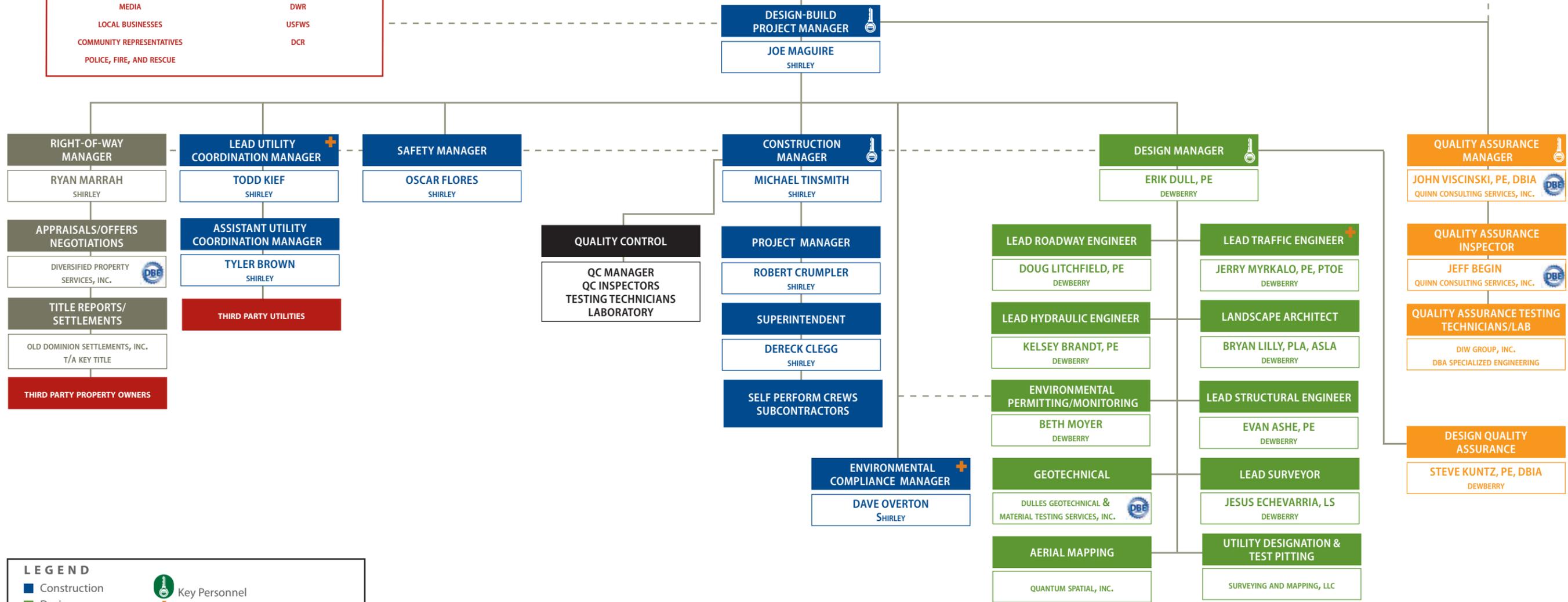
+ **Lead Traffic Engineer (Jerry Mrykalo, PE, PTOE)** reports directly to the DM and is responsible for all traffic engineering design elements including MOT, TMP development, signs, pavement markings, lighting, intelligent transportation systems, and roundabout analysis. Jerry provides expertise and monitoring of traffic plans throughout design and construction to ensure safe and efficient operations are always maintained. As a Professional Traffic Operations Engineer (PTOE), Jerry has successfully led the traffic engineering design on more than 20 design-build projects and has been responsible for the traffic engineering design of eight new roundabouts. As a VDOT Certified Work Zone Traffic Control training instructor, Jerry will also provide the added value of safety training tailored to the unique project challenges.

+ **Environmental Compliance Manager, ECM (Dave Overton)** reports to the DBPM and is responsible for ensuring compliance with all environmental commitments during construction. During the design phase, Dave works closely with Dewberry's Environmental Permitting Coordinator to ensure that construction means and methods are appropriately permitted and any permit commitments agreed to during the permitting process are acknowledged and planned for by the Construction Team. Dave will provide oversight and monitoring of the work to ensure compliance to all environmental commitments. Dave determines project needs and will monitor work in progress to ensure the final deliverables adhere to the project's requirements. Dave will also oversee activities and interaction with environmental regulatory agencies and in coordination with Dewberry, will manage permitting, compliance, and mitigation for the Project. During design, he will review plans to provide feedback and monitor plans during construction to suggest changes based on field conditions.



### 3.3.2 ORGANIZATIONAL CHART

THIRD PARTY STAKEHOLDERS	
ARLINGTON COUNTY	LOCAL RESIDENTS
WMATA	FHWA
US DEPT OF DEFENSE/THE PENTAGON	LOCAL SCHOOLS
NPS	PEDESTRIANS/TRAIL USERS
NCPC	395 EXPRESS LANES/TRANSURBAN
FAA	DDOT
REGIONAL TRANSIT PROVIDERS	DEQ
TRAVELING PUBLIC	VDHR
MEDIA	DWR
LOCAL BUSINESSES	USFWS
COMMUNITY REPRESENTATIVES	DCR
POLICE, FIRE, AND RESCUE	



LEGEND	
■ Construction	👤 Key Personnel
■ Design	⊕ Value Added
■ Quality Assurance	🏢 Disadvantaged Business Enterprise
■ Quality Control	- - - Communication
■ Right-of-Way	— Direct Reporting
■ 3rd Parties	

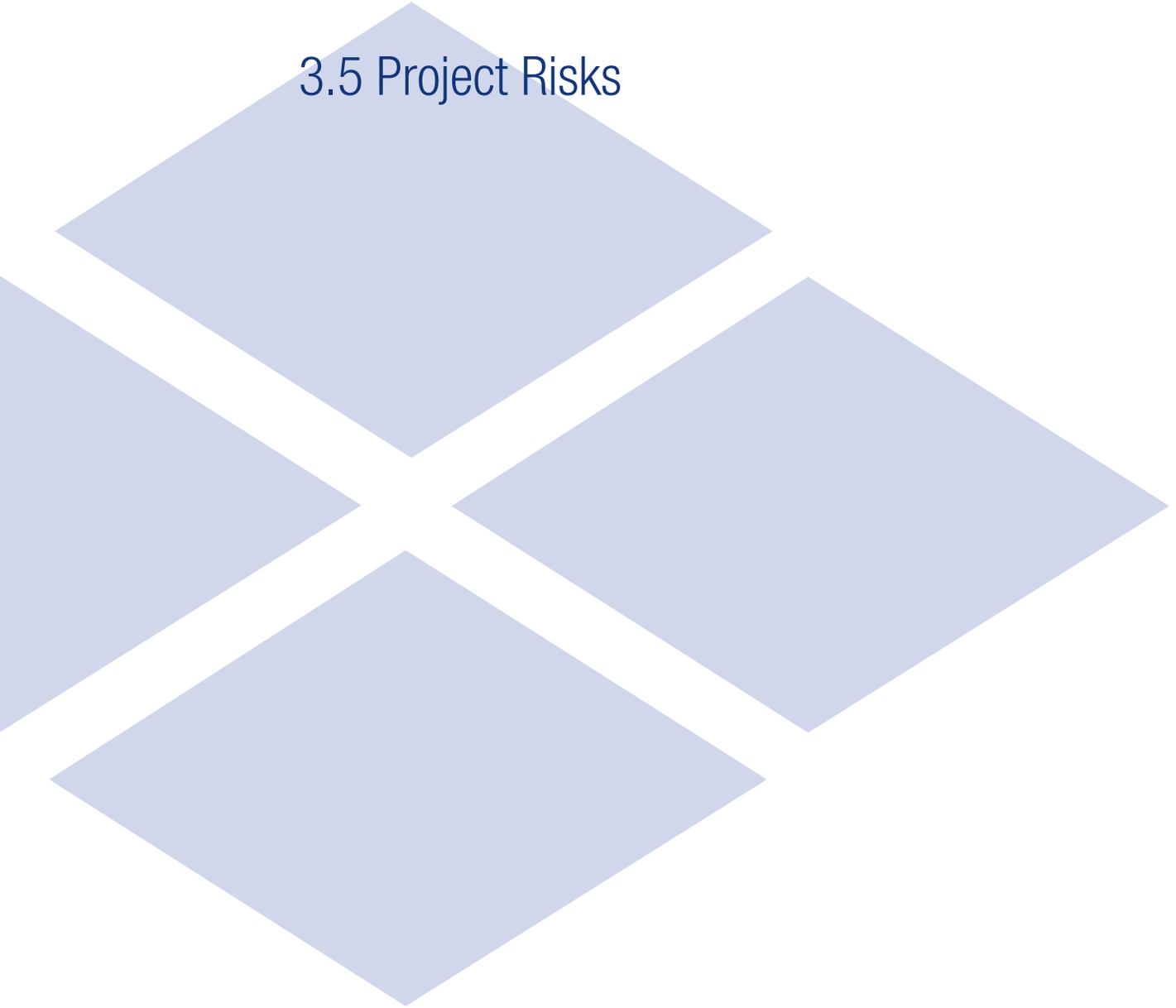
## 3.4 Experience of Offeror's Team



## 3.4 Experience of Offeror's Team

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

## 3.5 Project Risks





## 3.5 Project Risks

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

### **PROJECT RISK 1**

### **MAINTENANCE OF MOBILITY & SAFETY DURING CONSTRUCTION**

#### **Why the Risk is Critical**

The implementation of new roundabouts to replace existing conventional intersections involves increased complexity and risk during construction for both the traveling public and construction personnel. For drivers not accustomed to roundabouts, safe navigation requires heightened driver attention and driver education. Implementation of roundabouts directly on top of existing intersections and ramps results in increased constructability challenges. This construction complexity is multiplied when the project requires full reconstruction of existing pavement as well as the continuous maintenance of existing traffic movements. With the need to also provide safe passage for bicyclists and pedestrians during construction, the maintenance of mobility and safety for all parties is challenging.

Additionally, I-395 is a crucial north-south artery for commuters, commerce, and tourists traveling to and from Washington, DC from points south, carrying 195,000 vehicles per day. This section of I-395 also has extremely close interchange spacing with three interchanges located within one mile of the Potomac River. Adding to this is a high proportion of unfamiliar drivers and visitors on both I-395 and Boundary Channel Drive seeking destinations such as downtown Washington, D.C., Reagan National Airport, and Virginia attractions such as Arlington National Cemetery, the Air Force Memorial, and the Pentagon Memorial.

The combination of these complicating factors makes mobility and safety a risk that the Design-Build Team must address as a top priority.

#### **Impact on the Project**

Inadequate planning, implementation, and communication of the sequence of construction may adversely impact the Project and the stakeholders with the following impacts:

- Degradation of safety;
- Creating travel delays;
- Loss of capacity and/or emergency responder access;
- Driver, bicyclist, and pedestrian frustration;
- Negative public relations and loss of public support;
- Delays to the Project Schedule; and
- Increased costs.

#### **Mitigation Strategies**

Our Team is focused on maintaining the highest possible levels of traffic mobility and providing industry leading safety within the work zone for the traveling public and construction personnel. We are committed to utilizing our relevant experience on similar projects to deliver enhanced and innovative mitigation strategies to successfully address this risk. By making mobility and safety our top priorities, we will exceed the Project requirements by implementing the following mitigation strategies:

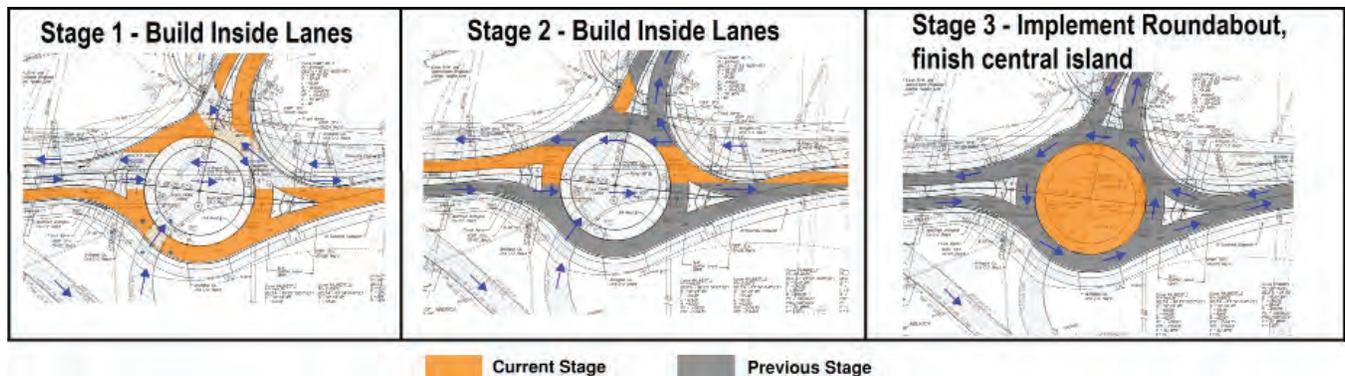
### Sequence of Work to Minimize Impacts

Our Team has developed a preliminary construction sequence strategy to emphasize an approach that minimizes impacts as follows:

**Roundabout Implementation:** The introduction of new roundabouts requires careful planning from both the construction phasing and public outreach standpoints. These roundabouts are anticipated to be opened while the project is still an active work site, given that central island construction and the demolition of existing pavement will need to occur after roundabout opening. In addition, it will be vital that thorough public outreach is performed prior to implementation, as roundabouts require drivers to alter their driving decision process. The Shirley Team understands the best practices in detailed design, construction sequencing, and public outreach aspects of roundabout implementation, with Dewberry and Shirley having partnered in the design and construction of eight new roundabouts.

While reconstructing Boundary Channel Drive and the interchange ramps, it will be critical to utilize a multiphase approach that maintains through movements on Boundary Channel Drive and all ramp movements, while also safely providing passage for bicycle and pedestrian traffic. Work will be sub-staged to maintain all existing connections, utilizing temporary pavement as necessary, to maintain safety as well as construction efficiency. While we envision the need for the use of temporary alignments for some movements to accomplish the required full pavement reconstruction, the goal will be to minimize changes in travel patterns, and to ensure any changes are intuitive and easy to comprehend. For all stages of construction, movements will be checked for sight distances, and safety reviews will be performed to ensure all temporary traffic controls safely and clearly direct traffic. A preliminary sequence of construction is detailed in Figure 1 and will be refined as the design develops.

Figure 1 - Preliminary Sequence of Construction



### Utilizing Enhanced Safety and Mobility Strategies

This strategy will improve traffic operations and safety during construction and begins with studying the pre-construction safety concerns and crash statistics, and then incorporating safety and operational enhancements into the MOT plans to maximize safety. A preliminary investigation and assessment has already been completed by our Team, and has identified 161 documented crashes within the Project limits, as shown in Figure 2, between September 2017 and August 2020. We have identified the following innovative enhancements that will maximize safety and operations:

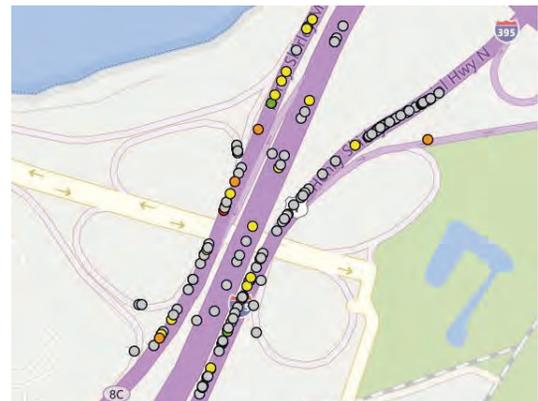


Figure 2 - Crash Locations

1. Lane shift geometry utilizing the full “L” length for the posted speed limit (exceeding minimums)

## 3.5 Project Risks

for required lane shifts on SB I-395 to facilitate proposed full-depth pavement reconstruction for the lengthened auxiliary lane;

2. Maintenance of existing roadway lighting during construction;
3. Utilization of plastic pavement markers (reflectors) with all temporary lane markings;
4. Installing durable marking materials that retain their visibility longer;
5. Utilizing oversized pedestrian and bicycle warning signs; and
6. Utilization of temporary barrier to reduce of impacts of run-off-road crashes.

### A Proactive Public Outreach Program

A comprehensive program in partnership with VDOT is especially important for this Project given the traffic pattern changes associated with the implementation of roundabouts in a high traffic volume constrained urban area, multiple stakeholders, and high crash history. At a minimum, our Team will implement the following public outreach solutions:

1. Holding regular “pardon-our-dust” meetings before traffic switches and roundabout openings;
2. Coordination with VDOT to provide updates via a project website;
3. Outreach through social media, radio, and television;
4. Direct communication with emergency responders and major stakeholders such as the Department of Defense and the National Park Service; and
5. Use of Portable Changeable Message Signs (PCMS) and overhead Dynamic Message Signs (DMS) to alert motorists of new traffic patterns.

### Role of VDOT and Other Agencies

It is expected that VDOT will be involved from a review and approval standpoint during plan development. Analysis of traffic volumes as well as the proposed construction sequencing will be discussed with VDOT during the TMP and TTC development process to ensure the plans are acceptable. We anticipate that VDOT will remain involved in the public outreach process during design and construction. During construction we also anticipate that VDOT will remain active to review and approve lane closures, as well as help to promote work zone safety. Finally, we anticipate coordination during construction with other stakeholders such as the Department of Defense, the National Park Service, 395 Express Lanes operations, Arlington County, WMATA, the District of Columbia, as well as with emergency responders to develop incident and emergency response plans.

## PROJECT RISK 2

### 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 to impact the Project Cost and Schedule. On design-build projects, this risk is even greater due to the uncertainty of the available information at this stage, and the limited control the design-builder often has over the performance of the individual utility owners. As part of our preparation of this SOQ, our Lead and Assistant Utility Coordination Managers reviewed the 30% plans, visited the Project site, performed field investigations, and 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 four concerns identified at this time that present a critical risk to the successful execution of this Project:

1. Dominion Energy has underground transmission and distribution facilities throughout the footprint of the Project, particularly on the west side near the roundabout and ramp tie-ins. There is a primary multi-

## 3.5 Project Risks

duct distribution facility crossing at approximate Boundary Channel Drive Station 110+90 that feeds directly to the Pentagon substation on the south side of the interchange. There is also an underground transmission line coming out of the substation and heading to the west. Relocation of these facilities would be cost prohibitive, require extensive coordination and planning, and create significant time impacts to the Project Schedule.

2. There are underground fiber optic systems belonging to the Department of Defense (DOD) found on the Project on the west side of the interchange. In addition, we have confirmed that Jones Communication, which is found in all quadrants, has highly sensitive government fiber optic lines within its system. Further, with the Project being so close to the Pentagon, the presence of classified, undesignated and unmarked underground government fiber optic systems is highly probable. Our Team has encountered these “dark fibers” in the past where government communication lines are unidentifiable until construction is underway. Consideration must be given during the design phase to ensure the continuity of these critical facilities and avoid conflicts where possible. If system relocation or adjustments are deemed necessary for any of these sensitive fiber optic systems, or if an unknown and unmarked communication line is encountered during construction, this could cause significant impacts to the Project Schedule and cost.
3. An underground Verizon system contains not only Verizon, but multiple other carriers including MCI, AT&T Long Distance, and Zayo. Our Team has confirmed that some of these carriers are also sensitive in nature, providing communication infrastructure to government agencies in Washington, D.C., Arlington, and Alexandria. To relocate or adjust this existing Verizon system would require extensive coordination, service disruptions, and security risks resulting in Project Schedule and cost impacts.
4. Arlington County Department of Environmental Services (Arlington Water) has existing underground water facilities in the southeast quadrant of the Project. There are two water mains, 8” and 12”, that may be impacted by the excavation required to construct and tie-in Ramps F1 and F2, near Long Bridge Drive. The 8” line also extends further to the north and passes under the proposed eastern roundabout. If relocations or offset adjustments to these lines is determined necessary, it will require complex construction phasing which will affect the Project Schedule and costs.

### 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:

- Revisions to planned design elements to avoid and/or minimize conflicts;
- Impacts to the public and/or federal government facilities (short-term outages);
- Additional environmental and right-of-way impacts;
- Increased Project costs (utility relocations and revised design elements) to the Design-Builder, VDOT, or both;
- Delays to the overall Project Schedule; and
- Restrictions to the preferred construction phasing and MOT sequencing.

### Mitigation Strategies

Our Team recognizes the need for a comprehensive approach to mitigate the impact utilities can have on a Project. Our Team’s existing relationships with each utility owner and experience avoiding, mitigating, and relocating similar facilities 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

## 3.5 Project Risks

Technical and Price Proposal phase and continue throughout the Design and Construction phases and include:

1. Dedicating Lead and Assistant Utility Coordination Managers;
2. Establishing a Task Force that focuses on identifying conflicts with design and construction and creating solutions to resolve them at the earliest stages of design. This includes 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 coordinate with the Pentagon and other affected stakeholders as a means to facilitate construction activities while minimizing disruption;
3. Maintaining access points, working around, and protecting the VDOT, Verizon, DOD, and Jones Communication duct banks during construction. This will allow for Project elements to be constructed, including roundabouts, ramp tie-ins, and storm drainage, without negatively impacting these existing facilities;
4. Early coordination with the various utility companies to ensure proper review time of Project scope. This early review of the underground facilities and systems within the Project limits will determine whether any part is in conflict and potential design changes to avoid;
5. Implementing a detailed utility designation and test pit program and coordinating with the requisite owners and agencies to determine the location of all known and unknown facilities and accurately determine potential conflicts at the earliest stages of the design process;
6. Building on our established relationship with each utility company to communicate issues and concerns between all parties, develop efficient solutions for resolving conflicts, and maintain continuous coordination with each throughout all phases of design and construction;
7. Assisting utility companies to develop an efficient design, develop avoidance and mitigation strategies, and begin the relocations as soon as possible to limit risk of delay;
8. Creating 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 identified, the Team will implement recovery actions such as resequencing the work, supplementing resources, and/or self-performing field activities; and
9. Developing an unforeseen utility response plan to react to and minimize the impacts from discovery of unknown utilities during construction.

### **Role of VDOT and Other Agencies**

To reduce the overall risk to the Project, we recommend that VDOT perform additional utility designations or test pits during the procurement phase, as any additional information that can be provided prior to the release of the RFP would be beneficial to all parties.

During the design phase, we look forward to partnering with VDOT 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.

### CRITICAL RISK 3

#### AGENCY COORDINATION AND APPROVALS

##### Why the Risk is Critical

Agency coordination and approvals can become a critical risk when third parties are not fully engaged, do not respond in a timely manner, or issue requirements beyond the original scope. The Project will require coordination, input, and approval from numerous third parties, including:

- Arlington County Department of Environmental Services;
- Arlington County Parks and Recreation;
- Federal Highway Administration (FHWA);
- Washington Metropolitan Area Transit Authority (WMATA);
- The Pentagon / Department of Defense (DoD);
- District Department of Transportation (DDOT);
- Federal Aviation Administration (FAA);
- National Park Service (NPS);
- National Capitol Planning Commission (NCPC);
- Virginia Department of Environmental Quality (DEQ);
- Virginia Department of Historic Resources (VDHR);
- Virginia Department of Wildlife Resources (DWR);
- U.S. Fish and Wildlife Service (USFWS); and
- Virginia Department of Conservation and Recreation (DCR).

Each of these third parties will require coordination and communication for plan reviews, environmental permit reviews, and/or easement acquisitions. While VDOT is committed to a 21-day turn-around on reviews of formal submissions, we recognize that none of the agencies above are obligated to adhere to that same schedule. Additionally, some of these agencies may have competing or conflicting goals for the outcome of the Project, or may require additional work to be incorporated beyond what is necessary for the Project improvements. These competing goals, and undefined review, comment, and/or acceptance timelines have the potential to impact the scope, schedule, and cost of the Project.

##### Impact on the Project

Coordination with and approvals from any one of the agencies identified above has the potential to impact the scope, schedule and cost of the Project. Specific potential impacts include:

- **Scope:** Input from and coordination with some of the third parties could result in additional scope being added to the Project. For example, work over the WMATA Yellow Line could necessitate additional investigations/analysis or unique construction techniques to ensure there are no impacts to their facilities, which pass below the interchange. Reconfiguration of the interchange ramps may require advance signing on I-395 within the District of Columbia to be modified or replaced, and comments received from DDOT could change the scope of those signing improvements. We also recognize that bicycle and pedestrian groups are very vocal within Arlington County, and their input, through Arlington County agencies and officials, could result in additional pedestrian improvements being requested within the interchange limits. Finally, obtaining required environmental permits could require mitigation which is currently not anticipated, and acquisition of easements on Federal property could lead to additional mitigation measures (including additional construction elements) which are currently not anticipated as part of the Project scope.

## 3.5 Project Risks

- **Schedule:** None of the agencies identified above are believed to be bound by the 21-day review period which we are accustomed to with VDOT reviews. Because formal plan submissions will need to be made to many of the agencies identified above, not having a defined timeline for reviews could impact the schedule associated with final plan development, approval from VDOT, and initiating easement acquisitions, utility relocations, and construction. We also recognize that obtaining approval for all environmental permits first requires a level of confidence that the Project footprint, and major scope elements, won't be changed. If comments from agencies are not received in a timely manner (such as those related to limits of shared use path construction and/or limits and locations of advance signing), the ability to submit the environmental permit documents could be impacted, which in turn could impact the ability to start construction. We are aware that there are on-going projects immediately adjacent to these interchange improvements. Coordination for improvements to the Mount Vernon Trail are on-going, and coordination between Arlington County related to the facility at Long Bridge Park has not been completed. Since interchange improvements overlap or extend to the limits of these adjacent projects, any unintended impacts on those sites could have a negative impact on the ability to obtain a permit for the interchange improvements, including delaying permit approvals until any unintended impacts have been addressed.
- **Cost:** Changes in scope or schedule typically have an impact on the cost as well. Additional requirements identified from any of the third-party entities after award and during plan reviews may result in additional project costs which were not accounted for by the design-build team. Additionally, those additional requirements will take time to resolve, whether to incorporate the change or to reach agreement that they are not necessary, potentially delaying plan approvals and commencement of construction.

### Mitigation Strategies

Our Team has experience on numerous design-build projects where coordination with multiple third-party agencies and entities was required. Understanding the roles and coordination required of each agency is critical to mitigating any future impacts. Our Team's experience working on the post-911 Pentagon Renovation (PENREN) improvements and the Route 27/244 Interchange in Arlington County give us an understanding of many of the agencies and entities who will require coordination. In addition, we have identified the following mitigation strategies to address the agency coordination and approvals risk:

- **Early Agency Coordination:** Immediately upon NTP, we will reach out to each agency to understand previous coordination, determine efforts needed to gain approvals, understand timelines, and review the hierarchy of agency review. An initial kick-off meeting will be scheduled with all agencies so that everyone is aware of each agency's involvement and area of focus. Areas of work will be discussed so proper agency jurisdiction can be understood, and specific aspects of the Project can be discussed with those individual agencies as work progresses. This meeting will provide a forum where agencies can raise critical concerns and mitigation strategies can be discussed and implemented early in Project development. We will review agreements already obtained by VDOT from any of the agencies to confirm all requirements are accounted for. Early coordination for environmental permits will include pre-application meetings to familiarize the interested parties with the Project, address any challenges, and ensure specific requests and requirements are incorporated.
- **Continuous Contact:** Following the initial kick-off meeting and early coordination efforts, regular communication, including involving agencies at regular progress meetings, will ensure the Project remains on-schedule. By involving all of the agencies throughout the entire contract duration, we will ensure that there is a continued focus on the Project so that submissions, reviews, and comments progress in a timely manner. This frequent contact and open communication will also confirm to

## 3.5 Project Risks

all agencies that the Project remains a priority for everyone, as well as to ensure that concerns are addressed as quickly and efficiently as possible.

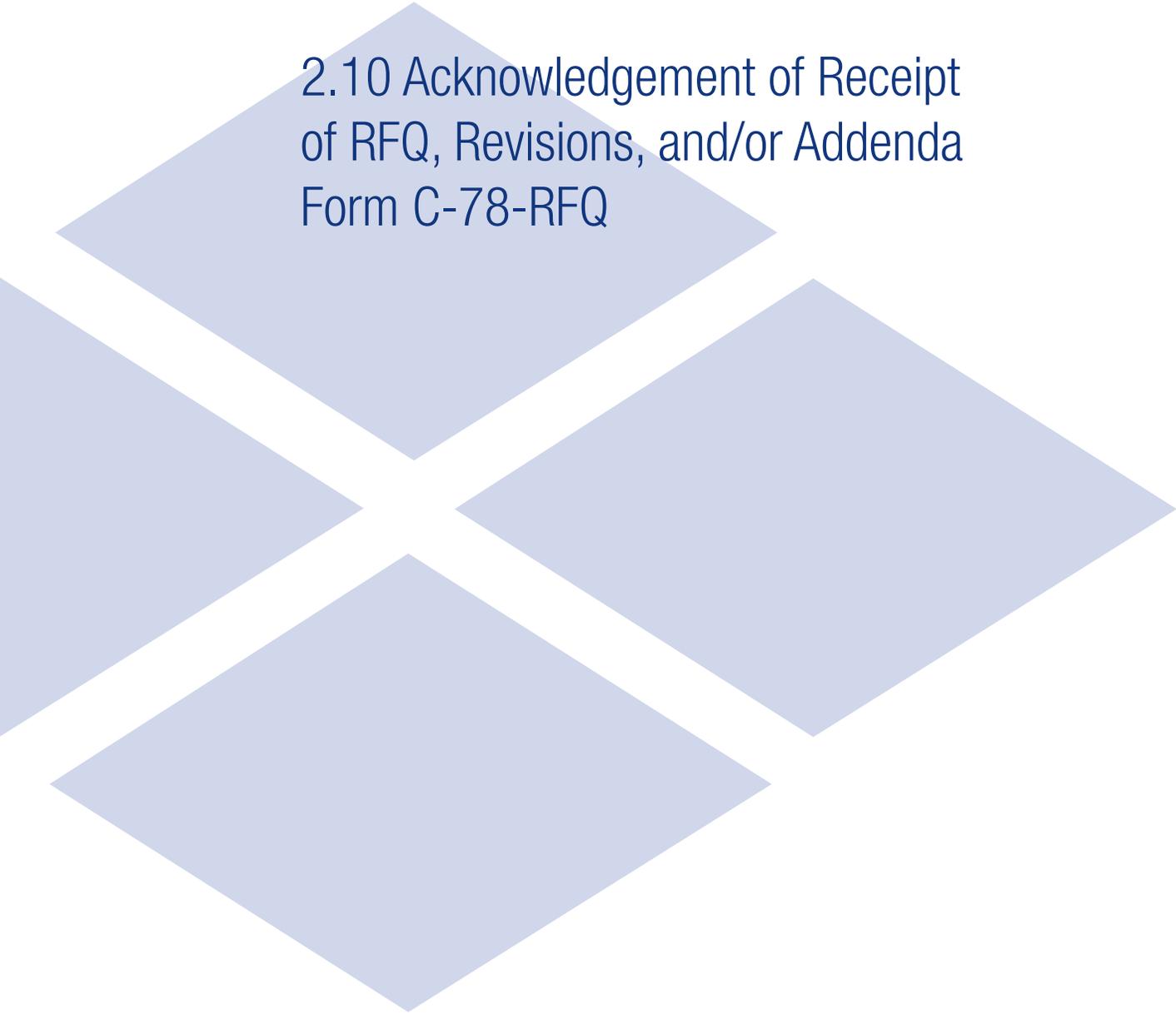
- **Direct Communication:** We recognize that all formal direction is required to come from VDOT, but we also acknowledge that communication directly between the design-build team and third-party stakeholders can facilitate coordination and communication. Our Project leadership team is committed to maintaining direct lines of communication with each of the third parties who will be involved in the Project. All communication will copy the VDOT Project Management Team, and will enable concerns and questions to be addressed at the earliest time and “lowest level” possible. Ultimately, this direct communication will assist in reaching decisions quickly and keeping the project scope, schedule, and cost on-track.
- **Addressing Additional Scope:** Should additional scope be requested by third party entities through the plan review and/or permitting processes, our Team will immediately make VDOT aware of the request. We will then schedule a Coordination Meeting with all parties to discuss the request, the impact it may have on the Project, and measures that can be taken to address the issue. These measures may include design modifications, schedule adjustments, and/or further discussion and coordination with the third party and VDOT.

### Role of VDOT and Other Agencies

We anticipate that VDOT’s role will be to provide reviews of all plans and permits and to provide final approval for all right-of-way and construction plans. We anticipate that VDOT will remain involved in discussions and coordination efforts with each of the third-party entities. This Project requires reviews from a multitude of agencies with various timeframes and approvals, our goal is to keep all parties consistently involved as the Project progresses. Specific involvement from other agencies include:

- Arlington County Department of Environmental Services – review and provide comments on plans, especially pertaining to VPDES, SWPPP, and erosion and sediment control elements;
- Arlington County Parks and Recreation – Section 4(f) de minimis finding for the shared-use path if it encroaches onto Long Bridge Park;
- FHWA – review of plans and input through VDOT throughout design and construction;
- WMATA – review of plans and construction activities within their existing easement;
- DoD – permits for work on DoD property and coordination for any unknown utilities;
- DDOT – review of plans for potential signing improvements on DDOT roadways;
- FAA – vertical structure registration/approvals - Form 7460 series;
- NPS – Special Use Permits for survey and construction;
- NCPC – review of plans for the trail connection on park property;
- DEQ – CZMA consistency determination and issuance of VPDES permit;
- VDHR – Section 106 and 4(f) consultation; and
- DWR, USFWS, and DCR – Section 7 consultation.

Appendix



## 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. C00116394DB109  
 PROJECT NO.: 6587-000-R89

**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 – October 21, 2020  
(Date)
2. Cover letter of RFQ – November 17, 2020  
(Date)
3. Cover letter of RFQ – November 20, 2020  
(Date)
4. Cover letter of RFQ – December 1, 2020  
(Date)

SIGNATURE

December 8, 2020

DATE

Garry A. Palleschi

PRINTED NAME

Vice President

TITLE



## 3.1.2 SOQ Checklist

**ATTACHMENT 3.1.2**

**Project: 6587-000-R89**

**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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Appendix
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
<b>Letter of Submittal (on Offeror's letterhead)</b>				1
Authorized Representative's signature	NA	Section 3.2.1	yes	1
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	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

**ATTACHMENT 3.1.2**

**Project: 6587-000-R89**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

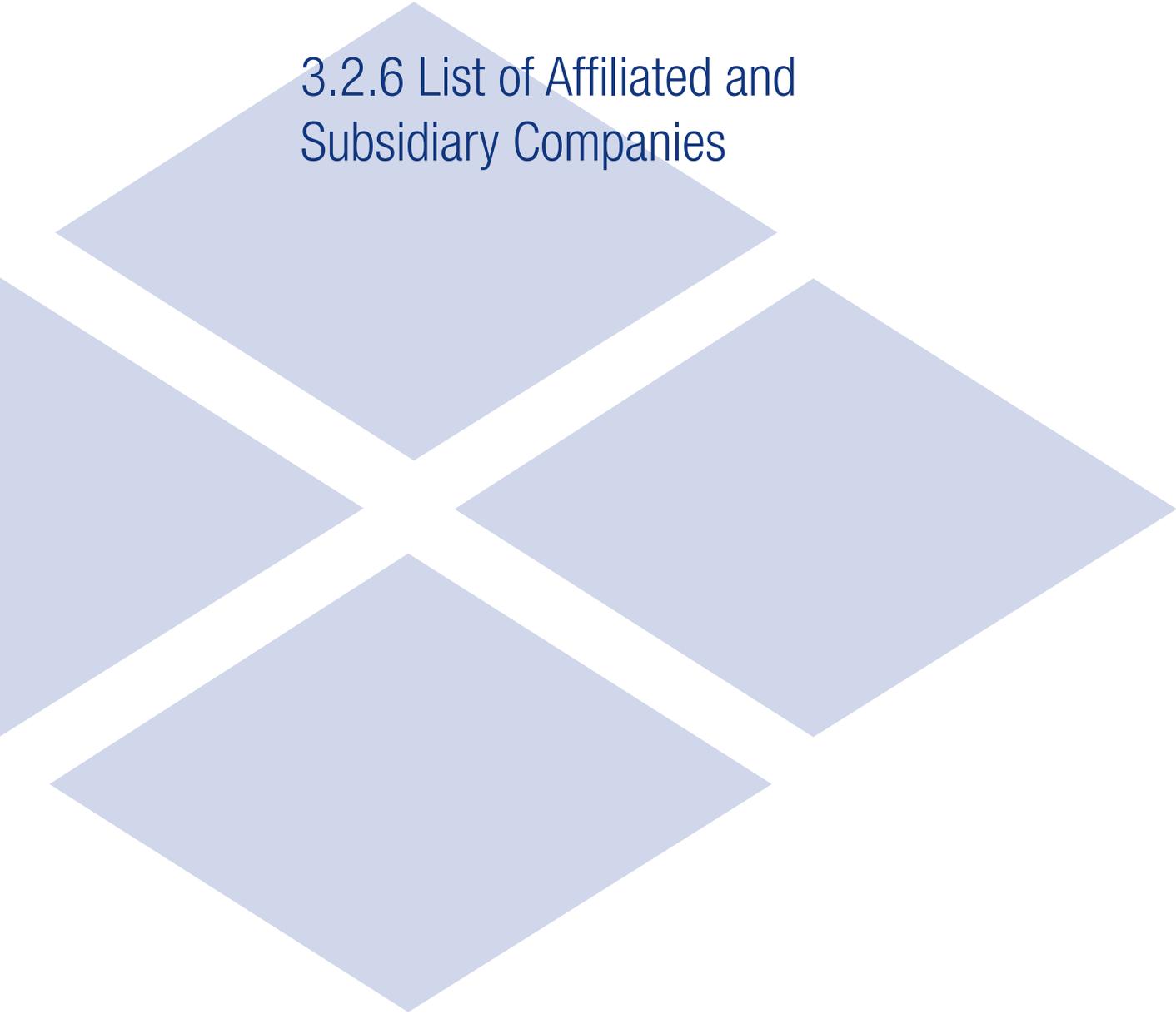
Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size 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
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
<b>Offeror's Team Structure</b>				2-6
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	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	6
Organizational chart narrative	NA	Section 3.3.2	yes	2-5
<b>Experience of Offeror's Team</b>				

**ATTACHMENT 3.1.2**

**Project: 6587-000-R89**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15- page limit?</b>	<b>SOQ Page Reference</b>
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
<b>Project Risk</b>				7-14
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7-14



## 3.2.6 List of Affiliated and Subsidiary Companies

**ATTACHMENT 3.2.6**

**State Project No. 6587-000-R89**

**Affiliated and Subsidiary Companies of the Offeror**

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

**The Offeror does not have any affiliated or subsidiary companies.**

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
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.: 6587-000-R89**

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

December 8, 2020  
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.: 6587-000-R89**

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

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

Dave Mahoney      11/23/2020      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.: 6587-000-R89**

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

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

	<u>11/23/2020</u>	<u>President</u>
Signature	Date	Title

Quinn Consulting Services, Inc.  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

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

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

 _____ Signature	<u>November 23, 2020</u> Date	<u>President</u> Title
---	----------------------------------	---------------------------

Specialized Engineering (DIW Group, Inc. t/a Specialized Engineering)  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

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

<u>Tariq Hamid</u>		<u>11/23/2020</u>	<u>President</u>
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.: 6587-000-R89**

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

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

<u>Marlin Zook</u>	<u>12/2/2020</u>	<u>Vice President</u>
Signature	Date	Title

Quantum Spatial, Inc.  
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 6587-000-R89**

- 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.

<small>DocuSigned by:</small> <i>Janice Cookie Fay Munson</i> <small>0000117A89051AD</small>	11-25-2020	Vice President, General Counsel & Secretary
Signature	Date	Title

surveying And Mapping, LLC

---

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

Project No.: 6587-000-R89

- 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.

Jeanette Jablock                      11/23/2000                      President  
Signature                                      Date                                      Title

Diversified Property Services, Inc.  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 6587-000-R89**

- 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

11-24-2020

Date

Vice President

Title

DD Dominion Settlements Inc, T/A Key Title

Name of Firm



## 3.2.8 VDOT Prequalification Certificate



Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 12/2/2020

- S -

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

Vendor ID: S1303

Vendor Name: SHOOSMITH CONSTRUCTION, INC.

Prequal Level: Prequalified

Prequal Exp: 12/31/2020

-- PREQ Address --

11800 LEWIS RD  
CHESTER, VA 23831  
Phone: (804)748-5823  
Fax: (804)748-8482

Work Classes (Listed But Not Limited To)

002 - GRADING  
011 - CLEARING AND GRUBBING  
044 - UNDERDRAINS  
045 - UNDERGROUND UTILITIES  
101 - EXCAVATING

Bus. Contact: DUNLAP, GARY N

Email: GDUNLAP@SHOOSMITH.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

## 3.2.9 Surety Letter



One Tower Square  
Hartford, CT 06183

December 1, 2020

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: C00116394DB109 - A Design-Build Project  
Boundary Channel Drive at I-395 Interchange From: 0.06 miles west of Connector Road To: Long Bridge  
Drive, Arlington County, Virginia  
Estimated Contract Value: \$15 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.

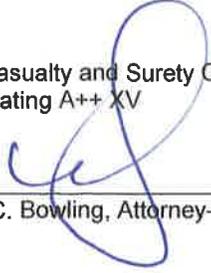
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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-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 **3rd** day of **February, 2017**.



State of Connecticut

City of Hartford ss.

By:   
Robert L. Raney, Senior Vice President

On this the **3rd** day of **February, 2017**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

**In Witness Whereof**, I hereunto set my hand and official seal.

My Commission expires the **30th** day of **June, 2021**



Marie C Tetreault  
Marie C. Tetreault, Notary Public

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

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

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

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

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

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 1st day of December 2020



Kevin E. Hughes  
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-in-Fact and the details of the bond to which the power is attached.**



## 3.2.10 SCC and DPOR Information Tables, Licenses and Registrations

**ATTACHMENT 3.2.10****State Project No.:6587-000-R89****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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Shirley Contracting Company, LLC</b>	S0820383	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA 22079	Class A Contractor	2705071652	October 31, 2022
<b>Dewberry Engineers Inc.</b>	F1004623	Corporation	Active	8401 Arlington Boulevard Fairfax, VA 22031	Business Entity Branch Office	0411000941	February 28, 2022
<b>Quinn Consulting Services, Inc.</b>	04925517	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA 20151	Business Entity	0407003733	December 31, 2021
<b>Dulles Geotechnical and Material testing Services, Inc.</b>	07582323	Corporation	Active	14119 Sullyfield Circle Suite H Chantilly, VA. 20151	Business Entity	0407006236	December 31, 2021
<b>DIW Group, Inc. DBA Specialized Engineering, Inc.</b>	F1281908	Corporation	Active	4845 International Blvd. #104 Frederick, MD 21703	Business Entity	0407004748	December 31, 2021
<b>Quantum Spatial, Inc.</b>	F1135948	Corporation	Active	6216 Resources Drive Sheboygan Falls, WI 53085	Business Entity	0407005489	December 31, 2021
<b>Surveying &amp; Mapping, LLC</b>	T0564965	Limited Liability Co.	Active	7679 Limestone Dr. Building B Suite 155, Gainesville, VA. 20155	Business Entity	0407006626	December 31, 2021
<b>Diversified Property Services of Virginia, Inc.</b>	F1304106	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2022
<b>Old Dominion Settlements, Inc. T/A Key Title</b>	02438919	Corporation	Active	n/a			

**ATTACHMENT 3.2.10**

**State Project No.:6587-000-R89**

**SCC & DPOR INFORMATION TABLE**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Dewberry Engineers Inc.</b>	Erik Dull	Fairfax, VA	12205 Meadow Creek Court Potomac, MD. 20854	Professional Engineer	0402052210	October 31, 2021
<b>Quinn Consulting Services, Inc.</b>	John Vicinski	Chantilly, VA	4609 Marble Rock Court Chantilly, VA. 20151	Professional Engineer	0402026380	August 31, 2021

## Entity Information

### Entity Information

Entity Name: Shirley Contracting Company, LLC	Entity ID: S0820383
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Formation Date: 08/01/2002	Reason for Status: Active
VA Qualification Date: 08/01/2002	Status Date: 08/01/2002
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: VA	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: N/A

### 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

### Principal Information

Management Structure: N/A

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## Entity Information

### Entity Information

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

### 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
EVP	No	DAN M PLEASANT	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	05/27/2020
President, Chief Executive Officer	Yes	DARREN R CONNER	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	05/27/2020
EXECUTIVE VP	Yes	DONALD E. STONE JR.	8401 ARLINGTON BLVD., FAIRFAX, VA, 22031 - 0000, USA	06/06/2019
Treasurer	No	XIAOJING CHEN	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/06/2019
Secretary	No	CRAIG N THOMAS	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/06/2019

### Current Shares

Total Shares: 2000

## Entity Information

### Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED  
Entity ID: 04925517  
Entity Type: Stock Corporation  
Entity Status: **Active**  
Formation Date: 10/24/1997  
Reason for Status: Active and In Good Standing  
VA Qualification Date: 10/24/1997  
Status Date: 12/01/2008  
Industry Code: 0 - General  
Period of Duration: Perpetual  
Jurisdiction: VA  
Annual Report Due Date: N/A  
Registration Fee Due Date: Not Required  
Charter Fee: \$50.00

### Registered Agent Information

RA Type: Individual  
Locality: ARLINGTON COUNTY  
RA Qualification: Member of the Virginia State Bar  
Name: JOHN H QUINN JR  
Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

### Principal Office Address

Address: 14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA

### Principal Information

Title	Director	Name	Address	Last Updated
COB/P/T	Yes	ELIZABETH QUINN VICINSKI	14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA	09/15/2017
Secretary	No	FRANCISCA I OTERO	888 17TH STREET NW, SUITE 640, WASHINGTON, DC, 20006 - 0000, USA	09/15/2017

### Current Shares

Total Shares: 5000

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

### Registered Agent Information

RA Type: Individual Locality: LOUDOUN COUNTY  
RA Qualification: Director of the Corporation  
Name: TARIQ BIN HAMID Registered Office Address: 42727 STRALOCH TERRACE,  
ASHBURN, VA, 20147 - 0000, 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: DIW GROUP, INC.	Entity ID: F1281908
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Formation Date: N/A	Reason for Status: Active and In Good Standing
VA Qualification Date: 01/30/1997	Status Date: 05/19/2020
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: MD	
Annual Report Due Date: 01/31/2021	
Registration Fee Due Date: 01/31/2021	Charter Fee: \$2500.00

### 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: 4845 International Blvd Ste 104,  
Frederick, MD, 21703 - 7333, USA

### Principal Information

Title	Director	Name	Address	Last Updated
President	No	TOM C TAYLOR	6032 CANTER LANE, SHARPSBURG, MD, 21782 - 0000, USA	05/19/2020
CFO/TREASURER	Yes	SUSAN FAVORITE	6 CLARKE AVENUE, THURMONT, MD, 21788 - 0000, USA	01/14/2019
	Yes	DAVID WIEGAND	189 WIDE RIVER FARM DR., HARPERS FERRY, WV, 25425 - 0000, USA	01/14/2019
	Yes	CHARLES MITCHELL	146 MCGILL LN, CHAMPION, PA, 15622 - 0000, USA	01/14/2019

### Current Shares

Total Shares: 2000000

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## Entity Information

### Entity Information

Entity Name: Quantum Spatial, Inc.	Entity ID: F1135948
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Formation Date: N/A	Reason for Status: Active and In Good Standing
VA Qualification Date: 02/09/2000	Status Date: 03/14/2001
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: WI	
Annual Report Due Date: 02/28/2021	
Registration Fee Due Date: 02/28/2021	Charter Fee: \$200.00

### 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: N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA

### Principal Information

Title	Director	Name	Address	Last Updated
Treasurer, Secretary	No	Mark G. Abatto	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
	Yes	James Braumgardner	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
Vice President	No	Kevin Delaney	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
President	No	Peter LaMontagne	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
Vice President	No	William J. McKeague	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
	Yes	Joanne O'Rouke Isham	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
Vice President	No	Evon Silvia	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
Vice President	No	Robert C. Vander Meer	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
Vice President	No	Jeffrey F. Yates	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020
Vice President	No	Marlin Zook	N6216 Resource Dr, Sheboygan Falls, WI, 53085, USA	01/21/2020

## Entity Information

### Entity Information

Entity Name: Surveying And Mapping, LLC	Entity ID: T0564965
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Formation Date: N/A	Reason for Status: Active
VA Qualification Date: 03/21/2014	Status Date: 03/21/2014
Industry Code: 0 - General	Period of Duration: Perpetual
Jurisdiction: TX	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: N/A

### 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

### Principal Information

Management Structure: N/A

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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**  
Formation Date: N/A Reason for Status: Active and In Good Standing  
VA Qualification Date: 08/05/1997 Status Date: 11/11/2019  
Industry Code: 0 - General Period of Duration: Perpetual  
Jurisdiction: MD  
Annual Report Due Date: N/A  
Registration Fee Due Date: Not Required Charter Fee: \$50.00

### 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
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: OLD DOMINION SETTLEMENTS, INC.	Entity ID: 02438919
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Formation Date: 07/08/1983	Reason for Status: Active and In Good Standing
VA Qualification Date: 07/08/1983	Status Date: 08/09/2016
Industry Code: 35 - Insurance Agencies	Period of Duration: Perpetual
Jurisdiction: VA	
Annual Report Due Date: N/A	
Registration Fee Due Date: Not Required	Charter Fee: \$0.00

### 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 TURNPIKE, SUITE 240, ANNANDALE, VA, 22003 - 0000, USA

### Principal Office Address

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

### Principal Information

Title	Director	Name	Address	Last Updated
Vice President, Treasurer, OFFICER	No	BRIDGET FANCHER	2230 GEORGE MARSHALL DR, #1201, VA, 22043 - 0000, USA	06/08/2020
President	Yes	RONALD H LAZARUS	1336 LANCIA DR, MCLEAN, VA, 22102 - 0000, USA	11/14/2018
Secretary	No	STEPHANIE R. MAHEVICH	5226 MOUNTAIN FIELD FARM RD, THE PLAINS, VA, 20198 - 0000, USA	11/14/2018

### Current Shares

Total Shares: 25000

# DPOR License Lookup License Number 2705071652

## License Details

<b>Name</b>	SHIRLEY CONTRACTING COMPANY LLC
<b>License Number</b>	2705071652
<b>License Description</b>	Contractor
<b>Firm Type</b>	LLC - Limited Liability Company
<b>Rank <sup>1</sup></b>	Class A
<b>Address</b>	8435 BACKLICK ROAD, LORTON, VA 22079
<b>Specialties<sup>2</sup></b>	Highway / Heavy (H/H)
<b>Initial Certification Date</b>	2002-10-08
<b>Expiration Date</b>	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 <sup>1</sup>

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

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# DPOR License Lookup License Number 0407003733

## License Details

**Name** QUINN CONSULTING SERVICES INCORPORATED  
**License Number** 0407003733  
**License Description** Business Entity Registration  
**Firm Type** Corporation  
**Rank** Business Entity  
**Address** 14160 NEWBROOK DR STE 220, CHANTILLY, VA  
20151  
**Initial Certification Date** 1998-03-05  
**Expiration Date** 2021-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2021-08-31

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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 <sup>1</sup>

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

Showing 1 to 1 of 1 entries

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# DPOR License Lookup License Number 0407004748

## License Details

**Name** DIW GROUP INC  
**DBA Name** SPECIALIZED ENGINEERING  
**License Number** 0407004748  
**License Description** Business Entity Registration  
**Firm Type** Corporation  
**Rank** Business Entity  
**Address** 4845 INTERNATIONAL BLVD #104, FREDERICK,  
MD 21703  
**Initial Certification Date** 2005-11-01  
**Expiration Date** 2021-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402020050	MITCHELL, CHARLES ROBERT	Professional Engineer License	Engineering	2021-07-31

Showing 1 to 1 of 1 entries

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# DPOR License Lookup License Number 0407005489

## License Details

**Name** QUANTUM SPATIAL INC  
**License Number** 0407005489  
**License Description** Business Entity Registration  
**Rank** Business Entity  
**Address** 6216 RESOURCES DR, SHEBOYGAN FALLS, WI  
53085  
**Initial Certification Date** 2009-07-30  
**Expiration Date** 2021-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0408000008	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	Land Surveying	2021-02-28

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# DPOR License Lookup License Number 0407006626

## License Details

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

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403001937	SPENCER, MELVIN E	Land Surveyor License	Land Surveying	2021-01-31
0402022310	SKAHN, CARY ALAN	Professional Engineer License	Engineering	2021-06-30

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# DPOR License Lookup License Number 4008001190

## License Details

<b>Name</b>	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
<b>License Number</b>	4008001190
<b>License Description</b>	Appraisal Business Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
<b>Initial Certification Date</b>	2000-11-29
<b>Expiration Date</b>	2022-11-30

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# DPOR License Lookup License Number 0402052210

## License Details

<b>Name</b>	DULL, ERIK CHARLES
<b>License Number</b>	0402052210
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	POTOMAC, MD 20854
<b>Initial Certification Date</b>	2013-10-17
<b>Expiration Date</b>	2021-10-31

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# DPOR License Lookup License Number 0402026380

## License Details

<b>Name</b>	VICINSKI, JOHN KEVIN
<b>License Number</b>	0402026380
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	CHANTILLY, VA 20151
<b>Initial Certification Date</b>	1995-08-10
<b>Expiration Date</b>	2021-08-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407003733	QUINN CONSULTING SERVICES INCORPORATED	Business Entity Registration	Engineering	2021-12-31

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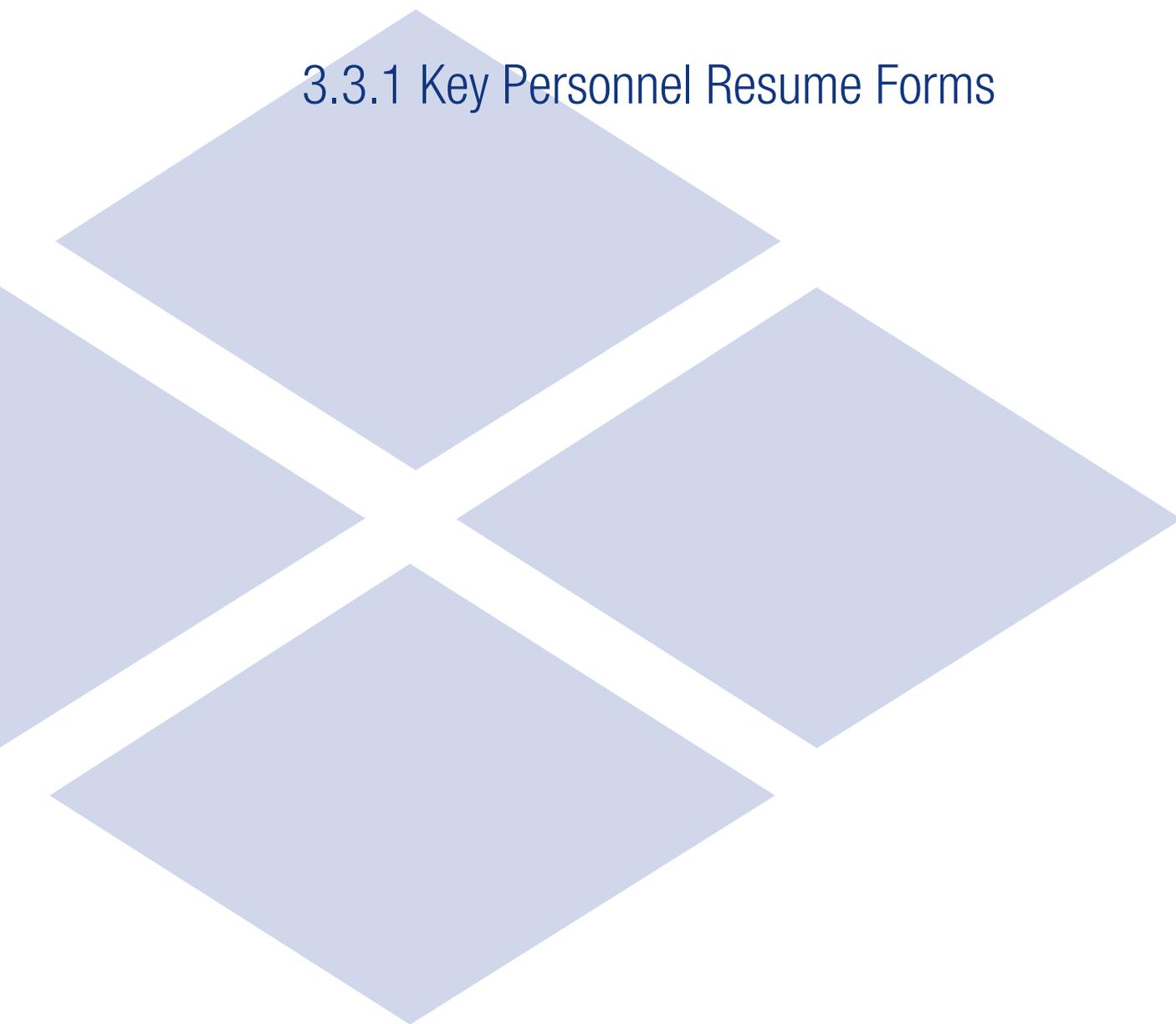
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### 3.3.1 Key Personnel Resume Forms



**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
<b>a. Name &amp; Title:</b> <b>Joseph W. Maguire III, Contract Manager</b>
<b>b. Project Assignment:</b> <b>Design Build Project Manager (DBPM)</b>
<b>c. Name of the Firm with which you are employed at the time of submitting SOQ:</b> <b>Shirley Contracting Company, LLC</b>
<b>d. Employment History:</b> With this Firm <b>21</b> Years With Other Firms <b>0</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Shirley Contracting Company, LLC</b> Joe is responsible for managing all aspects of project construction and coordinating with Design Managers on Design Build Projects. Joe works with all team members for pre-development activities including geotech, environmental and permitting, community outreach, design plans, ROW, and utilities. He works closely with the owner, project stakeholders, utility owners, project administration and superintendents during the construction phase ensuring all construction and activities are in accordance with the Contract Documents. He maintains the Project Schedule and coordinates work with all project subcontractors. <b>Contract Manager, January 2019 to Present</b> <ul style="list-style-type: none"> <li>▪ <b>Dulles Metrorail Silver Line Phase 2 Design-Build (\$1.5B)</b> – 9/2018 to 12/2020 – Project Team Leader – Civil Work</li> <li>▪ <b>Sugarland Run Bridge Superstructure Replacement and Rehab (\$2M)</b> – 7/2020 to 12/2020 – Construction Manager</li> <li>▪ <b>Belmont Road Widening (\$4.5M)</b> – 10/2019 to 12/2020 – Contract Manager</li> <li>▪ <b>Route 28 Corridor Improvements Area 4 Widening Design-Build (\$22M)</b> – 1/2020 to 12/2020 – Contract Manager</li> </ul> <b>Senior Project Manager, January 2008 to December 2018</b> <ul style="list-style-type: none"> <li>▪ <b>Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening Design-Build (\$92.9M)</b> – 6/2014 to 8/2018 - Construction Manager</li> <li>▪ <b>CIT/Innovation Avenue Design-Build (\$12M)</b> – 11/2015 to 12/2016 – Senior Project Manager</li> <li>▪ <b>Route 27/244 Interchange Improvements Design-Build (\$32.5M)</b> – 9/2011 to 11/2015 - Construction Manager</li> <li>▪ <b>University Boulevard Extension Design-Build (\$30.7M)</b> – 3/2011 to 12/2013 – Construction Manager</li> <li>▪ <b>I-95 4<sup>th</sup> Lane Widening (\$91M)</b> – 3/2008 to 9/2011 - Senior Project Manager</li> </ul> <b>Project Manager, January 2002 to December 2007</b> <ul style="list-style-type: none"> <li>▪ <b>Monroe Avenue Bridge Design-Build (\$43M)</b> – 4/2005 to 10/2009 - Project Manager</li> <li>▪ <b>Southern Avenue Bridge Replacement Design Build (\$10M)</b> – 5/2004 to 9/2006 - Project Manager</li> </ul>
<b>e. Education:</b> Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute and State University / Blacksburg, VA / BS / 1999 / Civil Engineering</b>
<b>f. Active Registration:</b> Year First Registered/ Discipline/VA Registration #: <b>2013/Erosion and Sediment Control Contractors Certification ESCCC #3-00772</b> <b>2013/Responsible Land Disturber/RLD38535</b>
<b>g. Document the extent and depth of your experience and qualifications relevant to the Project.</b> <ol style="list-style-type: none"> <li>1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i></li> </ol> <p><b>(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.)</b></p>
<b>1. Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening Design-Build Project - Sterling, Virginia</b> <b>Shirley Contracting Company, LLC, Construction Manager (6/2014 – 8/2018)</b> <b>Roles/Responsibilities:</b> Joe coordinated with Design-Build discipline leaders including design, permitting, utility, and right-of-way through the design phase to complete constructability reviews and during construction to ensure that the

construction schedule was aligned with right-of-way and utility progress. Joe was responsible for coordination with QA/QC Staff and VDOT's on-site Construction Management Team to ensure all aspects of the work were inspected in accordance with VDOT Standards, Specifications, Approved Plans, VDOT QA/QC Manual and the Route 606 QA/QC Plan. Joe was the first point of contact when there were deficiencies or non-conformance items that needed to be addressed. He was also responsible for the Project Schedule and maintained and updated the CPM Schedule in P6 and provided monthly reports and updates to VDOT. Joe produced daily and look-ahead schedules for Shirley crews, subcontractors, QA/QC Inspectors and VDOT use. He coordinated with the project stakeholders and multiple other on-going Construction Projects. Joe attended all progress meetings both with VDOT and other stakeholders to provide insight to multiple stakeholders as to upcoming schedules and to answer questions. Joe also attended HOA meetings for local homeowners and businesses to keep all parties apprised of the Project Schedule. Joe managed multiple Shirley crews including structural, utility installation, storm sewer, stormwater management, earthwork, and road construction. In addition, Joe managed multiple subcontractors and suppliers to ensure all parties are aware of the schedule for completing activities and all materials and work meet all the minimum VDOT Standards and Specifications. The \$92.9M project consisted of widening six miles of Route 606 to a 4-lane divided highway, construction of two new bridges, multiple retaining walls, box culverts, relocation of multiple utilities, seven new signalized interchanges, and three sound barrier walls. The Project was completed on schedule.

**2. Route 27/244 Interchange Improvements Design-Build Project – Arlington County, Virginia  
Shirley Contracting Company, LLC, Construction Manager (9/2011 – 11/2015)**

**Roles/Responsibilities:** As Construction Manager, Joe was responsible for managing and directing the discipline managers including design, permitting, utility relocations, right-of-way acquisition, quality assurance and quality control, and the construction team through the construction phase of this \$32.5 million Design-Build Project in Arlington County, VA. Joe planned construction scheduling with the QA, QC and VDOT inspection staffs to coordinate inspection coverage for all construction activities. Joe managed a temporary traffic control plan to safely convey vehicular, pedestrian and bicycle traffic through eight stages of TTC including dedicated temporary detours for pedestrians and bicyclists. Joe led a public outreach effort to communicate project details, schedule and traffic impacts to Arlington County, WMATA bus service, Fort Meyer, local residents and the traveling public. The project included reconstruction of the existing 70-year-old bridge carrying Route 27 (Washington Boulevard) over Route 244 (Columbia Pike) and replacement of the existing culvert conveying Long Branch through the middle of the interchange. The new bridge includes aesthetic features including decorative parapets and abutment walls, memorial pylons at the bridge corners, and haunched girders with a two-tone paint scheme to mimic the arch structure of the old bridge. In addition, the project included reconfiguration of the interchange ramps to improve safety and community access, signalization of three intersections, removal of one existing traffic signal along Route 244, overhead sign structures, shared use path and sidewalk facilities, retaining walls, box culverts, major drainage structures, right-of-way acquisition, utilities relocations, noise barriers, storm drainage, storm water management, and landscaping. The Project was completed on schedule.

**3. Southern Avenue Bridge Replacement Design-Build Project – Washington, DC  
Shirley Contracting Company, LLC, Project Manager, May 2004 to September 2006**

**Roles/Responsibilities:** Joe was responsible for the design management, construction management, and oversight of a \$10 million design-build project which included the phased demolition of the existing Southern Avenue Bridge and construction of the new four-lane, 420 foot long cast-in-place concrete, post-tensioned box girder bridge over Suitland Parkway. Joe managed the design process including coordinating plan submittals and reviews with FHWA and the District Department of Transportation (DDOT) along with ensuring the needs of the many other stakeholders were met including the National Park Service and Maryland Department of Transportation. Extensive planning and maintenance of traffic was required to perform the construction of the temporary false-work, the demolition of the existing bridge and construction of the new bridge over the heavily traveled Suitland Parkway which is a major arterial into and out of Washington, DC. The Project also included the relocation of several existing underground and overhead utilities which Joe managed, including an under-bridge gas line with Washington Gas, existing water and sewer lines with DCWASA and existing overhead power and communication lines which required coordination with those utility owners. During the design phase, Joe completed constructability reviews to confirm that plan details were appropriate for planned construction means and methods and that any construction issues were identified early in the design phase. Joe was also responsible for managing the Quality Control Program including submittals, shop drawings, daily reports, material testing and documentation, field tests, erosion and sediment controls, and maintenance of traffic to ensure that construction activities were in compliance with the Plans, Specifications, and regulatory requirements. Joe coordinated with and scheduled a team of Quality Control inspectors to arrange inspection coverage of all construction materials and construction activities; and monitored and updated the CPM Schedule to ensure on-time completion of the Project. The Project was awarded the Metropolitan Washington and Virginia Chapters of Associated Builders and Contractors Excellence in Construction Award in 2007.

**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 to this position.](#)**

**ATTACHMENT 3.3.1**  
**KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>John Vicinski, P.E., DBIA, Director of Design Build Services</b>
b. Project Assignment: <b>Quality Assurance Manager</b>
c. Name of the Firm with which you are employed at the time of submitting SOQ.: <b>Quinn Consulting Services, Inc. (QCS)</b>
d. Employment History: With this Firm <u>12</u> Years With Other Firms <u>25</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): <b>Quinn Consulting Services, Inc.</b> <b>Quality Assurance Manager, June 2008 to Present</b> John is a professional engineer and design-build professional with 37 years of experience in transportation and heavy construction. His experience includes quality assurance management and inspection on interstates, primary and secondary roads, and rural roadways. Since joining Quinn Consulting in June 2008, he has worked as a Quality Assurance Manager (QAM) on VDOT and FHWA Design-Build projects where he has written, overseen, and implemented project specific QA/QC Plans that conformed with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Projects. VDOT/EFLHD Design-Build projects where John served as the role as QAM or Resident QC Engineer include: <ul style="list-style-type: none"> <li>• Battlefield Parkway/Route 7 Interchange (VDOT), 4/2019 to Present - QAM</li> <li>• Hampton Roads Bridge Tunnel (VDOT), 3/2019 to 4/2020 – QAM for 1 year at start of project.</li> <li>• I-95 SB Rappahannock River Bridge Replacement (VDOT), 2/2018 to 10/2019 - QAM</li> <li>• I-64 Capacity Improvements Segment II Design-Build (VDOT), 2/2016 to 8/2019 – QAM</li> <li>• I-395 Express Lanes (Transurban), 8/2017 to 11/2020 - QAM</li> <li>• Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening Design-Build Project (VDOT), 8/2015 to 8/2018 – QAM</li> <li>• Route 1 Improvements near Ft. Belvoir (EFLHD), 5/2014 to 12/2016 – QAM</li> <li>• Fall Hill Widening (VDOT), 12/2016 to 12/2017 - QAM</li> <li>• Telegraph Road and U.S. Route 1 Intersection Design-Build (EFLHD), 2/2014 to 1/2016 – QAM</li> <li>• Route 29 Bridge Over Little Rocky Run Design-Build (VDOT), 6/2013 to 10/2015 – QAM</li> <li>• Route 27/244 Interchange Modifications Design-Build (VDOT), 3/2012 to 11/2015 – QAM</li> <li>• Route 50 Widening Design-Build (VDOT), 9/2011 to 9/2015 – QAM</li> <li>• Pacific Boulevard Extension Design-Build (VDOT), 2/2012 to 6/2013 – QAM</li> <li>• Fort Lee A-Gate Roundabout Design-Build (EFLHD), 3/2012 to 12/2012 – QAM</li> <li>• Fairfax County Parkway Phase III Design-Build (EFLHD), 1/2011 to 3/2013 - QAM</li> <li>• Waxpool Road/Loudoun County Pkwy Interchange (VDOT), 4/2010 to 12/2010 – QAM</li> <li>• I-495 HOT Lanes PPTA (VDOT), 11/2008 to 3/2010 – Resident Quality Control Engineer</li> <li>• Pacific Boulevard Design-Build (VDOT), 6/2008 to 11/2008 – QAM</li> <li>• Battlefield Parkway Design-Build (VDOT), 6/2008 to 11/2008 – QAM</li> <li>• Gilberts Corner Design-Build (VDOT), 6/2008 to 11/2008 – QAM</li> </ul> <b>Alpha Corporation</b> <b>Vice President and Director of Transportation Services January 1995 to June 2008</b> Managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients. Projects and contracts included: <ul style="list-style-type: none"> <li>• I-664 Median Rail Design-Build Project in Portsmouth, VA, 2007 to 2008 – QAM</li> <li>• Northern Virginia District-Wide CEI Contracts, 2005 to 2008 and 1995 to 1998 – Inspector Coordinator</li> <li>• VDOT Culpeper District-Wide CEI contracts, 1998 to 2008 – Inspector coordinator</li> <li>• VDOT Hampton Roads District-Wide CEI Contract, 2004 to 2008 – Project Director</li> <li>• Monroe Street Design-Build, City of Alexandria, 2006 to 2008 – Project Director</li> <li>• Transportation Projects in Prince William County, 2005 to 2008 – Project Director</li> <li>• I-81 Maury River Bridge Replacement Project, 2004 to 2006 – Project Director</li> <li>• Northern Virginia, Culpeper, and Fredericksburg Districts of VDOT, 2002 to 2007 – Inspector Coordinator</li> </ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Pittsburgh / Johnstown, PA / BS / 1982 / Civil Engineering Technology</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>1992   Professional Engineer   VA #402-026380; 2001   Professional Engineer   MD #4737559; 1992   Professional Engineer   PA #PE043306; DBIA Certified; ACI Hydraulic Cement Concrete Field (Expires 11/14/2024), DEQ</b>

**Erosion and Sediment Control (Expires 09/21/2022), DEQ SWM (Expires 09/21/2022), DEQ Dual Inspector (Expires 9/21/2022), Flagging (Expires 3/31/2022), Intermediate Work Zone Safety (Expires 3/31/2022) Radiation Safety Officer (Expires 10/2020), Nuclear Gauge Hazmat Safety (Expires 1/31/2021)**

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

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

**1. I-395 Express Lanes Design-Build Project, Arlington County, Virginia**

**Quinn Consulting Services, Inc. Quality Assurance Manager (August 2017 to November 2020)**

**Roles/Responsibilities:** John served as the QAM on this \$330 million-dollar extension of the 395 Express Lanes. This project extended the 395 Express Lanes for eight miles north from Turkeycock Run near Edsall Road to the vicinity of Eads Street in Arlington. The two existing HOV lanes were converted to express lanes and a third lane was added, providing three reversible express lanes. As the QAM, John was responsible for overseeing the project specific Quality Management System Plan (QMSP) which included both the Design Quality Management Plan (DQMP) and the Construction Quality Management Plan (CQMP). In his role as QAM, John was responsible for chairing project activity Preparatory Meetings, holding weekly QA/QC meetings with owner representatives, and overseeing the QA and QC inspection and testing on the project and verifying compliance with the VDOT Minimum Standards for QA and QC on Design-Build and P3 Projects.

**2. Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening Design-Build Project, Loudoun County, Virginia**

**Quinn Consulting Services, Inc. Quality Assurance Manager (August 2015 to August 2018)**

**Roles/Responsibilities:** John was the Quality Assurance Manager (QAM) on this \$92.9M project which involved the reconstruction and widening of Route 606 Old Ox Road from its original two-lane configuration to a four-lane median-divided urban collector. John provided coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. As the QAM, John was responsible for the Quality Assurance and oversight of the construction operations, including the QA testing technicians; verified test reports, daily reports, safety reports; and environmental reports; he determined and certified to VDOT whether the materials and work complied with the Contract Documents; conducted preparatory inspection meetings prior to the start of any new work; provided oversight and directed the independent quality assurance testing and inspections; and compared the QA and QC tests to ensure that they were within the tolerances established by VDOT's *Minimum QA/QC Requirements Manual*.

**3. Route 27/244 Interchange Modifications Design-Build Project, Arlington County, Virginia**

**Quinn Consulting Services, Inc., Quality Assurance Manager (March 2012 to November 2015))**

**Roles/Responsibilities:** As Quality Assurance Manager (QAM), John was responsible for managing all of the QA inspections and QA testing as well as monitoring of the QC program to ensure compliance with the project-specific QA/QC plan and VDOT's *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects* on this \$32.5 million interchange project in Arlington County, VA. John was responsible for verifying that the materials used on the project complied with the Contract Documents including approval of Source of Materials submissions, materials notebook documentation and comparing test results from QA, QC and VDOT IA/IV testings. Based on the inspection and testing documentation and field observations, John confirmed compliance with the Contract Documents by certification of the monthly payment applications. This project included the replacement of the Washington Boulevard Bridge over Columbia Pike that was built in the 1940s by the War Department as part of the Pentagon Roadway Network. The new bridge has many architectural and aesthetic features including: decorative pylons in each corner; haunched steel fascia girders with a two-tone paint scheme to mimic the previous arch; a relief pattern incorporated into the vertical outer surfaces; a concrete block pattern on retaining and abutment walls, and medallions with images reflecting the historical significance of Freedmen's Village, for which the bridge is named.

\* 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 to this position.**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Erik Dull, PE, Associate</b>
b. Project Assignment: <b>Design Manager</b>
c. Name of the Firm with which you are employed at the time of submitting SOQ: <b>Dewberry Engineers Inc.</b>
d. Employment History: With this Firm <u>6</u> Years With Other Firms <u>14</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): <b>Dewberry Engineers Inc.</b> <i>Associate, Project/Design Manager, 07/2014 to Present</i> Responsible for overseeing the design project team and plan production for all aspects of the project and ensuring the project's design is in accordance with the contract documents and all relevant design criteria; responsible for regularly attending project meetings with the client, contractor, and/or project stakeholders. <ul style="list-style-type: none"><li>▪ <b>Route 28 (Centreville Road) Widening Design-Build (\$56.9M)</b>, 6/2020 to 10/2021, Design Manager</li><li>▪ <b>Route 7 and 690 Interchange (\$4.7M)</b>, 1/2018 to 5/2021, Project Design Manager</li><li>▪ <b>Route 7 Corridor Improvements Design-Build (\$252.9M)</b>, 8/2018 to 5/2024, Assistant Design Manager</li><li>▪ <b>I-95/Route 630 Interchange Reconstruction and Widening Design-Build (\$105.9M)</b>, 11/2016 to 5/2020 – Assistant Design Manager/Lead Roadway Engineer</li><li>▪ <b>MD 4 from Forrestville Road to MD 458 (Silver Hill Road) Community Safety and Enhancement Design-Build (\$22M)</b>, 2015 to 2019 – Roadway Design Lead</li><li>▪ <b>Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes Design-Build (\$45.3M)</b>, 11/2015 to 12/2018 - Assistant Design Manager</li><li>▪ <b>Van Buren Street Extended Over CSXT Railroad Design-Build (\$15M)</b>, 6/2014 to 8/2019 - Roadway Design Lead</li><li>▪ <b>Dulles Metro Rail Phase 2, Package A Design-Build (\$1.2B)</b>, 7/2014 to 12/2017 - Task Manager</li></ul> <b>Parsons</b> <i>Roadway and Drainage Discipline Lead, 08/2007 to 07/2014</i> Led and worked with design teams on public design/build transportation projects, design/bid/build design efforts, and preliminary engineering evaluations; responsible for the oversight and design of vertical and horizontal highway alignments, roadway barriers and retaining walls, culvert and stream crossings, open and closed drainage systems, detention and retention ponds, dry and wet utility relocations, site/parking lot layout, three-dimensional project modeling, and construction quantity take-offs <ul style="list-style-type: none"><li>▪ <b>Dulles Metro Rail Phase 2, Package A Design-Build (\$1.2B)</b>, 5/2013 to 7/2014 - 3D Design Manager</li><li>▪ <b>I-395 HOV Ramp at Seminary Road &amp; I-395 NB Auxiliary Lane Extension Design-Build</b>, 4/2012 to 7/2014 - Lead Roadway Engineer &amp; 3D Design Manager</li><li>▪ <b>I-64 / Route 15 (Zion Crossroads) Interchange Improvements Design-Build Project</b>, 9/2012 to 4/2014 - Lead Roadway Engineer &amp; 3D Design Manager</li><li>▪ <b>Northwest Anthony Henday Drive (Edmonton Ring Road) Design-Build-Operate-Maintain, Alberta, Canada</b>, 8/2008 to 11/2011 - Lead Roadway Engineer</li><li>▪ <b>Northeast Stoney Trail (Calgary Ring Road) Design-Build-Operate-Maintain, Alberta, Canada</b>, 4/2007 to 11/2009 - Lead Drainage Engineer</li><li>▪ <b>SR-114; Geneva Road Design-Build, Orem, Utah</b>, 11/2010 to 11/2012 - Design Engineer</li><li>▪ <b>Mid Jordan Light Rail Design-Build, Salt Lake City, Utah</b>, 10/2007 to 4/2011 - Design Engineer</li><li>▪ <b>Provo to Salt Lake FrontRunner (Light Rail), Provo, Utah</b>, 9/2009 to 12/2012 - Design Engineer</li></ul> <b>Bohler Engineering</b> <i>Assistant Project Manager, 9/2006 to 8/2007</i> Managed a team responsible for preparing due diligence reports, feasibility studies, re-zoning packages, special use permits, and site designs for commercial and mixed-use development projects, including "Big Box" retail developments, banks, pharmacies, and restaurants for corporate clients. <b>Charles P. Johnson &amp; Associates</b> <i>Design Engineer, 5/2000 to 9/2006</i> Performed due diligence, feasibility studies, and site designs for large-scale residential, commercial, and mixed-use development projects; responsible for site grading and layout; stormwater, sanitary, and water systems design; and coordinating with utility providers regarding utility design, layout, permitting, and approvals.

<p>e. Education: Name &amp; Location of Institution(s)/Degree(s)/Year/Specialization:  <a href="#">Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 2003 / Civil Engineering</a></p>
<p>f. Active Registration: Year First Registered/ Discipline/VA Registration #:  <a href="#">Professional Engineer / 2013 / Virginia #0402052210, Professional Engineer / 2009 / Colorado #00437222</a></p>
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> <li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(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.)</b></p> <p><b>1. Route 28 (Centreville Road) Widening - Fairfax County, VA</b>  <b>Dewberry Engineers Inc., Design Manager (June 2020 to Present)</b>  <b>Roles/Responsibilities:</b> Erik is currently the Design Manager for the \$56.9M Route 28 (Centreville Road) Widening Project in Fairfax County, Virginia. This project will widen Route 28 from a four-lane divided highway to a six-lane divided highway for a distance of approximately 2.3 miles between the existing bridge over Bull Run and the interchange at Route 29. Erik oversees the design and survey team including of all field survey and mapping, geotechnical investigation and engineering, environmental permitting, traffic engineering, right-of-way acquisition, and public outreach ancillary to the roadway widening; side street improvements to enhance intersection operations (vehicular and pedestrian); pavement resurfacing (mill and variable depth overlay) and rehabilitation; traffic signal improvements; corridor safety improvements, including vertical profile realignment and the reduction of unsignalized median crossovers; bicycle and pedestrian connection/crossing improvements, including a 10' shared-use path on both sides of Route 28; six proposed stormwater management facilities designed to meet both VDOT and County criteria; utility relocations and betterments, including coordination through a known pre-existing hazardous materials spill site; three noise barriers, as necessary per the results of the final noise analysis and subsequent public involvement to certify the systems are warranted, feasible, and reasonable; three retaining walls; and relocation and implementation of overhead variable message signs and intelligent transportation systems. Erik manages the design QA/QC program. The project design is currently ahead of schedule and the completion of the project's design phase is anticipated in July 2021.</p>
<p><b>2. Route 7/690 Interchange - Loudoun County, VA</b>  <b>Dewberry Engineers Inc., Project/Design Manager (January 2018 to May 2021)</b>  <b>Roles/Responsibilities:</b> Erik is currently the Design Manager for the \$4.7M Route 7 and 690 Interchange Project, just outside of Purcellville, VA, providing a new dual-roundabout interchange with full connectivity between Route 7 and Route 690. The project includes pedestrian access thru the interchange, replacement of the existing Route 690 overpass bridge, widening the both the EB and WB Route 7 bridges over South Fork Catoctin Creek, and providing ancillary roadway improvements to Route 7 and Route 690 thru the interchange's envelope of influence. As Design Manager, Erik manages the project team through the NEPA, public hearing, value engineering, alternative interchange concept adaptation, interchange justification report, limited access control change, and final design processes. Design approval for the project is currently on schedule and completion is anticipated in May 2021.</p>
<p><b>3. I-95/Route 630 Reconstruction and Widening - Stafford County, VA</b>  <b>Dewberry Consultants LLC, Assistant Design Manager (November 2016 to May 2020)</b>  <b>Roles/Responsibilities:</b> Erik served as Assistant Design Manager and Lead Roadway Design Engineer for the \$105.9M project. He provided oversight and guidance to the design teams producing construction plans for the overall project. Erik was involved in the environmental permitting, right-of-way acquisition, and utility stakeholder coordination processes. Erik also attended regular progress meetings with VDOT, the contractor, and project stakeholders. Erik was responsible for managing the design team that produced the construction drawings for the interchange relocation segment of the project, which consisted of a new diverging diamond interchange south of the existing I-95 &amp; Route 630 interchange and a new 4-lane divided roadway from I-95 east to Route 1. His responsibilities also included managing the production of horizontal and vertical alignments, typical sections, cross sections, grading plans, erosion and sediment control plans, right-of-way plans, noise barrier plans, storm sewer, and utility relocation designs within the Interchange segment.</p>
<p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>
<p>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. <b>Not applicable to this position.</b></p>

**ATTACHMENT 3.3.1  
KEY PERSONNEL RESUME FORM**

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Michael Tinsmith, Superintendent</b>
b. Project Assignment: <b>Construction Manager</b>
c. Name of Firm with which you are employed at the time submitting SOQ: <b>Shirley Contracting Company, LLC</b>
d. Employment History: With this Firm Years <b>19</b> With Other Firms <b>7</b> 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:  <b>Shirley Contracting Company, LLC</b> <b>Project Superintendent/Construction Manager, January 2001– Present</b> As Superintendent, he is responsible for managing all onsite constructions activities, maintaining and monitoring the overall project schedule, and managing complex maintenance of traffic on a daily basis. His responsibilities include scheduling and coordination of self-perform work as well as the work of project subcontractors. <ul style="list-style-type: none"> <li>• <b>I-95/Route 630 Reconstruction and Widening Design-Build Project (\$105.9M)</b> 10/2017 to 8/2020, General Superintendent</li> <li>• <b>National Museum of the US Army, Roads and Infrastructure (\$21M)</b> – 9/2016 to 10/2017, Project Superintendent</li> <li>• <b>CIT/Innovation Avenue Realignment (\$12M)</b> 10/2015 to 9/2016, Construction Manager</li> <li>• <b>Route 29 Bridge over Little Rocky Run Design-Build – (\$12.7M)</b> 6/2013 to 10/2015, Project Superintendent</li> <li>• <b>Opal Interchange (\$14M)</b> – 9/2011 to 6/2013, Project Superintendent</li> <li>• <b>Main Post Infrastructure (\$32M) - Phase I Roads &amp; Utilities</b> – 8/2009 to 5/2012, Project Superintendent</li> <li>• <b>I-66 Improvements (\$81M)</b> – 1/2008 to 8/2009, Roadway Superintendent</li> <li>• <b>Dulles Greenway Capital Improvements Design-Build (\$71M)</b> – 3/2006 to 12/2007, Roadway Superintendent</li> <li>• <b>National Harbor North Road (\$5.3M)</b> - 1/2005 to 2/2006, Roadway Superintendent</li> <li>• <b>VDOT K86 Ground Improvement (\$35M)</b> – 8/2002 to 12/2004, Assistant Superintendent</li> <li>• <b>I-95 Springfield Interchange - Phase IV – (\$140M)</b> 1/2001 to 9/2002, Assistant Superintendent</li> </ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization <b>N/A</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Erosion &amp; Sediment Control Contractor Certification (ESCCC), Maintenance of Traffic - Traffic Control Engineer. Will obtain Virginia Department of Environmental Quality ( DEQ) Responsible Land Disturber (RLP) Certification prior to commencement of construction.</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> <li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li> <li>2. <i>Note whether experience is with current firm or with other firm.</i></li> <li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li> </ol> <p><b>(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.)</b></p> <p><b>1. I-95/Route 630 Reconstruction and Widening Design-Build- Stafford County, VA</b> <b>Shirley Contracting Company, LLC, General Superintendent (10/2017 – 8/2020)</b> <b>Role/Responsibilities:</b> Mike was the General Superintendent over all segments of the \$105.9 million design-build I-95/Route 630 Reconstruction and Widening Project for the Virginia Department of Transportation (VDOT). Mike served as the overall director of field operations during the 36-month construction duration of the Project’s</p>

three main segments. The Project included construction of a diverging-diamond interchange (DDI) in place of the existing I-95/Route 630 interchange including two parallel bridges carrying Route 630 over I-95 in Stafford County. The Shirley Team widened Route 630 Courthouse Road from a 2-lane to 4-lane divided section from Ramoth Church Road to Winding Creek Road, 1.9 miles. Additionally, the Team relocated an existing park-and-ride lot to a new location adjoining the interchange and increase the capacity from 255 spaces to over 1,100 spaces. Mike served as the primary field coordinator managing over 150 craft workers and subcontractors daily. Mike coordinated daily with Quality Control Quality Assurance and VDOT Staff to discuss upcoming schedules, testing requirements, inspection staffing as well as issue resolution. The Project required extensive relocations of existing utility facilities, including those owned by Dominion Power, Verizon, Columbia Gas and Stafford County public water and sewer. Mike coordinated with the utility owners regarding the scheduling of their relocations. The Project achieved the 90-day early completion bonus offered by VDOT.

**2. CIT/Innovation Avenue Realignment Design-Build – Loudoun County, VA**

**Shirley Contracting Company, LLC, Design-Build Construction Manager/Superintendent (10/2015 – 9/2016)**

**Role/Responsibilities:** Mike served as Construction Manager for completion of the third and final phase of a new intersection over Route 28 in Loudoun County, VA. He managed full scope of field operations including water and sewer relocations, mass earthwork, rock drilling and blasting, storm sewer, roadway construction, and project acceptance from VDOT and Loudoun County. Mike managed all erosion and sediment control maintenance and inspection activities, including coordinating with VDOT’s district and regional stormwater compliance representatives. Mike coordinated all operations with the Project’s Quality Control testing and inspection staff. The Project realigned existing Innovation Avenue for 1.2 miles through an extremely geotechnically challenging site containing a mix of soil and large loose boulders over a base of granite and diabase rock. Mike managed the aggressive schedule (11 months) required by the Project’s owner while maintaining Project quality and meeting VDOT requirements for Project acceptance.

**3. Route 29 Bridge over Little Rocky Run Design-Build – Fairfax County, VA**

**Shirley Contracting Company, LLC, Project Superintendent (6/2013 – 10/2015)**

**Role/Responsibilities:** Mike served as Superintendent on this \$12.7 million project to replace the structurally deficient bridge on Route 29 over Little Rocky Run with a 6-lane bridge and approaches. The project included a two span prestressed box girder bridge over Little Rocky Run Stream, pedestrian facilities, right-of-way acquisition, drainage, signing and pavement marking, 12” and 24” water main relocations, complete storm water sewer replacement, traffic management plan, erosion and sediment Control, and utility relocations. Mike’s responsibilities include management and oversight of all day to day field construction activities including roadway, grading/earthwork, ROW, utility relocations, and maintenance of traffic. He monitored and updated the schedule to ensure on-time completion.

\* 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.

**Mike is currently assigned to the Taxiway Whiskey 6 Project at Joint Base Andrews in Camp Springs, Maryland, which is scheduled for completion in December 2020.**

## 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: <b>Warrenton Southern Interchange US 15/17/29</b> Location: <b>Fauquier County, Virginia</b>	Name: <b>Dewberry Engineers Inc.</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>William Stowe</b> Phone: <b>540-827-7287</b> Email: <b>william.stowe@vdot.virginia.gov</b>	<b>11/2020</b>	<b>11/2020</b>	<b>\$19,587</b>	<b>\$19,794*</b>  <small>*Difference Due to Owner added scope</small>	<b>\$19,794</b>

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 February 2018, Shirley Contracting Company, LLC was awarded the Warrenton Southern Interchange Project by the Virginia Department of Transportation. The \$19.7 design-build million project replaces the existing at-grade intersection of Route 15/17/29, Route 15/17/29 Business, and Lord Fairfax Drive with a grade-separated interchange. The newly constructed interchange includes two roundabouts and a bridge in place of signalized intersections to improve safety and capacity. In addition, the project includes a new bridge over Route 15/17/29, a new 8' wide shared use path (2,000'), a new park and ride lot for commuters (20 spaces), a lighting system for the roundabouts, new landscaping, and all new roadway pavement.

**PROJECT SCOPE**

- Right-of-way acquisitions of 4 parcels;
- Coordination and relocation of facilities owned by different utility companies on common pole lines;
- Acquisition of environmental permits;
- Construction of the new bridge over existing Route 15/17/29;
- Construction of two roundabouts;
- New 10' wide shared use path within the interchange;
- New Park & Ride lot;
- Interchange lighting;
- Contractor administered quality assurance and quality control;
- Coordination of public involvement;
- Coordination with adjacent construction project; and
- Coordination with Lord Fairfax Community College.

**SHIRLEY'S ROLE**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of all aspects of construction, including design and engineering, right-of-way acquisitions, permitting, coordination of utility relocations, public outreach before and during the Project, overall Project administration and construction management, 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 also responsible for creating and monitoring the schedule throughout the design and construction phases.

**EVIDENCE OF EARLY OR ON-TIME COMPLETION:**

The aggressively scheduled project was completed on time, without claims, and with change orders that consisted of owner-directed modifications to add project scope.

**CONSTRUCTING ROUNDABOUT EXPERIENCE:**

The Project required the design and construction of a dual roundabout interchange within the existing right-of-way. As part of our Team's unique concept, we shifted the eastern roundabout to the southeast avoiding residential property impacts and also eliminated the need for retaining walls that were part of the RFP design. Also, our Team's unique construction sequence allowed for work to begin within existing right-of-way while maintaining the existing intersection.

**USE OF INNOVATIVE DESIGN SOLUTIONS:**

Our Team improved VDOT's original roundabout design by adjusting the location of the two roundabouts further away from existing traffic. This enabled both roundabouts to be fully built without shifting the existing traffic pattern.

The improved design allowed for 75% of the roadway construction to be completed before the major milestone of opening the bridge. In addition, the ramp configuration was adjusted to avoid constructing a 2000 foot long retaining wall adjacent to private property.

- Several creative adjustments to the temporary traffic control plans were coordinated with VDOT to allow safer conditions for the travelling public while still allowing favorable constructability. VDOT allowed a shift from the existing ramp to the signalized intersection for a two month duration in order to allow for expedited construction.
- A challenge to the project was the restriction to only allowing night time lane closure hours on Route 15/17/29 Bypass. The Team proposed a solution to VDOT to allow extended lane closure hours during non-rush hours. VDOT was willing to partner on this idea to allow for safer construction along Route 15/17/29 Bypass.
- A unique milestone was included to have the existing signalized intersection removed by July 1, 2020. This deadline was achieved ahead of schedule on June 23, 2020.
- Drone footage was utilized as a new survey tool. A specialized contractor records elevation points throughout the Project to map the current elevation compared to planned elevation. This software was used to plan earth moving operations in a more efficient and user-friendly method.
- A challenge to the Project was the limits of right-of-way in comparison to the environmental measures needed. The required space for sediment traps and basins was not possible due to construction limits. Therefore, the Team worked with VDOT and DEQ to follow the best practices possible. Solutions consisted of additional check dams, silt fence and diversion dikes with revised E&S plans to ensure the measures were adequate.

**MINIMIZING IMPACTS TO THE TRAVELLING PUBLIC, BUSINESSES & COMMUNITIES:**

Our Team worked with VDOT to phase the opening of the interchange and minimize the overall duration of the detour needed for the final ramp construction. In addition, our Team partnered with VDOT to develop allowable day time lane closure periods which optimized the availability of the lanes during peak traffic periods while making them available for construction during non-peak hours. This was key to the overall success as the Project originally identified allowable lane closures at night and in some instances these actually took away the beginning hours of a peak period. Our unique interchange concept also strategically located key features outside the footprint of the existing roadway and intersection. This allowed for the majority of construction to occur without impact to the traveling public.

**KEY STAKEHOLDER COMMUNICATION STRATEGIES:**

The Shirley Team was responsible for public involvement on the Project that included Pardon our Dust meetings that were held before each major traffic switch and all communication was coordinated with local elected officials and Board members. Coordination with Lord Fairfax Community College was also provided.

**RIGHT-OF-WAY AND UTILITY IMPACT MINIMIZATION AND RELOCATION COORDINATION:**

During the design process, a sequence of construction was planned that utilized the existing right-of-way for the first phase of construction so that this work could be completed simultaneously with the acquisition of right-of-way. During the later phases of the project, the sequence of roadway construction was modified to run parallel with the order at which the right-of-way properties were being acquired and the utility relocations being completed.

**SIMILARITIES TO BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE PROJECT**

- Design-Build Delivery
- Construction of two Roundabouts
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public and Stakeholder Coordination and Outreach
- 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: <b>Route 772 Transit Connector Bridge</b> Location: <b>Ashburn, Virginia</b>	Name: <b>Dewberry Engineers Inc.</b>	Name of Client/ Owner: <b>Loudoun County</b> Project Manager: <b>Ron Mallory, PE</b> Phone: 703-737-8822 Email: Ronald.Mallory@loudoun.gov	<b>12/2018</b>	<b>11/2018</b>	<b>\$16,563</b>	<b>\$17,098*</b> <b>*Difference due to Owner added scope</b>	<b>\$17,098</b>

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



**SIMILARITIES TO BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE**

- Design-Build Delivery
- Roundabout Design and Construction
- Utility Relocations & Avoidance
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public and Stakeholder Coordination and Outreach
- Worked With Lead Designer-Dewberry
- Key Personnel:  
Superintendent- Beau Marshall

**PROJECT NARRATIVE:**

In April 2016, Shirley Contracting Company, LLC (Shirley) was awarded the Route 772 Transit Connector Bridge Project, Loudoun County's first Design-Build Project. The \$17 million project included the 1,800 LF extension of Metro-Center Drive from Devin Shafron Way to a new roundabout at Moorefield Boulevard and the construction of 800 LF of Moorefield Boulevard from the new roundabout to Croson Lane. The Metro-Center Drive extension included a new three span bridge over the Dulles Greenway and WMATA's Silver Line and provides a critical link between residential communities on both sides of the Dulles Greenway to the Route 772 Silver Line Metro Station entrances and parking garages.

**PROJECT SCOPE:**

- 2,600 LF of two lane closed section roadway;
- A single lane roundabout at the intersection of Metro Center Drive and Moorefield Boulevard;
- 10' shared-use path on west side of Metro Center Drive;
- 6" Sidewalks on both sides of Moorefield Boulevard;
- Coordination with County staff for Right-of-Way (ROW) acquisition from nine parcels;
- Environmental permitting;
- 2,759 LF of Storm Sewer and 39 Structures;
- Coordination of utility relocations including overhead power and communications moved to underground at bridge abutment;
- 1,810 LF of Common Duct Bank for Dominion Power and Verizon;
- 978 LF of 10" Sleeve for an 8" Washington Gas main;
- 1,166 LF of 8", 10", and 12" Sanitary Sewer Pipe and thirteen manholes;
- 1,516 LF of 8", 10" and 12" Waterline;
- Three Span Bridge over the Dulles Greenway and Silver Line Metro;
- Adjacent Project and Developer Coordination, and
- Completion of Loudoun County Street Acceptance Requirements.

**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, stakeholder coordination before and during construction, overall Project administration, construction, and Quality Assurance and Quality Control. Shirley was also responsible for creating and monitoring the schedule throughout the design and construction phases.

**SUCCESS IN THE COORDINATION OF COMPLEX UTILITY RELOCATIONS:**

The Project included coordination of the relocation of existing utilities as well as design and construction of complex utility infrastructure within a tight footprint. On the north side of the Dulles Greenway, Dominion Power and Verizon maintained overhead facilities that conflicted with the proposed bridge abutment. Shirley coordinated with the Silver Line Project and utility representatives to relocate these facilities underground in an alignment that worked for both projects. Along Moorefield Boulevard our Team designed and constructed a duct bank for Dominion Power and Verizon that included 38 conduits. The duct bank was designed and constructed under the sidewalk within a tight footprint between the roadway curb and ROW requiring detailed design coordination between the duct bank, storm sewers, water and sewer lines, and gas main sleeves.

**USE OF INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:**

During the design phase as part of our coordination with project stakeholders, we received comments from the

Claude Moore Charitable Foundation (CMCF) to eliminate a large diameter culvert crossing that drained from one of CMCF's land bays to another on the opposite side of the roadway. Understanding that addressing the developer's comment was critical to obtaining dedication of the ROW from CMCF, we redesigned the profile of Metro-Center Drive and the drainage to convey the flow through the storm system. This redesign required regrading a large portion of CMCF's land bay to channel the offsite flow to CMCF's future outfall location. These innovative design changes helped to secure CMCF's ROW dedication and were completed at no additional cost to the County.

**CONSTRUCTION OF ROUNDABOUTS:**

The project required the design and construction of a new roundabout at Moorefield Boulevard and included a 21' wide center island with an 8" thick structural concrete truck apron with stamped colored concrete aesthetic treatment.

**DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:**

The Project footprint was severely limited by planned developments and concurrent construction projects including on the south side of the Dulles Greenway through the proposed Moorfield Station development, on the north side of the Dulles Greenway adjacent to the construction of the Comstock parking garage and the Gramercy District, and work adjacent to and over the ongoing Silver Line Project rail line, electrical substation, and kiss-and-ride lot. Each of these developments and construction projects required close coordination during the design and construction phases to ensure that project plans were aligned and the schedule of workforces competing to work in the same areas were coordinated allowing all projects to proceed on schedule.

**KEY STAKEHOLDER COMMUNICATION STRATEGIES:**

Before and during construction, Shirley attended the WMATA Silverline Rail Operations coordination meetings and maintained open lines of communication with Silverline operations throughout the duration of the Project, collaborating on construction schedule, site access requirements and maintenance of traffic to mitigate scheduling complications for either project. In addition, the Project team held bi-weekly coordination meetings with the major stakeholders and adjacent project representatives to ensure all parties were well informed of progress and planning. The Project team also provided a daily planned activities summary for the owner and QA/QC teams, as well as a weekly update to major stakeholders outlining planned work activities for the week ahead. These stakeholders included the County, Silver Line Metro, CMCF, TRIP II, Ballard Construction, VDOT-Leesburg Permit Office, Comstock Companies (Loudoun Station Development), and Loudoun Water.

**LIMITING IMPACTS TO THE TRAVELING PUBLIC, BUSINESSES & COMMUNITIES:**

While much of the Project was constructed on a new alignment, the Metro-Center Drive bridge construction was performed over the Dulles Greenway and more than 70,000 vehicles per day. Coordination of traffic control on the Greenway was complicated by daily and nightly lane closures being performed by the Silver Line Project through the corridor.

**EVIDENCE OF EARLY OR ON-TIME COMPLETION:** The Project was completed with all punch lists addressed on November 30, 2018, ahead of the contractual completion date.

**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: <b>Route 27/244 Interchange Modifications Design-Build</b> Location: <b>Arlington County, Virginia</b>	Name: <b>Dewberry Engineers Inc.</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Christiana Briganti-Dunn, PE, CCM</b> Phone: <b>703-259-2960</b> Email: <b>christiana.briganti@vdot.virginia.org</b>	<b>8/2015</b>	<b>11/2015*</b>  *Difference Due to Owner added scope	<b>\$31,400</b>	<b>\$32,542*</b>  *Difference Due to Owner added scope	<b>\$32,542</b>

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



**SIMILARITIES TO BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE PROJECT**

- Design-Build Delivery
- Coordination with Arlington County and Federal Agencies
- Roadway Improvements
- Acquisitions of ROW & Easements
- Phased Construction
- Geotechnical Investigations
- Maintenance of Traffic
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Stakeholder Coordination
- Worked With Lead Designer - Dewberry
- Key Personnel:
  - ✓ Utility Manager: Todd Kief
  - ✓ Construction Manager: Joe Maguire

**PROJECT NARRATIVE:**

In August 2011, the Shirley Design-Build Team comprised of Shirley Contracting Company, LLC (Shirley) as the Lead Contractor, and Dewberry Engineers, Inc. as the Lead Designer, was awarded the Route 27/244 Design-Build Project. The Project included the complete reconstruction of the existing 70-year-old bridge carrying Route 27-Washington Boulevard over Route 244-Columbia Pike and replacement of the existing box culvert conveying Long Branch through the middle of the interchange. The new, longer, and wider bridge included significant aesthetic features including decorative parapets and abutment walls, memorial pylons at the bridge corners, and haunched girders with a two-tone paint scheme to mimic the arch structure of the old bridge. The bridge also accommodated the widening of Columbia Pike which was also constructed as part of the Project. In addition, the Project included reconfiguration of the interchange ramps to improve safety and community access, signalization of three intersections, removal of one existing traffic signal along Route 244, overhead sign structures, shared use path and sidewalk facilities with connections to existing facilities on Route 244, retaining walls, box culverts, major drainage structures, right-of-way acquisition, utilities design, coordination, and relocation, sound barrier wall, storm drainage, storm water management and landscaping.

A significant element of the Project was the replacement of an existing 10' x 7.5' box culvert that conveyed Long Branch through the center of the Project and was integral with the substructure of the existing bridge. The Team developed a culvert and bridge design concept with a new double 10' x 10' culvert aligned through the new bridges while maintaining structural independence between the design elements. This alignment optimized the culvert length, eliminated the need to tunnel large diameter pipes under Washington Boulevard, and minimized the impacts to the Long Branch Flood Plain. This concept also modified the location of the culvert outfall to minimize erosion that had been a maintenance concern for VDOT and Arlington County for many years.

**PROJECT SCOPE:**

- Bridge construction including decorative parapets and abutment walls
- Haunched girders with two-tone paint scheme
- Reconfiguration of interchange ramps
- Overhead sign structures
- Retaining walls
- Drainage structures
- Storm Water Management
- Memorial pylons at bridge corners
- Widening of Columbia Pike
- Signalization of three intersections
- Shared use path
- 10' x 10" Double Box culvert
- Sound Barrier Wall
- Stakeholder Coordination

**SHIRLEY'S ROLE:**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of construction, including design and engineering, right-of-way acquisitions, permitting, utility relocations, public outreach, overall Project administration and construction management, and QA and QC. Lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner in public relations and getting notices out to

traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout design and construction.

**INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:**

The presence of Potomac Formation clays and silts presented problems with slope instability and excessive shrink/swell characteristics. Increasing the complexity of these subsurface materials where the planned fill slopes and varying height retaining walls, up to 25', required to widen the existing roadways. Our Team selected the most cost effective alternatives. For global stability concerns at fill slopes, H-piles were driven at 6' spacing to achieve the required factor of safety for stability. To save costs, we coordinated the design of temporary shoring systems at the bridge approaches so shoring piles could be left in place and double as global stability piles. At larger fills where settlement was a concern, we reduced loading on compressible materials through the use of lightweight cementitious fill for the embankment and retaining wall backfill. The material reduced the total loading and expected settlement on the compressible clay layers by more than 50%. It also eliminated the need for long settlement wait times during construction enabling the project to proceed on schedule and budget.

The Project scope also included modifications to the interchange ramps to improve safety and address multi-modal transportation issues. Our Team worked closely with VDOT to optimize the ramp alignment while balancing the need to upgrade the existing interchange to current design standards with the need to minimize the right-of-way impacts outside of the current tight urban footprint. Through this effort our Team was able to eliminate design exceptions and 21 of the 32 design waivers that VDOT's RFP indicated would be required.

**KEY STAKEHOLDER COMMUNICATION STRATEGIES**

The Shirley Team provided extensive coordination and communication with multiple agencies and third parties during the performance of the Project. To address stakeholder concerns, our Team engaged regularly with the community through meetings where concerns were discussed and solutions were offered. This resulted in a reduction of impacts to neighboring residential communities. While administered by VDOT, the Project was located in Arlington County and the County owned and operated traffic signals and had water and sanitary sewer facilities that were impacted, requiring coordination with the County. Also, signing and marking improvements which extended beyond the physical interchange limits, were coordinated with the Pentagon, Fort Meyer, Arlington County and WMATA Bus.

**EVIDENCE OF EARLY OR ON-TIME COMPLETION:**

- Multiple scope additions were added by Arlington County and a time extension was granted by VDOT and the Project was completed on schedule.

**PROJECT METRICS:**

- Quality - Effective design and construction QA/QC procedures and active communication with VDOT led to high quality design submittals and effective quality compliance through construction. The Project received numerous awards including the 2016 Design-Build Institute's National Award of Merit.
- Safety - The Project had no lost time injuries over the 36 months of construction.

**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: <b>Warrenton Southern Interchange US 15/17/29</b>  Location: <b>Fauquier County, Virginia</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>Virginia Department of Transportation</b> Project Manager: <b>William E. Stowe, PE</b> Phone: <b>540-827-7287</b> Email: <b>william.stowe@VDOT.virginia.gov</b>	<b>03/2019</b>	<b>11/2020</b>	<b>\$19,587</b>	<b>\$19,794*</b> * Difference Due to Owner Added Scope	<b>\$2,087</b>

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 BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE**

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Interchange Design
  - ✓ Double roundabout interchange modification
  - ✓ Pedestrian and bicycle facilities through the interchange and roundabouts
- Hydraulic Design
- Traffic Engineering Design
  - ✓ Roundabout signing, marking & lighting
  - ✓ Multi-staged TTC plans
  - ✓ Traffic signal modifications
- Utility Relocation Design
- Aesthetic enhancements (landscaping)
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Worked with Lead Contractor - Shirley

**PROJECT NARRATIVE AND SCOPE:**

In 2018, the Shirley-Dewberry Design-Build Team was awarded the contract to design and construct a grade separated interchange at the existing intersection of US Route 15/17/29 Bypass and Business Route 15/17/29. In order to provide appropriate connections for multiple roadways with varying classifications, it was determined that roundabouts should be provided east and west of the interchange. In addition, a shared use path was provided to connect to the planned pedestrian networks north and south of the project. A Park & Ride Facility was also included within the footprint of the interchange to address commuter needs.

Dewberry's scope included:

- Field surveys
- Wetland delineations, environmental permitting, and permit monitoring
- Roadway and interchange design
- Roundabout design and operational analysis
- Structural design including bridge and retaining walls
- Hydraulic design and stormwater management
- Temporary traffic control and transportation management plan development
- Lighting and electrical design
- Landscape design
- Public meeting preparation, attendance, and support

This Project was located within The Journey Through Hallowed Ground (JTHG) Heritage Area, and 70,000 SF of landscaping was provided in accordance with aesthetic requirements of the corridor in coordination with Fauquier County, the Town of Warrenton, and the JTHG. Extensive sight distance analyses were performed to accommodate landscaping adjacent to the roadways and shared use path.

**DEWBERRY'S ROLE:**

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services. Additional services completed by Dewberry included field surveys and all environmental permitting and documentation. Dewberry also oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations, traffic counts, noise analysis, and pipe condition inspections and analysis. During construction, Dewberry continued to attend public outreach meetings with the local community and regular progress meetings with VDOT. Dewberry also reviewed all construction submittals, responded to construction RFIs, and completed permit monitoring as required by the environmental permits. During construction, plan modifications were completed to facilitate construction of an access road at the northern end of the project which was constructed by state forces. Dewberry completed hydraulic, stormwater management, and environmental permitting services for these modifications.

**ROUNDABOUT EXPERIENCE IN HIGHLY DEVELOPED URBAN AREAS:**

One of the challenges of this Project was to provide a dual-roundabout interchange within existing right-of-way previously acquired for a trumpet interchange. Following acquisition of the existing right-of-way, additional road network improvements were made to serve residential, public, and commercial development which precluded construction of a trumpet interchange and required development of a new interchange configuration. Our Team's unique concept shifted the eastern roundabout to the southeast to avoid residential properties and enabled the relocation of the NB 15/17/29 Bypass ramp to the interior of the interchange, eliminating retaining walls and additional right-of-way impacts. The limited right-of-way and steep existing grades also required the roundabouts to be designed on-grade versus the conventional domed shape. Thorough grading and drainage analyses were performed to ensure safety requirements were met while also achieving necessary fastest path, sight distance, and visibility requirements.

**KEY STAKEHOLDER COMMUNICATION STRATEGIES:**

Throughout the entire project, monthly coordination and progress meetings were held with VDOT. Additional meetings we held with the Town of Warrenton, Lord Fairfax Community College, and other stakeholders. Design reviews were solicited from each agency, and all comments were addressed prior to plan approval. Public outreach consisted of outreach meetings prior to construction, prior to major traffic pattern changes, and with individual property owners as work was initiated near their properties. Dewberry provided exhibits to VDOT for use in press releases for major traffic switches and prepared tutorial/educational materials related to roundabout operations which was posted on the Project website and used at information meetings at Lord Fairfax Community College.

**EVIDENCE OF EARLY OR ON-TIME COMPLETION:**

Design was completed on-time, enabling construction to commence while right-of-way acquisitions and utility relocations were initiated. Limited Access Control Changes and Innovative Intersection Approval were accommodated within the design schedule. Construction sequencing was also reviewed during construction to provide additional efficiencies. Construction was also completed by the required contract completion date.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: <b>Route 7 Westbound Truck Climbing Lane Design-Build</b>  Location: <b>Loudoun County, Virginia</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client: <b>Virginia Department of Transportation</b> Project Manager: <b>Sanjeev Suri, PE, PMP</b> Phone: <b>703-259-2232</b> Email: <b>Sanjeev.suri@vdot.virginia.gov</b>	<b>11/2013</b>	<b>12/2015</b>	<b>\$27,984</b>	<b>\$28,780*</b>  * Difference Due to Owner Added Scope	<b>\$1,984</b>

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 BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE**

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway & Interchange Design
  - ✓ Double roundabout interchange modification
  - ✓ Pedestrian and bicycle facilities through the interchange and roundabouts
- Hydraulic Design
- Traffic Engineering Design
  - ✓ Roundabout signing, marking & lighting
  - ✓ Multi-staged TTC plans
  - ✓ Traffic signal modifications
- Utility Relocation Design
- Aesthetic enhancements (landscaping, architectural treatments)
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Worked with Lead Contractor - Shirley

**PROJECT NARRATIVE AND SCOPE:**

In 2013, the Shirley-Dewberry design-build Team was awarded the contract to construct a truck climbing lane along westbound Route 7 between the West Market Street Interchange and the Route 9 Interchange. In addition to the truck climbing lane, median access and intersection locations were modified or closed in order to improve the safety of the corridor, and new local roads were completed adjacent to Route 7 to maintain access to local communities and residential properties.

Dewberry's scope included:

- Field surveys
- Wetland delineations, environmental permitting, and permit monitoring
- Roadway and interchange design
- Roundabout design and operational analysis
- Structural design including bridge modifications and retaining walls
- Hydraulic design and stormwater management
- Temporary traffic control and transportation management plan development
- Lighting and electrical design
- Landscape design
- Public meeting preparation, attendance, and support

A major element of the project was the reconfiguration of the Route 9 Interchange, converting the existing diamond interchange to a dual-roundabout interchange. The southern roundabout required development of complex geometry to accommodate the 5-leg intersection configuration. Roundabout designs were completed in a manner which provided flexibility to operate as either single-lane or dual-lane facilities. As design neared completion, Dewberry revised the design to immediately implement the dual-lane operation configuration based on updated operational analysis, in coordination with VDOT.

In addition to the roundabout modifications, the existing Route 9 overpass was reconfigured to accommodate a grade-separated underpass of the W&OD Trail beneath the end-span immediately south of Route 7. Retaining walls were added to avoid impacts to the existing bridge foundation and substructure elements. Lighting was designed to utilize the existing light pole "blisters" on the bridge parapets to avoid modifications to the existing bridge. Finally, the profile of westbound Route 7 was reconstructed and lowered to increase vertical clearance under the Route 9 bridge to meet current design standards.

**DEWBERRY'S ROLE:**

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services required by the scope of the project. Additional services completed by Dewberry's Fairfax office included field surveys and all environmental permitting and documentation. Dewberry also oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations, and pipe condition inspections and analysis. During construction, Dewberry continued to attend public outreach meetings with the local community and regular progress meetings with VDOT and Loudoun County. Dewberry also reviewed all construction submittals, responded to construction RFIs, and completed permit monitoring as required by the environmental permits.

**ROUNDAABOUT EXPERIENCE IN HIGHLY DEVELOPED URBAN AREAS:**

Designs for both of these roundabouts not only considered the ultimate configurations, but also the complexities of building both of them while the existing interchange ramp terminals and Route 9 remained in operation. Dewberry developed extensive temporary traffic control plans to account for staged construction, enabling traffic to be maintained while extensive grade changes were made on Route 9 and each of the interchange ramps. We also remained flexible during the design process, developing plans for single lane roundabouts, and then quickly revising them to accommodate two-lane operations based on updated traffic analysis. Sequencing of roundabout construction accommodated both motorists and pedestrians through all stages of construction, and aesthetic elements including concrete architectural treatment and landscaping were also incorporated.

**KEY STAKEHOLDER COMMUNICATION STRATEGIES:**

Throughout the entire project, monthly coordination and progress meetings were held with VDOT, Loudoun County, the Town of Leesburg, and NOVA Parks since elements of work impacted each of those agencies/entities. Design reviews were solicited from each agency, and all comments were addressed prior to plan approval. Public outreach consisted of outreach meetings prior to construction, prior to major traffic pattern changes, and with individual property owners as work was initiated near their properties and facilities.

**EVIDENCE OF EARLY OR ON-TIME COMPLETION:**

Design was completed on-time, enabling construction to commence while right-of-way acquisitions and utility relocations were initiated.

**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: <b>Route 27/244 Interchange Modifications Design-Build</b>  Location: <b>Arlington County, Virginia</b>	Name: <b>Shirley Contracting Company, LLC</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Ms. Christiana Briganti-Dunn, PE</b> Phone: <b>703-259-2960</b> Email: <b>christiana.briganti@vdot.virginia.org</b>	<b>9/2011</b>	<b>11/2015</b>	<b>\$31,400</b>	<b>\$32,542*</b> *Difference Due to Owner Directed and Non-Owner Directed Work Orders	<b>\$2,102</b>

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 BOUNDARY CHANNEL DRIVE AT I-395 INTERCHANGE**

- Design-Build Delivery
- Coordination with Arlington County and Federal Agencies
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Interchange Design
  - ✓ Ramp modifications and realignments
  - ✓ Pedestrian and shared-use path facilities
- Hydraulic Design
- Traffic Engineering Design
  - ✓ Interchange signing, marking & lighting
  - ✓ Multi-staged TTC plans
- Aesthetic enhancements (landscaping, architectural treatments)
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Worked with Lead Contractor - Shirley

**PROJECT NARRATIVE AND SCOPE:**

In 2011, the Shirley-Dewberry Design-Build Team was awarded the Route 27/244 Interchange Modification project to replace the existing concrete arch structure which carried Route 27 over Route 244. This project had three primary purposes:

- Replace the deteriorating Route 27 concrete arch bridge over Route 244;
- Improve safety and operation of the interchange; and
- Accommodate additional modes of transportation.

Dewberry's scope included:

- Field surveys, environmental permitting, and public outreach;
- Roadway and interchange geometric design;
- Retaining wall and bridge structural design;
- Drainage and stormwater management design;
- Traffic engineering design (traffic signals, signing & marking, and temporary traffic control);
- Lighting and electrical design;
- Utility relocation design; and
- Oversight of all engineering subconsultant services.

To meet the first objective, the existing Route 27 concrete arch structure (constructed in 1942 as part of the Pentagon Roadway Network) was replaced with parallel single span bridges over Route 244. Following more than a decade of coordination with local citizens, the new bridges incorporated architectural treatments representative of the nearby Freedmans Village and mimicked elements of the original concrete arch through the use of two-tone paint on the outside girders.

To improve safety and operations, dedicated turn lanes were added on Route 244, a continuous auxiliary lane was provided on northbound Route 27 between loop ramps, 6 interchange ramps were reconfigured to optimize operations, and an under-utilized loop ramp was eliminated. Hydraulic operations were improved by replacing an existing box culvert which increased hydraulic capacity and addressed outlet scour and erosion concerns. The new box culvert, located directly below and through the new bridge foundation elements, was designed in coordination with the bridge substructure design to accommodate pile foundation installation between barrels of the box culvert, and was coordinated with extensive utility relocations throughout the interchange footprint. Through refined design development, Dewberry was able to eliminate 29 of the 34 additional design exceptions and waivers which were identified in the RFP package to be developed and approved during final design.

To accommodate additional modes of transportation, the span length of the Route 27 bridges over Route 244 was increased to accommodate on-road bike lanes, a shared-use path, and a sidewalk. The vertical clearance was increased and existing utilities were relocated to accommodate a future streetcar. Improvements along Route 27 were coordinated with the on-going trail connection being designed separately by Arlington County.

**DEWBERRY'S ROLE:**

As the Engineer of Record, Dewberry's Fairfax, VA office was responsible for all aspects of final design and completion of field surveys, environmental permitting and permit monitoring and attended coordination meetings with VDOT, Arlington County, third party stakeholders, and participated in all community outreach meetings. Dewberry was responsible for oversight of design subconsultants for completion of aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, and noise analysis. During construction, Dewberry provided construction Quality Control inspection services.

**KEY STAKEHOLDER COMMUNICATION STRATEGIES:**

Extensive coordination and communication with multiple agencies and third-party entities was required to successfully complete this project. While the project was completed under contract to VDOT, Arlington County owned and operated the facilities on Route 244, including the traffic signal elements, as well as all water and sanitary sewer facilities. Regular progress meetings were held during design and construction to involve Arlington County Department of Environmental Services staff and keep them apprised of project progress. Plans were coordinated with Arlington County to obtain approval prior to construction. Extensive public outreach was maintained for the contract duration, including regular meetings to discuss traffic pattern changes, flooding concerns, noise barrier requirements and installation limits, landscaping, architectural treatments, and property access. Signing and marking improvements, which extended beyond the physical interchange limits, were coordinated with the Pentagon, Fort Meyer, and Arlington County since work on each of those properties was necessary for completion.

**EVIDENCE OF EARLY OR ON-TIME COMPLETION:**

The 27/244 Interchange Modifications were completed on-time and under budget, inclusive of additional scope elements.