

Response to Request for Qualifications

I-64 HAMPTON ROADS EXPRESS LANES (HREL) SEGMENT 4C

City of Hampton, Virginia

State Project No.: 0064-114-xxx
Federal Project No.: NHPP-064-3(522)
Contract ID Number: C00117841DB111

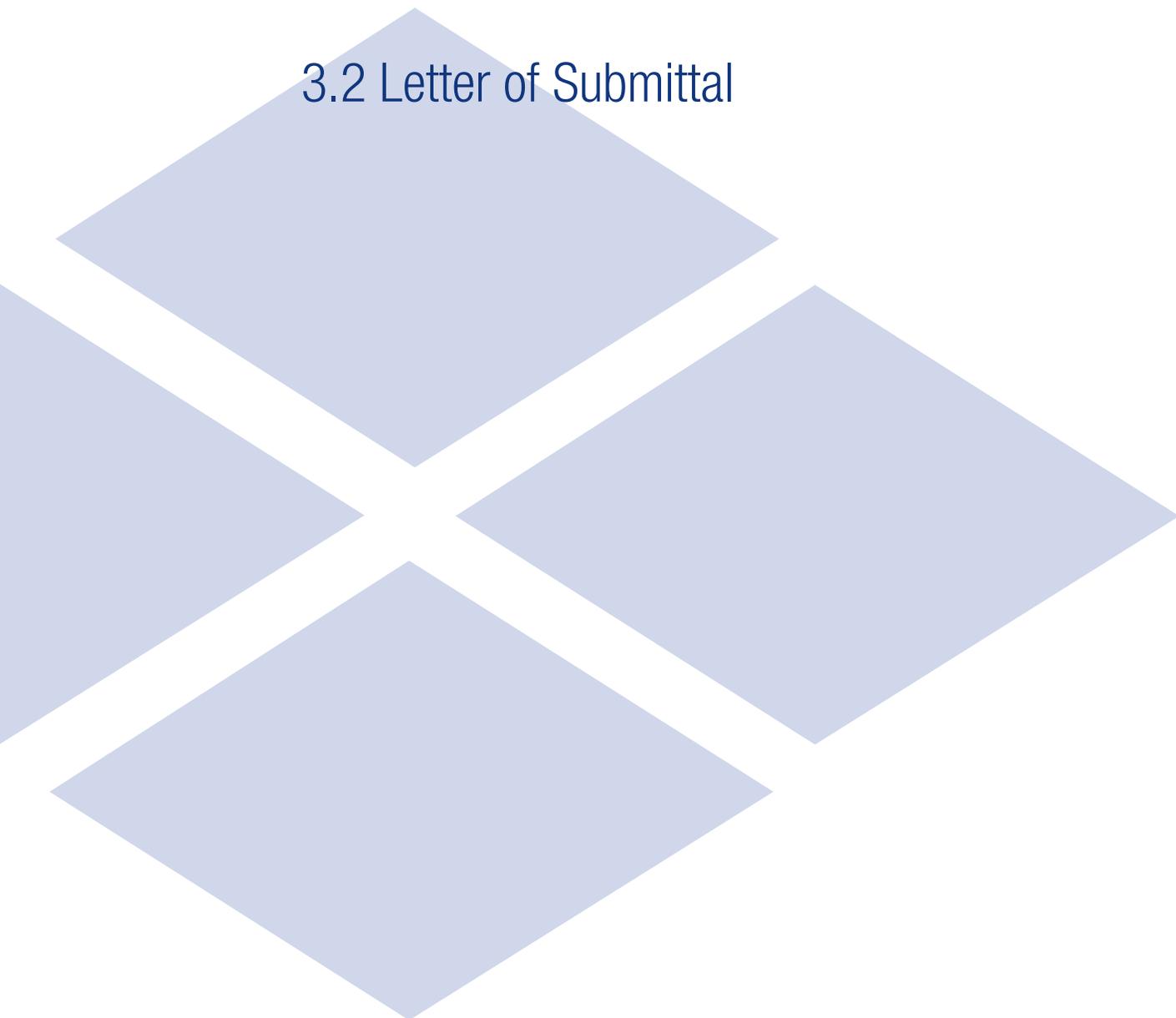


June 29, 2021

Submitted By: Shirley-Branch Joint Venture



3.2 Letter of Submittal





June 29, 2021

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, Virginia 23219
Attention: Suril R. Shah, P.E., DBIA (APD Division)

RE: I-64 Hampton Roads Express Lanes (HREL) Segment 4C Project
3.2 Letter of Submittal

Dear Mr. Shah:

Shirley-Branch Joint Venture (Shirley-Branch), comprised of Shirley Contracting Company, LLC (Shirley) and Branch Civil, Inc. (Branch), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our response to your Request for Qualifications (RFQ) for the referenced project. Shirley-Branch offers VDOT an experienced design-build (D-B) Team with a proven track record of delivering projects on-time and on-budget with a partnering approach.

Shirley will be the Managing Partner of the Joint Venture. Shirley has recent experience with design-build projects on the I-64 corridor in the Hampton Roads District for VDOT. In 2017, we completed the I-64 Capacity Improvements Segment I Project and are currently working on the I-64 Capacity Improvements Segment III Project, which is scheduled for an on-time completion in December 2021. Branch is a leading heavy civil contractor with extensive experience in the region, performing D-B and Public-Private Partnerships projects for VDOT.

Shirley-Branch as the Offeror is teamed with Dewberry Engineers Inc. (Dewberry) as the Lead Designer. Shirley and Dewberry have a long record of working together having been awarded 45 design-build projects valued at over \$4 billion, including 23 design-build projects for VDOT.

To further enhance our team and its capabilities, Shirley-Branch is committing STV Group Incorporated (STV) and McLean Contracting Company (McLean) to the Team to focus on the design and construction of the I-64 bridges over the Hampton River.

3.2.1 The full legal name and address of the Offeror is as follows: Shirley-Branch Joint Venture, 8435 Backlick Road, Lorton, Virginia 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: Gregory S. Smith, Division President, 8435 Backlick Road, Lorton, VA 22079, Phone: (703) 550-8100.

3.2.4 Shirley-Branch as the Offeror will be structured as a Joint Venture. Shirley and Branch are the Team members who will undertake financial responsibility 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. Evidence of VDOT approval of the Shirley-Branch Joint Venture Bidding Agreement is included in the Appendix.

3.2.5 The Lead Contractor will be Shirley-Branch and the Lead Designer will be Dewberry.

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

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

3.2.8 The prequalification number for the Shirley-Branch Joint Venture is JV099. Evidence of prequalification for Shirley and Branch is provided in Attachment 3.2.8.

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

3.2.10 Virginia State Corporation Commission (SCC) and Virginia Department of Professional and Occupational Regulations (DPOR) registration and license information are included in Attachment 3.2.10.

3.2.11 Shirley-Branch is committed to achieving the 6% DBE participation goal for the entire value of the contract.

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

Sincerely,



Garry A. Palleschi
Vice President

3.3 Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

To address the scope, complexity and critical interface between this I-64 Hampton Roads Express Lanes (HREL) Segment 4C Project and the Hampton Roads Bridge-Tunnel (HRBT) Expansion Project, we have assembled a comprehensive and experienced Team of contractors, engineers and consultants. Leading our Team as the Offeror and Lead Contractor will be the Shirley-Branch Joint Venture (Shirley-Branch), which is comprised of two of Virginia’s most experienced design-builders and heavy civil contractors – Shirley Contracting Company, LLC (Shirley) and Branch Civil, Inc. (Branch). Dewberry Engineers Inc. (Dewberry) will be our Team’s Lead Designer.

To meet the challenges of replacing and reconstructing the I-64 bridges over the Hampton River, our Team includes a dedicated subcontractor, McLean Contracting Company (McLean), and a dedicated subconsultant engineering firm, STV Group Incorporated (STV). Together, these firms will work closely during design and construction to ensure that the Hampton River bridge crossings are completed safely and efficiently, while minimizing impacts to the environment, mobility of the traveling public, and the waterway.

A key advantage of our Team is our local presence and history in Virginia, specifically in the Hampton Roads region. We have a large pool of resources available to meet the Project’s schedule, and an understanding of the regional issues affecting the work. We also have experience working together including:

- Collectively, Shirley and Dewberry have been awarded over 45 design-build projects, 23 of which are for VDOT including the I-64 Capacity Improvements Segments I and III Projects.
- Shirley and Branch are working on the Crosstrail Boulevard Project in Leesburg and the I-95 FedEx Project in Fredericksburg.
- Shirley and McLean worked together on the I-95 4th Lane Widening Project, which included the widening of I-95 bridges over the Occoquan River and also on a bridge replacement on Marine Corps Base Quantico.
- Branch and McLean teamed on the Dominion Boulevard Project in Chesapeake, and on the US13/158 Widening and US 17 Bus/NC37 Swing-Span Bridge Replacement D-B projects in North Carolina.
- Branch and STV are currently teamed on the Fayetteville Outer Loop D-B Project in North Carolina.
- McLean and STV completed the 3,100 foot long NC12 Thorofare Bay Bridge in North Carolina.

In addition to assembling a highly experienced and capable Team, we have selected Key Personnel, Value-Added Personnel and other specialty firms to address critical project scope and risk. These are shown in our Organizational Chart, Table 1 and the narrative that follows.

Table 1: Project Team Members

Firm	Role on Project
	Shirley will be the Managing Partner of the Joint Venture. Shirley has proven heavy civil bid-build and D-B experience in the Mid-Atlantic Region for over 47 years. Shirley is one of Virginia’s most successful design-builders having been awarded 49 D-B projects.
	Branch, a member of the Joint Venture, is one of the leading heavy civil contractors in the Mid-Atlantic Region. Branch has a 75-year tradition of building enduring infrastructure projects in Virginia and the southeastern US through D-B delivery.
	Dewberry is the Lead Designer and has extensive design-build experience as the Lead Designer on all of Shirley’s 23 design-build projects for VDOT. Dewberry is ranked among Engineering News-Record’s Top 25 in bridges and highways.
	McLean is a leading heavy civil and marine contractor in the Mid-Atlantic Region. McLean maintains an office and construction yard in Chesapeake, Virginia. As a dedicated subcontractor to Shirley-Branch, McLean will be responsible for construction and rehabilitation of the bridges over the Hampton River.

3.3 Offeror’s Team Structure

Firm	Role on Project
	STV has designed over 1,200 highway bridges in the Mid-Atlantic region, including many for VDOT, with an emphasis on interstate bridges, waterway crossings and design-build delivery. As a subconsultant to Dewberry, STV will be responsible for the design of the bridges over the Hampton River.
	Quinn Consulting Services, Inc. (Quinn) will provide the Quality Assurance Manager and Quality Assurance Inspectors. Quinn is a registered DBE in Virginia.
	McCallum Testing, LLC dba McCallum Testing Laboratories (McCallum), located in Chesapeake, will provide QA material testing as a subcontractor to Quinn. McCallum is a woman-owned, SWaM certified small business in Virginia.
	ECS Mid-Atlantic, LLC (ECS) is a premier provider of geotechnical engineering and construction materials testing services. As a subconsultant to Dewberry, ECS will provide geotechnical investigations, analysis, and recommendations.
	Quantum Spatial will provide aerial mapping as a subconsultant to Dewberry.
	Surveying & Mapping, LLC (SAM) will complete utility designations and test pits as a subconsultant to Dewberry. SAM specializes in providing comprehensive subsurface utility engineering services.
	McCormick Taylor, as a subconsultant to Dewberry, will provide all noise modeling and analysis services.
	Diversified Property Services, Inc., a registered DBE in Virginia and a VDOT prequalified ROW acquisition firm, will handle all areas of appraisal and appraisal review services, negotiations, and acquisition of property rights.
	Old Dominion Settlements, Inc., T/A Key Title, will provide title research and settlement services for properties acquired on the Project.

3.3.1 Key Personnel

Key Personnel are shown in Table 2. Key Personnel Resume Forms (Attachment 3.3.1) are in the Appendix.

Table 2: Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Robbie Roberts	Shirley
Entrusted Engineer in Charge (EIC)	Maggie Cossman, PE, DBIA	Branch
Quality Assurance Manager (QAM)	Andy Kondysar, PE	Quinn
Design Manager (DM)	Steve Kuntz, PE, DBIA	Dewberry
Construction Manager (CM)	Randy Plyler	Shirley

3.3.2 Organizational Chart

The Organizational Chart at the end of this section outlines the structure of our 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, the risks involved in meeting Project objectives, and to facilitate issue resolution at the lowest possible level. 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 Team expertise. The following narrative describes the functional relationships and communications among our Team:

 **Design-Build Project Manager (DBPM), Robbie Roberts** will be tasked with full and complete authority over all aspects of the Team’s responsibilities. In addition, he will be the primary point of contact with VDOT

3.3 Offeror’s Team Structure

after award of the Project. Robbie will have the ultimate responsibility for contract management and to coordinate and integrate all Project disciplines. He will have full authority to resolve all disputes or disagreements through best efforts and good faith negotiations with VDOT representatives. Robbie 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.

 **Entrusted Engineer in Charge (EIC), Maggie Cossman, PE, DBIA** will be responsible for ensuring that all engineering work for the Project is integrated and delivers a safe, functional project. Maggie will communicate regularly with VDOT, reporting directly to the DBPM and have direct lines of communication with the DM, CM, and QAM. As a registered PE in Virginia, Maggie will provide the necessary expertise and experience to ensure that complex engineering decisions are made by a professional engineer, licensed in Virginia and that each engineer has demonstrated experience working with other disciplines involved in the design.

 **Quality Assurance Manager (QAM), Andy Kondysar, PE** will report directly to the DBPM and will be completely independent from the construction operations and QC inspections. Andy will have full responsibility for assuring the Project is in compliance with the Contract Documents and environmental permits. He will manage all aspects of the QA program, and direct QA inspections by the Lead QA inspectors and independent QA testing technicians. Andy will manage a comprehensive system of QA/QC documentation and, based on all testing levels (QC, QA, and Owner), will verify the acceptability of work and certify compliance with the Contract Documents as part of the application for payment. This position is unique in that Andy will have the autonomy to report findings directly to VDOT in addition to the DBPM. If work is not in compliance with the Contract Documents, he will have the authority to unilaterally halt or suspend work.

 **Design Manager (DM), Steve Kuntz, PE, DBIA** will report to the DBPM and will have overall responsibility for management of the design process. Steve will integrate the various design disciplines with the construction, ROW, utility, permitting, and safety elements. He will establish and oversee the Design QA/QC program, ensuring that design QA and QC functions are exclusively designated and not assigned to those with conflicting duties or production work. Steve will remain 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), Randy Plyler** will report to the DBPM and manage all aspects of construction and the QC process. Prior to construction, Randy will facilitate constructability reviews for design, work closely with the Lead Utility Coordination Manager to plan relocations, and coordinate with the ROW Manager to prioritize and schedule acquisitions. During construction, he will be on site at all times, update the Project Schedule, and coordinate with the QC Manager, Project Manager, and Superintendent to ensure that construction materials and activities are in accordance with the Contract Documents. Randy will oversee a system ensuring qualified personnel monitor, inspect, document, and maintain compliance with environmental permits. He will communicate with the DM to arrange for the design engineer’s review of construction submittals and shop drawings.

Value Added Personnel

Our Team is committing the **Value Added Personnel** shown in Table 3. 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 3: Value Added Personnel

Value Added Position	Name	Firm
Lead Traffic Engineer	Jerry Mrykalo, PE, PTOE	Dewberry
Environmental Permitting/Monitoring Manager	Kim Larkin	Dewberry
Environmental Compliance Manager (ECM)	Tara Dillard	Shirley

3.3 Offeror’s Team Structure

Value Added Position	Name	Firm
Incident Management Coordinators (ICM)	Brian Martin David C. Scott	Shirley Branch

+ **Lead Traffic Engineer, Jerry Mrykalo, PE, PTOE** will report directly to the DM and is responsible for all traffic engineering design elements including maintenance of traffic (MOT), transportation management plan (TMP) development, signs, pavement markings, lighting, intelligent transportation systems (ITS), and traffic signals. Jerry will provide expertise and monitoring of traffic plans 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 D-B projects including six interstate widening projects and three projects on I-64 in the VDOT Hampton Roads District.

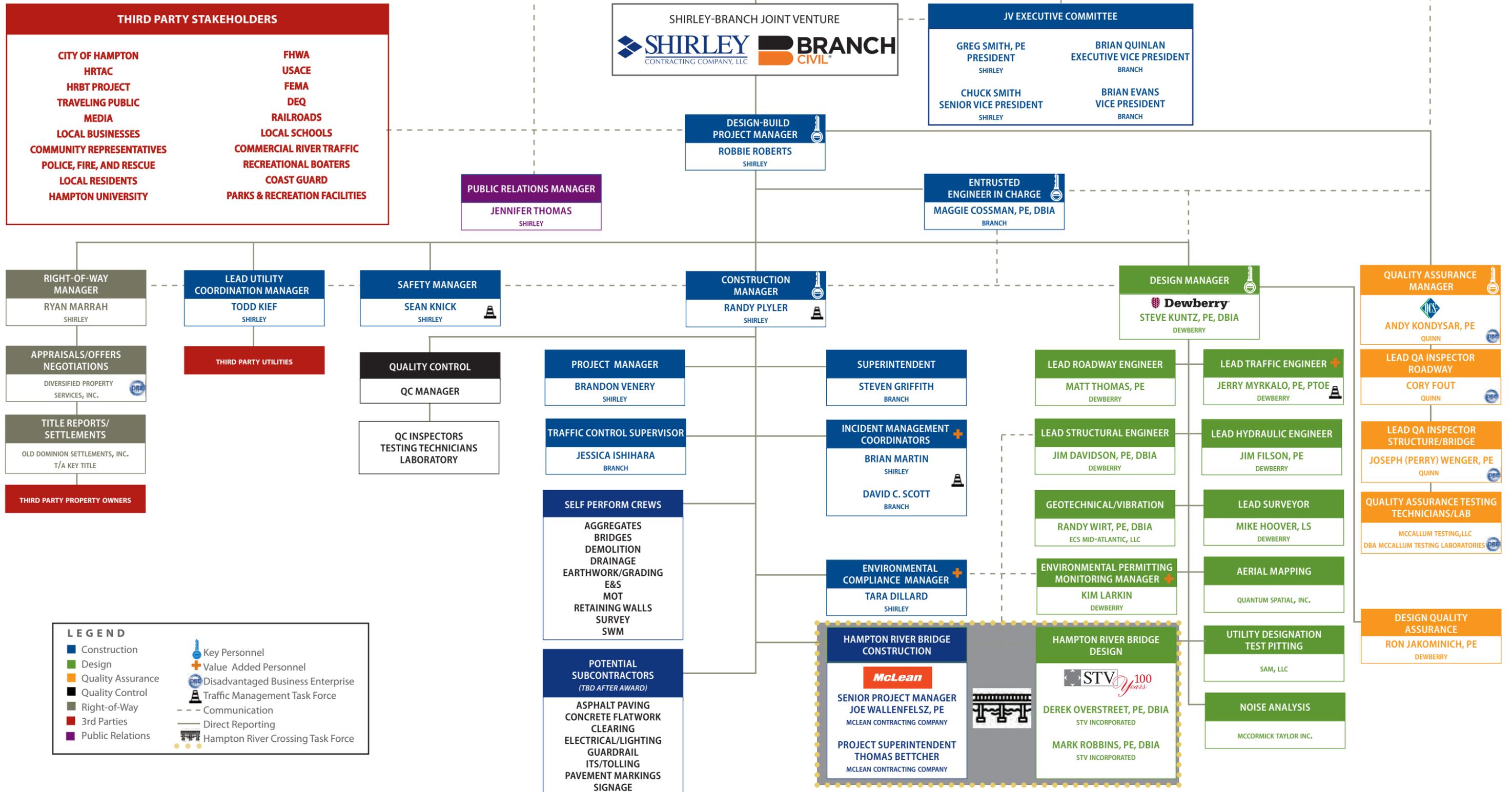
+ **Environmental Permitting/Monitoring Manager, Kim Larkin** will report to the DM and has extensive experience working with all relevant permitting agencies. Kim has experience on the I-64 corridor and in the tidal areas of Virginia, including her efforts on Shirley’s I-64 Capacity Improvements Segments I and III Projects. Kim will coordinate and communicate extensively with the DBPM, CM and ECM to minimize impacts and document avoidance measures during design, and confirm permit requirements are properly implemented. Kim will assist in construction permit monitoring documentation and coordinating with regulatory agencies for regular inspection and documentation requirements.

+ **Environmental Compliance Manager (ECM), Tara Dillard** will report to the CM and is responsible for ensuring compliance with all environmental commitments during construction. Tara will provide oversight and monitoring of environmental issues and regulations to prevent damage to the environment at the Project site. Tara will oversee activities and interact with environmental regulatory agencies and in coordination with Dewberry, will manage permitting, compliance, and mitigation. During design, she will provide plan feedback and during construction, she will monitor field conditions and provide recommendations for improvements.

+ **Incident Management Coordinators (IMC), Brian Martin and David C. Scott** will report to the CM and respond to and clear incidents from the roadway. Brian and David will provide onsite communications during an incident and real-time information to the VDOT Traffic Operations Center (TOC), so that they can relay current information to first responders and incident coordinators. Brian and David will monitor live data, including VA 511 (VDOT CCTV cameras), Google Maps, and Waze, to rapidly identify incidents and respond to them. Brian and David’s specific qualifications include:

Brian Martin has extensive knowledge of the I-64 corridor having performed similar roles on both the I-64 Capacity Improvements Segments I and III Projects. Brian has a thorough knowledge of the Hampton Road’s District Incident Management procedures and has an established working relationship with both VDOT TOC Staff and local first responders in the region. When responding to incidents with David, Brian will coordinate with wrecker services to ensure rapid response times to incidences to quickly move disabled vehicles from the roadway. Emergency crossovers will be maintained where practical, to allow law enforcement and other first responders to reach incident sites rapidly.

David C. Scott is a former law enforcement officer for the City of Roanoke and special agent for the Commonwealth of Virginia, and is very familiar with interstate corridors. He has demonstrated experience in traffic management and has been responsible for traffic control during major traffic incidents, crowd control, significant weather events, natural disasters, crime scenes, and special events.



LEGEND

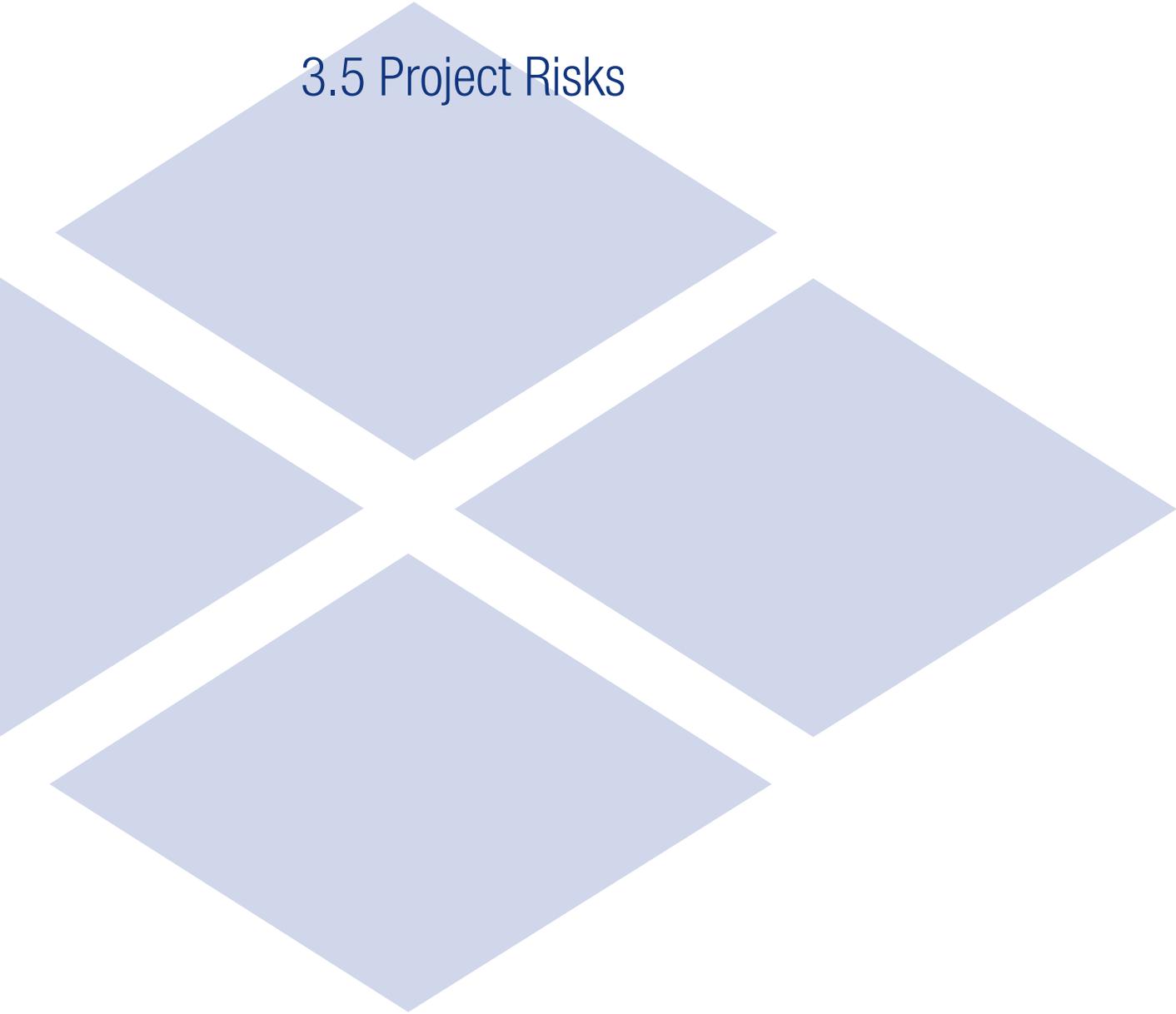
- Construction (Blue box)
- Design (Green box)
- Quality Assurance (Orange box)
- Quality Control (Black box)
- Right-of-Way (Grey box)
- 3rd Parties (Red box)
- Public Relations (Purple box)
- Key Personnel (Blue circle with key icon)
- Value Added Personnel (Blue circle with plus icon)
- Disadvantaged Business Enterprise (Blue circle with DBE icon)
- Traffic Management Task Force (Blue circle with traffic icon)
- Communication (Dashed line)
- Direct Reporting (Solid line)
- Hampton River Crossing Task Force (Yellow circle with bridge icon)

3.4 Experience of Offeror's Team



3.4 Experience of Offeror's Team

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



3.5 Project Risks



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

RISK 1: MAINTAINING SAFETY AND MOBILITY

Why the Risk is Critical

I-64 is a crucial east-west artery for commuters, commerce and tourists traveling through the Hampton Roads Bridge Tunnel (HRBT). Carrying over 100,000 vehicles per day, I-64 currently experiences severe congestion that will only intensify when the anticipated long-term lane closures and construction access points are implemented. This will increase the risk that public safety and mobility could be compromised if not mitigated by the design-builder.

When incidents and long-term lane closures occur, severe congestion on I-64 results in travel delays and cut-through traffic off of I-64 throughout the arterial network within the City of Hampton and impacting the community. Additionally, the Project will connect directly to the HRBT Project which is proposed to have a similar completion date. Coordination of maintenance of traffic (MOT) between the Project and the HRBT Project is critical. The combination of these factors makes safety and mobility a risk that must be a top priority for the Team.

Impact on the Project

The impact of improperly or inadequately maintaining traffic safely or efficiently, responding to and clearing incidents, or communicating construction activities with the traveling public and adjacent projects could have substantial consequences, including:

- Degradation of safety for the traveling public and Project personnel;
- Additional travel delays along I-64;
- Loss of thru lane capacity;
- Delays to emergency responder and/or evacuation access;
- Impacts to City of Hampton streets and neighborhoods;
- Frustration or loss of public support;
- Delays to the Project schedule or adjacent projects; 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 extensive experience on similar projects in the corridor to deliver enhanced and innovative mitigation strategies to successfully address this risk by implementing the following mitigation strategies:

Establishing a Traffic Management Task Force

As shown on our Organizational Chart, immediately following Notice to Proceed, our Team will establish a multi-discipline Traffic Management Task Force (TMTF) that is focused on planning, designing, and implementing the Project's work zone traffic control program. The TMTF will consist of contractors, engineers, and our safety team. Additionally, VDOT and third party stakeholders will be invited to participate. Establishing and maintaining this task force allows for construction collaboration that ultimately ensures safety, mobility, and constructability are optimized.

TMTF members have recent relevant design experience on I-64, allowing us to understand the unique challenges and solutions in this corridor. Shirley completed the I-64 Capacity Improvements Segment I project and is nearing

3.5 Project Risks

completion with Segment III. Our Lead Traffic Engineer served the same role for three major design-build projects on I-64 (I-64 Segment I, I-64 Segment III, and I-64 Pavement Rehabilitation in Norfolk). With this experience, we are well versed in the development and execution of TMPs for Type C projects, as well as the development of site-specific Temporary Traffic Control plans per VDOT's IIM-LD-241 (Work Zone Safety and Mobility) process.

In order to ensure coordination with the adjacent HRBT Project, the TMTF will act as a liaison between their design and construction teams, VDOT, and applicable third parties from the initial onset of TMP development. Coordination will focus on providing seamless transitions between projects and MOT operations so that the safety, mobility, construction sequencing, and design features are fully integrated.

Verifying Lane Closures Timeframes

To ensure temporary lane closures are limited to the hours of least impact, we will collect current traffic volumes and analyze potential MOT operations using software such as Quick Zone and HCS. This strategy will also account for seasonal variations in traffic volumes such as the summer beach traffic season. Understanding this from the outset is crucial in order to avoid an unforeseen modification to lane closure hours mid-construction, which could impact the Project Schedule. As shown in Figure 1, we are well versed in this exact type of analysis, which we recently performed along I-64 as part of the I-64 Capacity Improvements Segment I and Segment III projects.

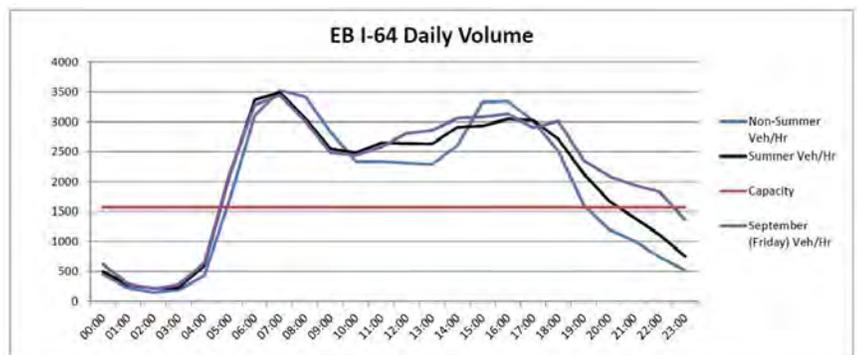


Figure 1 - Example Temporary Lane Closure Analysis Graph

Site-Specific Enhanced Safety and Mobility Measures

A preliminary investigation completed by our Team found that there have been 576 total crashes within the Project limits within the past five years (2016-2020), a much higher crash rate than the statewide average. To mitigate this, the following measures could be employed:

- A Work Zone ITS system with speed detectors and Portable Changeable Message Signs (PCMS), where messages can be automatically relayed to message boards to warn of congestion, reducing the risk of rear-end crashes;
- Temporary raised pavement markers and wider than minimum temporary lane markings for increased visibility; and
- Utilizing durable pavement marking materials that retain their visibility longer.

Incident Management and Detection

With an already congested corridor, we understand the critical importance of quickly detecting and clearing incidents from the travel lanes. As shown in our Organizational Chart, we are committing a Valued Added Incident Management Team to accomplish this. Our Team will develop a comprehensive Incident Management Plan (IMP) focusing on proactive measures to rapidly detect, respond to, and clear incidents. We envision the IMP to leverage existing VDOT assets such as CCTV cameras and Safety Service Patrol (SSP), and potentially be supplemented by Project features such as temporary trailer mounted CCTV cameras and wrecker service similar to those utilized on the I-64 Capacity Improvements Segment III Project. As part of the temporary traffic control (TTC) design, we will also explore providing a full shoulder during construction. This is an extremely important measure towards avoiding rear-end crashes by providing an area for incident management

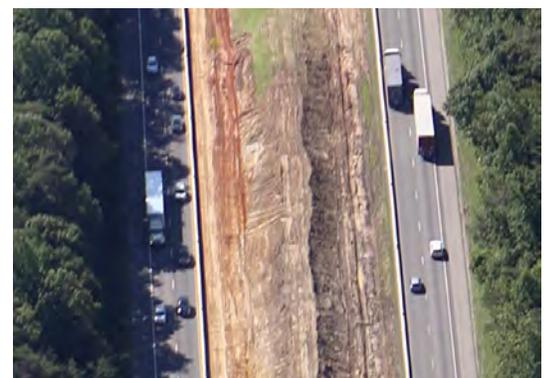


Figure 2 - Provided full shoulders during median widening on I-64 Capacity Improvements Segment III Project

3.5 Project Risks

without blocking lanes, safe police enforcement, and a means for emergency crews to more quickly bypass queues and arrive at the incident site. As shown in Figure 2, the I-64 Capacity Improvements Segment I project was specifically designed to allow maintenance of a full shoulder throughout much of construction.

Mobility Management

Figure 3 highlights the chronic congestion, especially along eastbound I-64 approaching the HRBT. With the Project's planned long-term lane closures, impacts are likely to increase. As part of the development of our TMP and TTC plans, we will focus on mitigation measures that avoid traffic backups extending to the I-64/I-664 interchange so that I-664 can continue to efficiently process tunnel traffic without being impacted by HRBT queues. During heavy congestion periods, eastbound interstate traffic exits I-64, cuts through the City of Hampton local streets, and re-enters I-64 at Settlers Landing or Mallory Street. During construction it is possible that this cut through traffic may increase, further impacting the community as well as Hampton University. To mitigate this, we will develop the following possible strategies:



Figure 3 - Typical EB afternoon congestion throughout the entire project limits as shown in red

- Analyze cut-through traffic and work with the City of Hampton to optimize and re-time signals.
- Implement safety and capacity improvements at the LaSalle Avenue and Settlers Landing interchanges, specifically improving capacity at the I-64 eastbound off-ramps to the arterial network.

Public Outreach Program

Our Team has identified the following potential public outreach solutions:

- Holding regular “pardon-our-dust” and public information meetings;
- Coordinating with VDOT to provide updates via a project website;
- Outreach through social media, radio and television news coverage;
- Direct communication with emergency responders prior to traffic switches; and
- Use of PCMS and overhead Dynamic Message Signs to alert motorists of new traffic patterns.

Role of VDOT and Other Agencies

We anticipate that VDOT will be involved from a review and approval standpoint during the development of the plans. We encourage VDOT to participate in the TMTF, and to remain involved in the public outreach process during design and construction. During construction, VDOT will remain active to review and approve lane closures, as well as help to promote work zone safety. We anticipate MOT and signal timing coordination during construction with other agencies, such as the City of Hampton.

RISK 2: REPLACEMENT OF THE HAMPTON RIVER CROSSINGS

Why the Risk is Critical

Replacement of the bridges crossing the Hampton River are a major element of the Project. Inherent with this scope are the risks associated with permitting, demolition, and construction to widen and reconstruct these bridges over the waterway. In addition, the close proximity of adjacent properties/structures and overhead power lines, combined with a natural pinch point in existing traffic patterns, makes access to this area difficult. To understand the risks involved, our Team performed site visits in the area of the bridges. These observations and our past experience constructing bridges of similar scope and complexity have highlighted the elements of risk associated with these bridges including:

3.5 Project Risks

- The overhead 115kV power lines limit construction access to only 30 feet between the existing bridges;
- Noise and vibration impacts to neighboring houses, ancillary structures, and existing bridge structures over the Hampton River;
- Soft soil conditions which could result in significant settlement, down drag on new piles, and impacts to the existing bridge;
- Availability of tidal wetland mitigation credits in the market, as well as demonstrating avoidance and minimization with permitting agencies;
- Potential Time of Year Restrictions (TOYR) and endangered species permit conditions;
- Unknown limits of the tremie concrete for the eastbound lanes of the bridge outside of those shown on the as-built drawings;
- Remnants of the abandoned C&O Railway under the bridges at Hampton River Branch;
- Demolition of the fracture critical structure over Hampton River Branch; and
- Unexpected impacts on River Street Park.

Impact on the Project

The Hampton River Crossing risk elements could impact the Project in numerous ways including:

- The limited access due to the overhead power lines creates a tight workspace that could necessitate reduced span lengths, and increase substructure impacts, in order to accommodate smaller cranes. Crane tail swing hazard for bridge work activities could slow down the progress of the bridge work;
- Damage to existing homes or structures immediately adjacent to the work area;
- Geotechnical recommendations requiring extended settlement periods and changes to means and methods such as pile installation and fill placements;
- Inability to permit bridge impacts in a timely manner;
- Loss of public support;
- Project Schedule delays; and
- Increased Project cost.

Mitigation Strategies

To emphasize the critical nature of this risk, our Team is committing as dedicated subcontractors the experience and resources of two bridge structure experts, McLean and STV. As key members of our Hampton River Crossing Task Force, these firms will have a singular focus on delivering the Hampton River crossing bridges by developing a practical design and efficient construction approach.

To build upon the work of the Task Force, our Team is committed to developing detailed construction work plans for all bridge work activities with a duration of five or more days. These plans will take into account lessons learned from past projects, safety, resources, engineering, quality control, means and methods, subcontractors, sequence of construction, and budget for each work activity. These work plans are developed during the planning stages of the Project by our field supervision team and require approval from project management and the safety department. We will use this plan to develop the groundwork required to implement the mitigation strategies listed below:

Develop a Detailed Construction Access Plan

McLean's internal engineering department will produce detailed temporary construction access plans for the entire bridge corridor. This will be a coordinated effort with the Field Supervision and Project Management Team and will include:

- Plan view of crane and material access for the entire length of the bridge. This includes both temporary crane trestles and access roads;
- All crane lifts for each major element of the bridge will be analyzed for optimal crane and load radius. Crane

3.5 Project Risks

positioning will be shown on the plans. As shown in Figure 4, a temporary trestle or access road will be located depending on the crane positioning required. This work will be developed during the RFP phase so that our Team can optimize span lengths in order to balance substructure and superstructure costs; and

- Temporary trestles will utilize 90 degree fingers at pier locations to cut down on load radius thereby reducing the risk of the crane tail swing hazard in the area of existing WBL traffic.

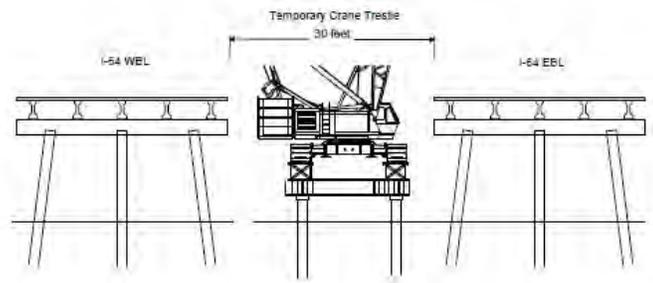


Figure 4 - Temporary Crane Trestle

Implementing a Noise and Vibration Monitoring Plan

Our noise and vibration monitoring plan will be led by McCormick Taylor. This plan will be developed in conjunction with all VDOT standards and specifications as well as all permit conditions set forth by the environmental agencies. The following strategies will be key components of our plan:

- ***Pile Driving Monitoring*** – Pile will only be driven during the allowable work hours. Noise levels established by the permit guidelines will be monitored at the recommended distances to ensure compliance;
- ***Vibration Monitoring*** – To establish a baseline for our monitoring plan, our Team will identify all properties within the bridge corridor that require monitoring. An initial survey will be conducted at each of those properties which includes photo documentation and topographic surveys if authorized. Sensors will be installed at each location to ensure that we are not exceeding the allowable limits during pile driving activities;
- ***Test Pile Program*** - Our Team will utilize the test pile program to establish the work procedures for each operation. This will allow us to work through our options during the test pile program before the start of production pile driving. This process will ensure that we are meeting the requirements of the permit conditions without affecting the production pile schedule or endangering neighboring stakeholder properties.

Develop a Detailed Geotechnical Investigation Program

Mitigation of the geotechnical risk associated with the crossings starts with early discussions and meetings between the structural, geotechnical, and hydraulics engineers, and construction team to identify areas of concern. This allows the geotechnical engineer to develop a robust geotechnical investigation that obtains all of the subsurface data necessary to evaluate potential impacts and meets or exceeds the minimum guidelines per VDOT's MOI – Chapter 3. Our Team will then be able to focus on areas that require special attention, such as settlement and stability of embankment fills and/or impacts of existing structures from planned foundation installation, and develop mitigation strategies that may include:

On the US13/158 NCDOT D-B Project, Branch and McLean formed a structures task force that focused on the Chowan River Crossing. The task force reduced a geotechnical risk associated with driving concrete piles through a coastal marle formation by introducing an innovative design that allowed us to stop the piles within the formation rather than driving through the marle and into the poor soils below.

- For settlement or global stability issues at the abutments or the bridge approaches due to placement of new fill material, pre-loading, wick drains, and lightweight fill will be evaluated to minimize either the magnitude of any settlement or the time required for the necessary settlement to occur.
- Determining the impact from pile driving on the existing bridges and using this to design and construct the new foundations. Solutions include pre-drilling new piles below the depth that driving will affect the existing bridges or locating new piles horizontally from the existing bridges at a distance that driving piles does not impact them.
- Monitoring and instrumentation of the existing abutments and piers during construction to ensure that the assumptions made during design are appropriate.

Focus on the Permitting Process

- Hold a pre-application meeting in the field with the US Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (VDEQ) and the Environmental Protection Agency (EPA) in order to:
 1. Determine additional avoidance and minimization opportunities both for the temporary impacts during construction and for the permanent structures; and
 2. Minimize potential questions and delays associated with the permitting.
- Review options to minimize the footprint of the new bridges while meeting all geometric requirements, thus potentially impacting less of the tidal wetlands; and
- Identify time of year restrictions and endangered species protection requirements early and incorporate into the CPM schedule. BMPs for pile driving activities will be established and may utilize turbidity curtains, bubble curtains, and sound monitoring as required. The sequence of work in our schedule and commitment of additional resources will be developed to minimize the effects of these restrictions on the in-water work.

Identify Potential Subsurface Conflicts

Additional site investigations will be conducted in two areas of the bridge to determine:

- Whether the permit conditions allow the foundations to remain in place below the mudline of the river. If so, the area around the existing foundations of the EBL bridge will be probed to verify the location of the edge of the concrete tremie below the foundation. This will allow our Team to verify that there will not be any obstructions for the temporary crane trestle support pilings; and
- The actual location of the abandoned C&O railway bridge crossing under the bridge at the Hampton River Branch. This area will need to be probed to verify that no remnants of the old bridge will create an obstruction for the permanent piles for the bridge structure.

Develop a Fracture Critical Bridge Demolition Plan

During our design task force meetings, our Team will develop a comprehensive demolition plan for the existing fracture critical bridge over Hampton River Branch. The plan will address falsework requirements and a step-by-step procedure for disassembly of the structure that will be coordinated with the field supervision and safety team to ensure that we have input from the field.

River Street Park Restoration Plan

It appears that the River Street Park will be unavoidably impacted by the work. Our Team will work closely with the neighboring communities to keep them informed of the schedule and any impacts to the park. A restoration plan will be developed during the design phase and we will maximize top down construction methods to reduce impacts.

Role of VDOT and Other Agencies

Our Team anticipates that VDOT will provide all available information for the existing bridges, including but not limited to as-built plans, geotechnical reports, and inspection reports. VDOT will also be responsible for review and approval of the plans. We will look for VDOT's support during the permitting process. We also anticipate that VDOT will remain involved in the public outreach process during design and construction.

RISK 3: SUBSURFACE GEOTECHNICAL CHARACTERISTICS

Why the Risk is Critical

The Project is located in the Atlantic Coastal Plain Physiographic Province of Virginia. This geology is characterized by a series of south-easterly dipping layers of consolidated sandy clay deposits, with lesser amounts of gravel. Specifically, the Project alignment passes through the Tabb Formation, which is typically characterized by pebbly and cobbly sand grading upward into clayey and silty sand and sandy silt. The Tabb Formation also contains abundant plant material fill channels cut into underlying stratigraphic units.



Over-water barge-mounted geotechnical drilling

3.5 Project Risks

Based on our experience in this geologic province and review of the previously collected data in the vicinity of the Project, the near surface soils (below topsoil layer) are generally anticipated to include alluvial sands with varying amounts of silt and clay and occasional lenses of highly organic soil. Overall, we see these potential subsurface geotechnical characteristics as comprising risks related to:

- Potential unsuitable subgrade soils;
- Soft/loose soils for deep foundations at bridge structure and retaining wall locations and;
- Settlement and stability of new fills and embankments.

Soft and/or loose alluvial deposits are a critical risk as they can affect the quality and long-term performance of the pavements and structures. These soils must be evaluated for anticipated settlement magnitude, global stability, scour, and pavement subgrade support.

Impact on the Project

The subsurface risks have the potential to impact MOT, public safety, quality of construction, schedule, and construction costs. Specific impacts include:

- **Potential Unsuitable Near-Surface/Subgrade Soils:** Unsuitable subgrade soils (high natural moisture contents, highly-plastic, and/or loose/soft) impact the schedule, MOT, and long-term pavement performance. Where pavement subgrades will consist of new fill, unsuitable soils near the existing ground surface may require mitigation techniques to become stable for the placement and compaction of new fill. Where pavement subgrades will be cut into existing soils, unsuitable soils in the upper 2-3 feet of subgrade will require mitigation to become suitable to support the new pavement structure. Both of these subgrade situations are critical and will require proactive identification of these areas during design to reduce potential schedule impacts during construction.
- **Soft and/or Loose Soils at Depth:** Where embankments will be widened, the resulting settlement, and global stability due to soft/loose soils will need to be addressed. Large settlements in these soils can have critical impacts on the construction schedule as well as the quality and long-term performance of the pavements and structures. Large settlement magnitudes can negatively affect pile foundation performance and capacity and exceed acceptable performance limits for retaining walls. Global stability concerns can impact long-term quality and can lead to schedule delays, increased ROW acquisition, and/or increased construction costs for remediation alternatives. For deep, soft/loose, compressible, saturated soil deposits, stress increases from fill placement can induce large settlement magnitudes. The potential for large settlement magnitudes in areas where the embankments are widened must be evaluated and accounted for and may necessitate the use of staged construction and/or ground improvement alternatives to accelerate settlement rates. In addition to the schedule impacts for long-term settlements, post-construction settlement at bridge approaches can induce downdrag loading on the bridge foundations resulting in longer foundation elements, reduced factored resistance for design, and/or unplanned construction sequences such as coatings on foundation piling.

Mitigation Strategies

Our Team will mitigate the geotechnical risk by confirming the extent of the potential impacts with a thorough geotechnical exploration program that meets or exceeds the minimum requirements in Chapter III of VDOT's Manual of Instruction (MOI), selecting appropriate design and remediation strategies, and managing safe and efficient construction operations to minimize cost, schedule, and public safety impacts. The following mitigation strategies will be implemented as early as possible in the design process:

- **Unsuitable Near Surface/Subgrade Soils:** Unsuitable subgrade soils are identified as those that are wet, soft/loose, and/or exhibit high-plasticity as defined in the VDOT Road and Bridge Specifications. Unsuitable

3.5 Project Risks

subgrade soils will be identified and delineated early in the geotechnical exploration program. Our Team will proactively identify these zones by station range and depth and will additionally identify proposed treatment methods. A thorough review of the available data will be performed and incorporated alongside new field exploration and laboratory data to better define unsuitable subgrade soil zones. Unsuitable soil locations and remediation alternatives will be provided in a matrix to utilize in schedule and resource planning. Typical treatment methods considered include in-situ stabilization via lime or cement admixtures, overexcavation and replacement, and/or the use of stabilization geotextiles.

- **Soft and/or Loose Soils at Depth:** Identification and delineation of these layers throughout the Project limits will be performed in the earliest phase of the geotechnical exploration program. As the exploration program progresses, characterization of these layers through laboratory testing to evaluate the index properties, strength, and compressibility parameters will be performed. In addition, in-situ testing can be used (CPTu, DMT, PMT, etc.) to supplement the required Standard Penetration Test (SPT) borings. The design team can then provide anticipated occurrence/extents of these soil types and design for the settlement magnitudes that would result. A matrix of the station ranges, estimated depth ranges, and remediation alternatives are typically prepared and included in the final Geotechnical Engineering Report (GER). For deeper deposits of soft/loose soils a variety of ground improvement alternatives will be considered to reduce the schedule risk and to reduce settlement magnitudes. These alternatives typically include lightweight fills as shown in Figure 6, intermediate foundation types such as aggregate piers, and in-situ reinforcement techniques.

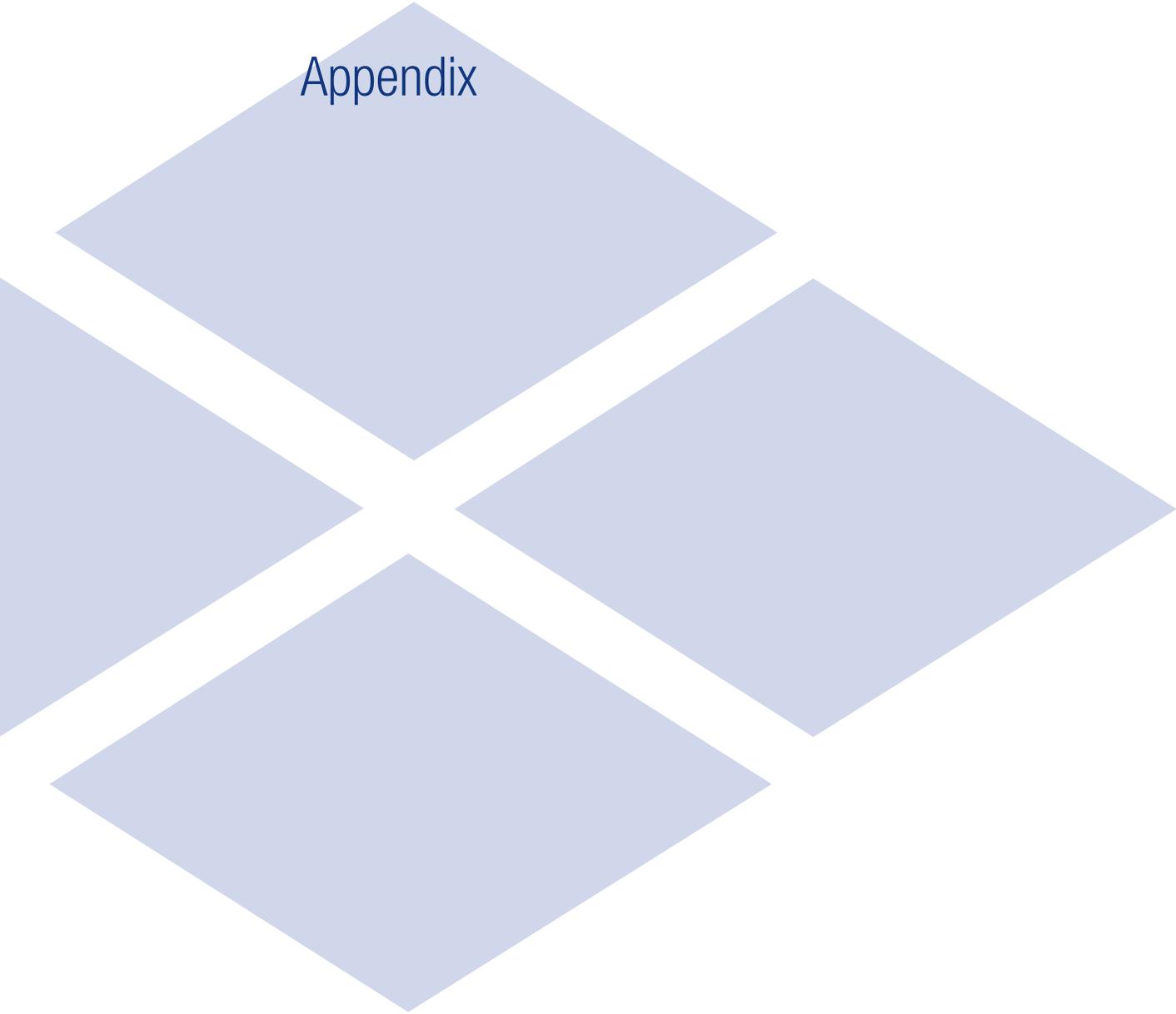


Figure 6 - Lightweight Fill for Bridge Approach

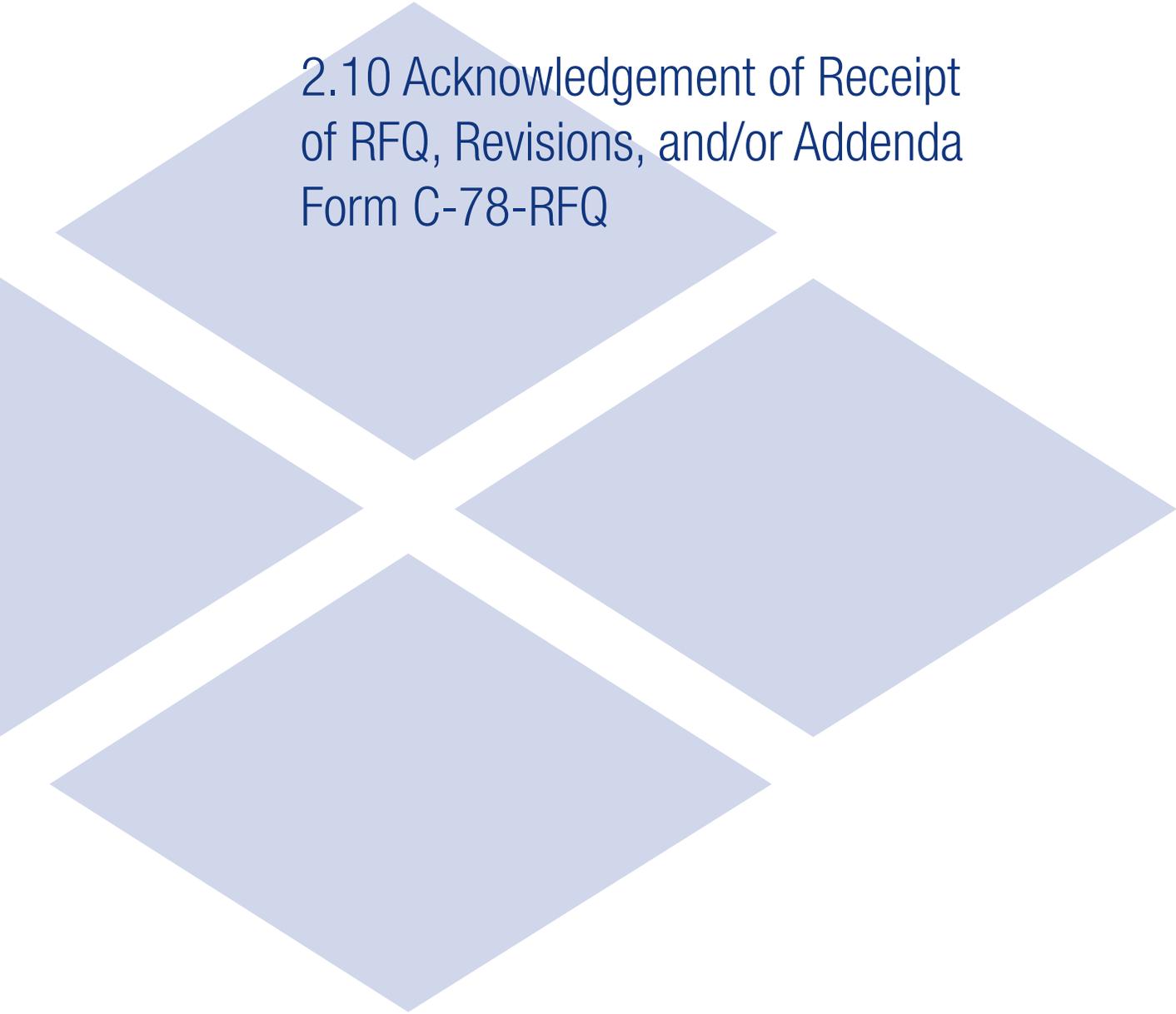
During construction, ECS will be an integral member of the construction team and assist in developing an excavation and earthwork management plan. ECS will be onsite to review earthwork and foundation operations and verify that the work is being completed consistent with the geotechnical recommendations and modify the recommendations, if needed, based on conditions encountered.

Role of VDOT and Other Agencies

Our Team will complete the geotechnical scope in compliance with the Project specifications, VDOT's MOI, and applicable AASHTO and FHWA requirements. VDOT is expected to review and comment on our Geotechnical Exploration Plan prior to commencement of field work and our Geotechnical Engineering Report(s) upon submission.



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. C00117841DB111
PROJECT NO.: 0064-114-xxx

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 – April 30, 2021
(Date)
- 2. Cover letter of RFQ Addendum #1 – June 2, 2021
(Date)
- 3. Cover letter of RFQ Addendum #2 – June 11, 2021
(Date)

 <hr style="border: 0; border-top: 1px solid black;"/> SIGNATURE	<u>June 29, 2021</u> <hr style="border: 0; border-top: 1px solid black;"/> DATE
<u>Garry A. Palleschi</u> <hr style="border: 0; border-top: 1px solid black;"/> PRINTED NAME	<u>Vice President</u> <hr style="border: 0; border-top: 1px solid black;"/> TITLE



3.1.2 SOQ Checklist

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Statement of Qualifications Checklist and Contents	Attachment 3.1.2	Section 3.1.2	no	Appendix
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
Letter of Submittal (on Offeror's letterhead)				1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	2
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111
STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

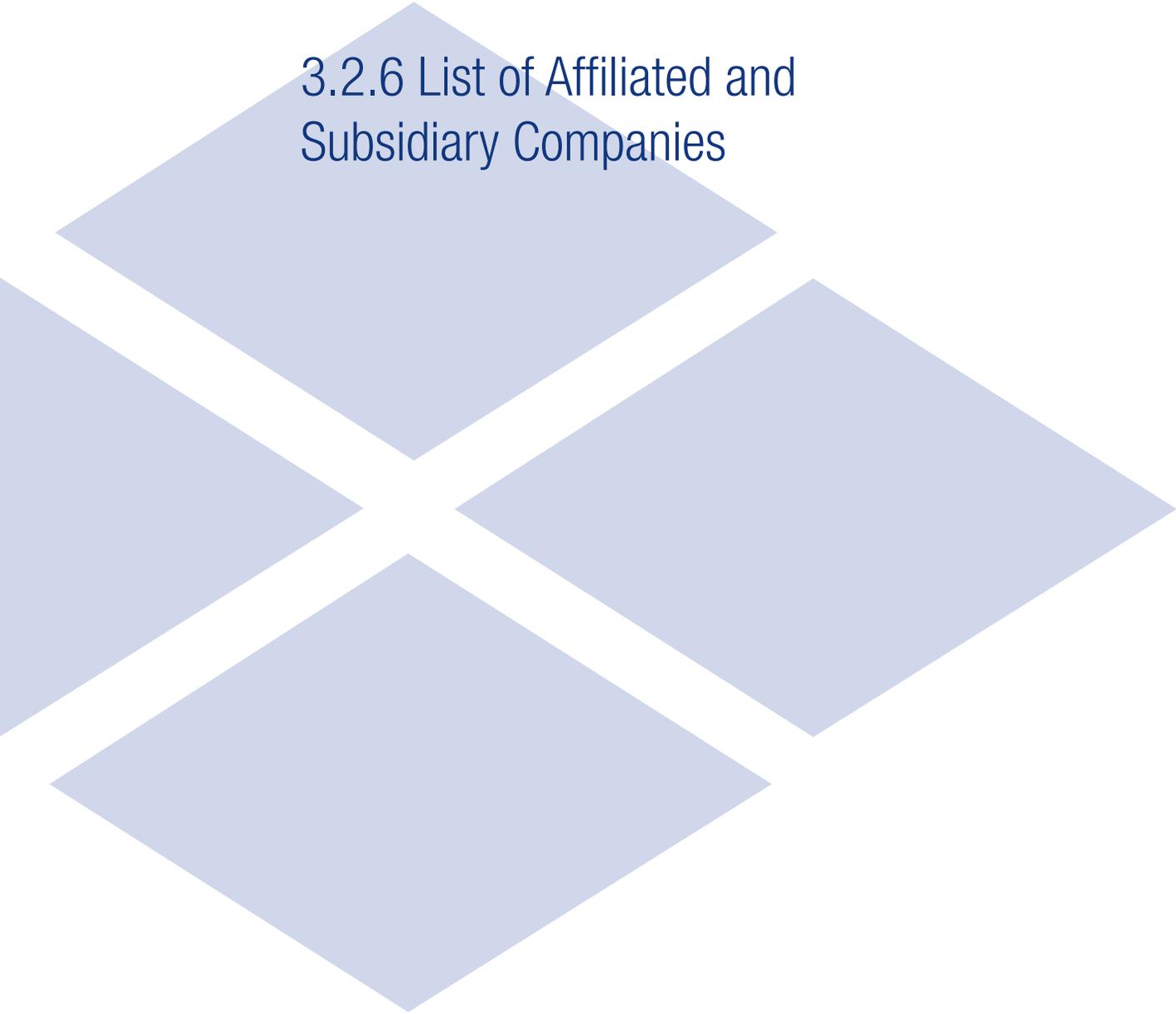
Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
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 – Entrusted Engineer In Charge	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	5-6

ATTACHMENT 3.1.2

Project: 0064-114-xxx, Contract ID: C00117841DB111

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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



3.2.6 List of Affiliated and Subsidiary Companies

ATTACHMENT 3.2.6

State Project No.:0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

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

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

ATTACHMENT 3.2.6

State Project No. 0064-114-xxx, Contract ID C00117841DB11

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

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

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Branch & Associates, Inc.	P.O. Box 40051 Roanoke, VA. 24022
Affiliate	G.J. Hopkins, Inc.	P.O. Box 12467 Roanoke, VA. 24025
Affiliate	Branch Builds, Inc.	5732 Airport Road NW Roanoke, VA. 24012
Subsidiary	Corman-E.V. Williams, A Joint Venture	12001 Guilford Road Annapolis Junction, MD. 20701
Subsidiary	Flatiron Branch, A Joint Venture	385 Interlocken Crescent #9000 Broomfield, CO. 80021
Subsidiary	Flatiron Branch II, A Joint Venture	385 Interlocken Crescent #9000 Broomfield, CO. 80021
Subsidiary	Branch-Flatiron, A Joint venture	442 Rutherford Avenue NE Roanoke, VA. 24016
Subsidiary	Balfour Beatty Infrastructure Inc./E.V. Williams, Inc. JV	430 Eastwood Road Wilmington, NC 24803
Subsidiary	Corman-Branch, A Joint Venture	442 Rutherford Avenue NE Roanoke, VA. 24016
Subsidiary	Balfour Beatty Infrastructure Inc./E.V. Williams, Inc. JV	430 Eastwood Road Wilmington, NC 24803
Subsidiary	Branch-Orders, Joint Venture	442 Rutherford Avenue NE Roanoke, VA. 24016

3.2.7 Debarment Forms

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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

June 29, 2021

Date

Vice President

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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	June 29, 2021 _____ Date	Senior Vice President _____ Title
---	--------------------------------	---

Branch Civil, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-114-xxx

- 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 6/7/2021 Executive Vice President
Signature Date Title

Dewberry Engineers Inc
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

- 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.


Signature

6/4/2021

Date

President

Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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



Signature Jon W. Ebbert, P.E. 6/21/21 Vice President
Date Title

McCallum Testing Laboratories
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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J. Randy Wirt 6/9/21 VICE PRESIDENT
Signature Date Title

ECS MID-ATLANTIC, LLC
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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


Signature

6/14/2021
Date

CHIEF OPERATING OFFICER
Title

McLEAN CONTRACTING COMPANY
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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<u>Marlin Zook</u>	<u>6/7/2021</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.: 0064-114-xxx

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DocuSigned by:

Cookie F Munson

06-07-2021

Vice President, General Counsel & Secretary

Signature

D830117A89C54AD...

Date

Title

Surveying And Mapping, LLC.

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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



Signature

6/7/21
Date

Chief Visionary Officer
Title

McCormick Taylor, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-114-xxx

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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.

Janetta Dablock 06/04/2021 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.: 0064-114-xxx

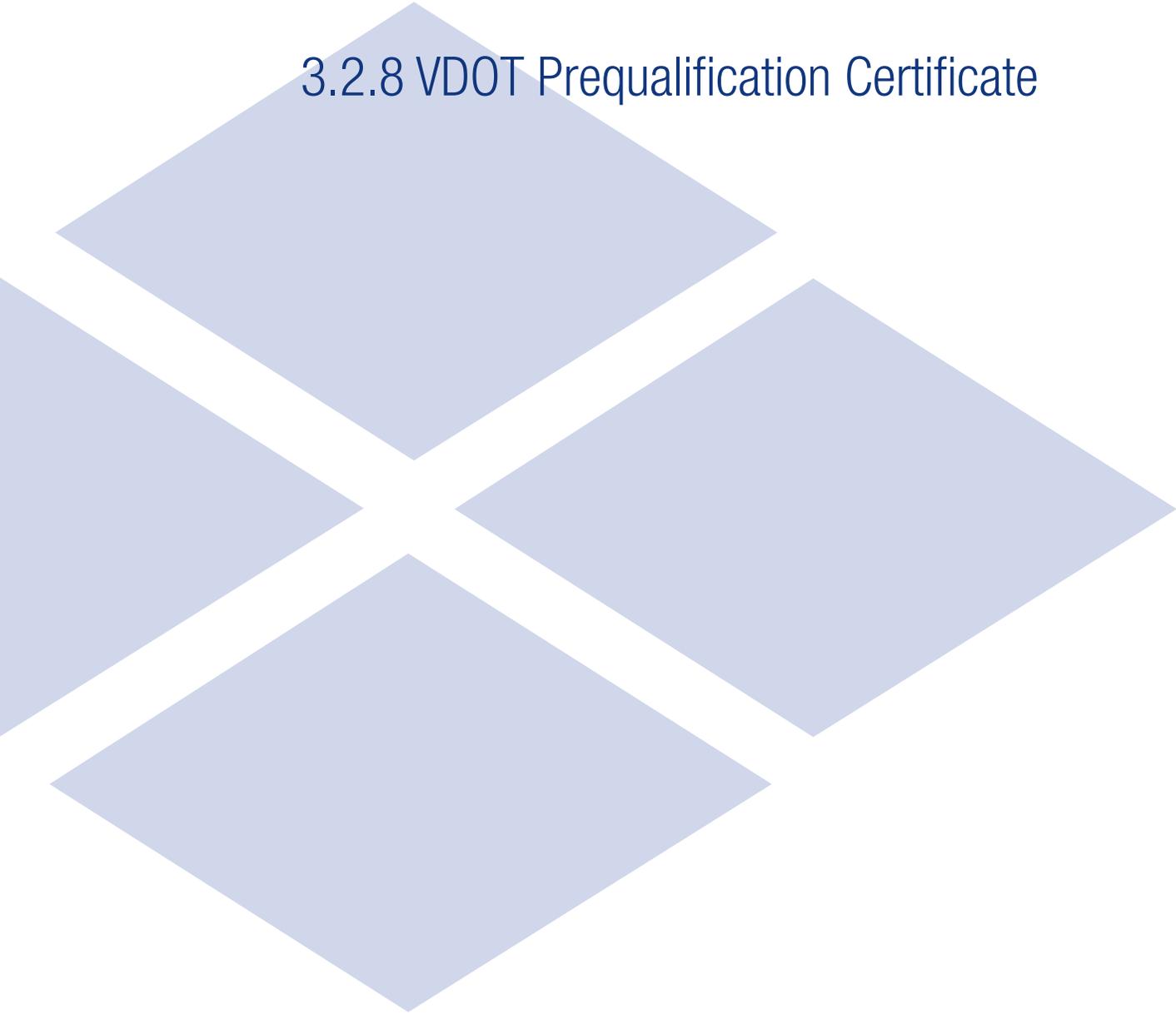
- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 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>Robert Rushe</u>	<u>6-4-21</u>	<u>Vice President</u>
Signature	Date	Title

Key Title II

Name of Firm



3.2.8 VDOT Prequalification Certificate

From: **VDOT-Prequalification, rr** <prequalification@vdot.virginia.gov>
Date: Tue, Apr 13, 2021 at 2:16 PM
Subject: [External] Your assigned Joint Venture # is JV099
To: Dan Clymore <DCLYMORE@shirleycontracting.com>, Jason Hoyle
<jason.hoyle@branchcivil.com>
Cc: Mandy Nicholas <amanda.nicholas@vdot.virginia.gov>, Harold Caples
<harold.caples@vdot.virginia.gov>

SHIRLEY CONTRACTING COMPANY, LLC
BRANCH CIVIL, INC.

Thank-you for submitting the Joint Venture Agreement for **SHIRLEY-BRANCH JOINT VENTURE** to the Prequalification Office.

We have processed the paperwork to assign a JV number.
This Joint Venture is assigned the # **JV099**

Please feel free to contact me if there are any concerns.

Thank-you,
Kristine Pyers
Prequalification Coordinator

Prequalification Office
Construction Division
Virginia Department of Transportation
[1401 E. Broad Street, 12th Floor](#)
[Richmond, VA 23219](#)



Kris Pyers, Coordinator: (804) 786-2938
Mandy Nicholas, Supervisor: (804) 371-2009

[Email us!](#)
Webpage: <http://www.virginiadot.org/business/const/prequal.asp>



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/9/2021**

- S -

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 6/9/2021**

- B -

Vendor ID: B1164

Vendor Name: BRACT RETAINING WALLS AND EXCAVATING LLC

Prequal Level: Prequalified

Prequal Exp: 02/28/2022

-- PREQ Address --

P.O. BOX 2099

ASHLAND, VA 23005

Phone: (804)798-5097

Fax: (804)798-5098

Work Classes (Listed But Not Limited To)

006 - PORTLAND CEMENT CONCRETE PAVING

056 - MASONRY CONSTRUCTION

101 - EXCAVATING

Bus. Contact: MCCULLOUGH, AARON MICHAEL

Email: AARON@BRACTWALLS.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: B319

Vendor Name: BRANCH CIVIL, INC.

Prequal Level: Prequalified

Prequal Exp: 02/28/2022

-- PREQ Address --

P. O. BOX 40004

ROANOKE, VA 24022-0004

Phone: (540)982-1678

Fax: (540)982-4216

Work Classes (Listed But Not Limited To)

002 - GRADING

003 - MAJOR STRUCTURES

045 - UNDERGROUND UTILITIES

Bus. Contact: COLBERT, MICHAEL ANDREW

Email: BCIESTIMATING@BRANCHCIVIL.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

3.2.9 Surety Letter



One Tower Square
Hartford, CT 06183

June 29, 2021

Mr. Suril R. Shah, P.E., DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - A Design-Build Project - Contract ID Number: C00117841DB111
I-64 Hampton Roads Express Lanes (HREL) Segment 4C From: 0.138 miles East of LaSalle Ave.
To: 0.500 miles East of Settlers Landing Road
City of Hampton, Virginia
Estimated Contract Value: \$318.5 million

Dear Mr. Shah:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV), Federal Insurance Company (A.M. Best Financial Strength Rating A++, Financial Size Category XV), Fidelity and Deposit Company of Maryland (A.M. Best Financial Strength Rating A+, Financial Size Category XV), Zurich American Insurance Company (A.M. Best Financial Strength Rating A+, Financial Size Category XV), and Berkshire Hathaway Specialty Insurance Company (A.M. Best Financial Strength Rating A++, Financial Size Category XV), have the privilege of providing surety bonds for Shirley - Branch Joint Venture. The available bonding capacity on individual projects is in excess of \$750,000,000 with an aggregate of \$8,000,000,000.

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

As surety for Shirley - Branch Joint Venture, Travelers Casualty and Surety Company of America, Federal Insurance Company, Fidelity and Deposit Company of Maryland, Zurich American Insurance Company, and Berkshire Hathaway Specialty Insurance Company, are 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 - Branch Joint Venture continuing to satisfy other underwriting considerations at the time the bonds are requested.

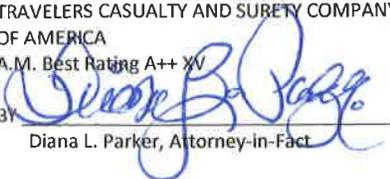
This letter is not an assumption of liability and is issued only as a reference request from our client.

Sincerely,

TRAVELERS CASUALTY AND SURETY COMPANY
OF AMERICA

A.M. Best Rating A++ XV

BY


Diana L. Parker, Attorney-in-Fact

FEDERAL INSURANCE COMPANY

A.M. Best Rating: A++ XV

BY


Diana L. Parker, Attorney-in-Fact

FIDELITY AND DEPOSIT COMPANY OF MARYLAND

A.M. Best Rating: A+ XV

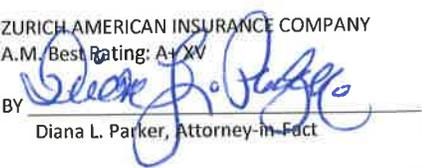
BY


Diana L. Parker, Attorney-in-Fact

ZURICH AMERICAN INSURANCE COMPANY

A.M. Best Rating: A+ XV

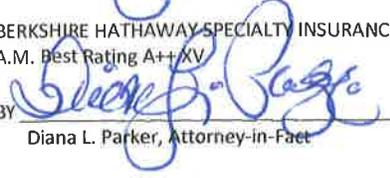
BY


Diana L. Parker, Attorney-in-Fact

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY

A.M. Best Rating A++ XV

BY


Diana L. Parker, 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 **Diana L Parker** 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 3rd day of June, 2017



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.**

Power of Attorney

Federal Insurance Company | Vigilant Insurance Company | Pacific Indemnity Company
Westchester Fire Insurance Company | ACE American Insurance Company

Know All by These Presents, that FEDERAL INSURANCE COMPANY, an Indiana corporation, VIGILANT INSURANCE COMPANY, a New York corporation, PACIFIC INDEMNITY COMPANY, a Wisconsin corporation, WESTCHESTER FIRE INSURANCE COMPANY and ACE AMERICAN INSURANCE COMPANY corporations of the Commonwealth of Pennsylvania, do each hereby constitute and appoint Karen C. Bowling, Diana L. Parker and Terry D. Shawkey of Columbia, Maryland -----

each as their true and lawful Attorney-in-Fact to execute under such designation in their names and to affix their corporate seals to and deliver for and on their behalf as surety thereon or otherwise, bonds and undertakings and other writings obligatory in the nature thereof (other than bail bonds) given or executed in the course of business, and any instruments amending or altering the same, and consents to the modification or alteration of any instrument referred to in said bonds or obligations.

In Witness Whereof, said FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, PACIFIC INDEMNITY COMPANY, WESTCHESTER FIRE INSURANCE COMPANY and ACE AMERICAN INSURANCE COMPANY have each executed and attested these presents and affixed their corporate seals on this 12th day of March, 2020.

Dawn M. Chloros

Dawn M. Chloros, Assistant Secretary

Stephen M. Haney

Stephen M. Haney, Vice President



STATE OF NEW JERSEY
County of Hunterdon

ss.

On this 12th day of March, 2020 before me, a Notary Public of New Jersey, personally came Dawn M. Chloros and Stephen M. Haney, to me known to be Assistant Secretary and Vice President, respectively, of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, PACIFIC INDEMNITY COMPANY, WESTCHESTER FIRE INSURANCE COMPANY and ACE AMERICAN INSURANCE COMPANY, the companies which executed the foregoing Power of Attorney, and the said Dawn M. Chloros and Stephen M. Haney, being by me duly sworn, severally and each for herself and himself did depose and say that they are Assistant Secretary and Vice President, respectively, of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, PACIFIC INDEMNITY COMPANY, WESTCHESTER FIRE INSURANCE COMPANY and ACE AMERICAN INSURANCE COMPANY and know the corporate seals thereof, that the seals affixed to the foregoing Power of Attorney are such corporate seals and were thereto affixed by authority of said Companies; and that their signatures as such officers were duly affixed and subscribed by like authority.

Notarial Seal



KATHERINE J. ADELAAR
NOTARY PUBLIC OF NEW JERSEY
No. 2316685
Commission Expires July 16, 2024

Katherine J. Adelaar
Notary Public

CERTIFICATION

Resolutions adopted by the Boards of Directors of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, and PACIFIC INDEMNITY COMPANY on August 30, 2016; WESTCHESTER FIRE INSURANCE COMPANY on December 11, 2006; and ACE AMERICAN INSURANCE COMPANY on March 20, 2009:

"RESOLVED, that the following authorizations relate to the execution, for and on behalf of the Company, of bonds, undertakings, recognizances, contracts and other written commitments of the Company entered into in the ordinary course of business (each a "Written Commitment"):

- (1) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized to execute any Written Commitment for and on behalf of the Company, under the seal of the Company or otherwise.
- (2) Each duly appointed attorney-in-fact of the Company is hereby authorized to execute any Written Commitment for and on behalf of the Company, under the seal of the Company or otherwise, to the extent that such action is authorized by the grant of powers provided for in such person's written appointment as such attorney-in-fact.
- (3) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized, for and on behalf of the Company, to appoint in writing any person the attorney-in-fact of the Company with full power and authority to execute, for and on behalf of the Company, under the seal of the Company or otherwise, such Written Commitments of the Company as may be specified in such written appointment, which specification may be by general type or class of Written Commitments or by specification of one or more particular Written Commitments.
- (4) Each of the Chairman, the President and the Vice Presidents of the Company is hereby authorized, for and on behalf of the Company, to delegate in writing to any other officer of the Company the authority to execute, for and on behalf of the Company, under the Company's seal or otherwise, such Written Commitments of the Company as are specified in such written delegation, which specification may be by general type or class of Written Commitments or by specification of one or more particular Written Commitments.
- (5) The signature of any officer or other person executing any Written Commitment or appointment or delegation pursuant to this Resolution, and the seal of the Company, may be affixed by facsimile on such Written Commitment or written appointment or delegation.

FURTHER RESOLVED, that the foregoing Resolution shall not be deemed to be an exclusive statement of the powers and authority of officers, employees and other persons to act for and on behalf of the Company, and such Resolution shall not limit or otherwise affect the exercise of any such power or authority otherwise validly granted or vested."

I, Dawn M. Chloros, Assistant Secretary of FEDERAL INSURANCE COMPANY, VIGILANT INSURANCE COMPANY, PACIFIC INDEMNITY COMPANY, WESTCHESTER FIRE INSURANCE COMPANY and ACE AMERICAN INSURANCE COMPANY (the "Companies") do hereby certify that

- (i) the foregoing Resolutions adopted by the Board of Directors of the Companies are true, correct and in full force and effect,
- (ii) the foregoing Power of Attorney is true, correct and in full force and effect.

Given under my hand and seals of said Companies at Whitehouse Station, NJ, this

12th day of March 2020



Dawn M. Chloros

Dawn M. Chloros, Assistant Secretary

IN THE EVENT YOU WISH TO VERIFY THE AUTHENTICITY OF THIS BOND OR NOTIFY US OF ANY OTHER MATTER, PLEASE CONTACT US AT:
Telephone (908) 903-3493 Fax (908) 903-3656 e-mail: surety@chubb.com

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Diana L. PARKER, Karen C. BOWLING, Terry D. SHAWKEY and David Thomas SAUL, all of Columbia, Maryland,, EACH**, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 30th day of October, A.D. 2019.



ATTEST:
**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**

By: *Robert D. Murray*
Vice President

By: *Dawn E. Brown*
Secretary

**State of Maryland
County of Baltimore**

On this 30th day of October, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.



Constance A. Dunn

Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023



EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 15th day of June, 2001.



Brian M. Hodges

By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfelaims@zurichna.com
800-626-4577



**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Diana L. PARKER, Karen C. BOWLING, Terry D. SHAWKEY and David Thomas SAUL, all of Columbia, Maryland,, EACH**, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 30th day of October, A.D. 2019.



**ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**

By: *Robert D. Murray*
Vice President

By: *Dawn E. Brown*
Secretary

**State of Maryland
County of Baltimore**

On this 30th day of October, A.D. 2019, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.



Constance A. Dunn
Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 9/9/00 day of July 2000.



Brian M. Hodges

By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

Power Of Attorney

**BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY**

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Diana L. Parker, David Moylan, David Saul, Karen C. Bowling, Terry D. Shawkey, 10320 Little Patuxent Parkway, Suite 560 of the city of Columbia, State of Maryland**, their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

**BERKSHIRE HATHAWAY SPECIALTY
INSURANCE COMPANY,**

**NATIONAL INDEMNITY COMPANY,
NATIONAL LIABILITY & FIRE INSURANCE COMPANY,**

By: _____
David Fields, Executive Vice President

By: _____
David Fields, Vice President

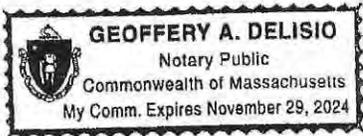


NOTARY

State of Massachusetts, County of Suffolk, ss:

On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY** and Vice President of **NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]



Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE 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 is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this June 29, 2021.



Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department: Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com THIS POWER OF ATTORNEY IS VOID IF ALTERED
To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claims.notice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

- (1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and
- (2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

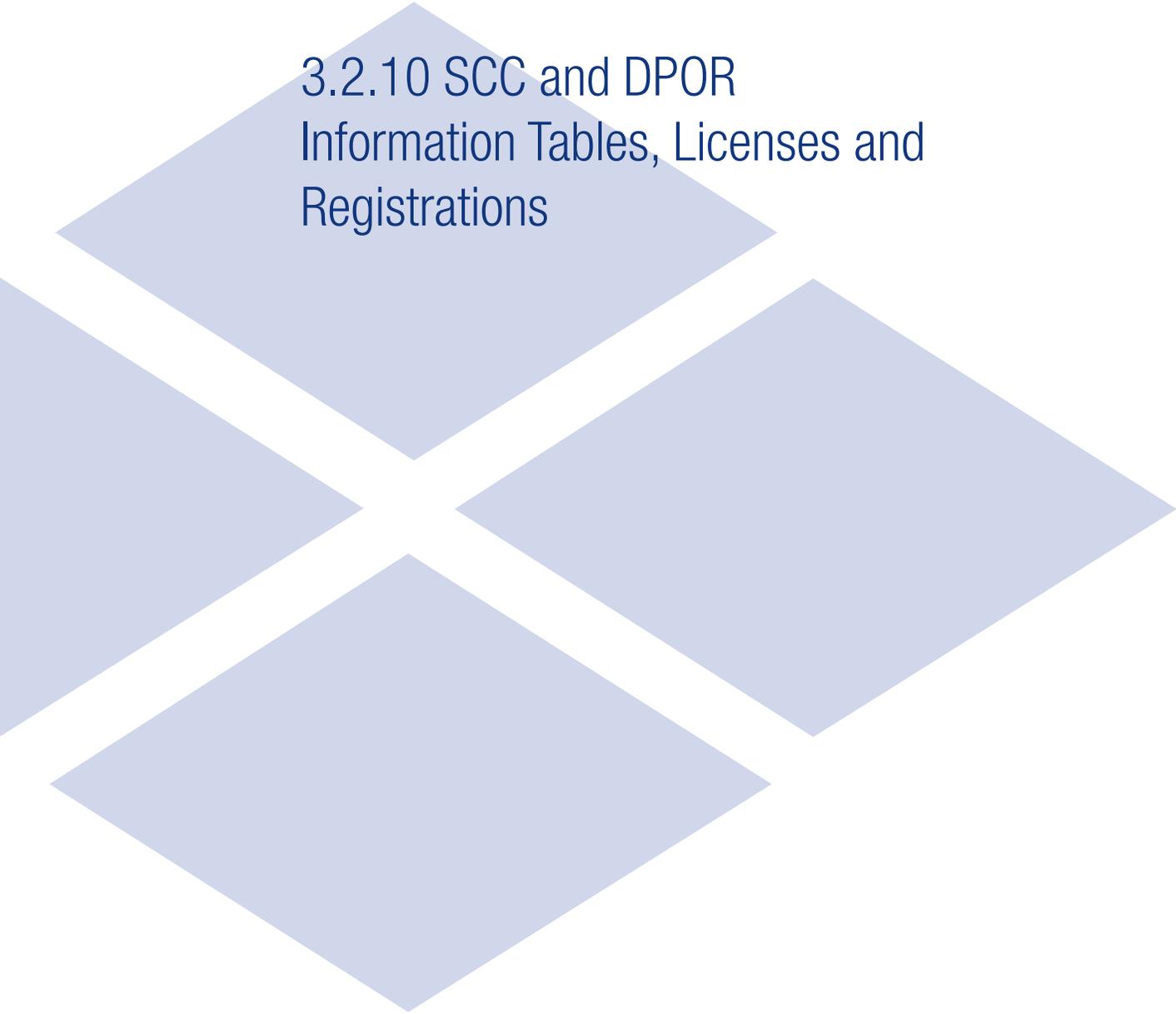
Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.



3.2.10 SCC and DPOR Information Tables, Licenses and Registrations

ATTACHMENT 3.2.10
State Project No. 0000-000-0000
SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S0820383	Limited Liability Company	Active	8435 Backlick Road Lorton, VA 22079	Class A Contractor	2705071652	October 31, 2022
Branch Civil, Inc.	02956183	Corporation	Active	442 Rutherford Avenue Roanoke, VA 24016	Class A Contractor	2701029434	March 31, 2023
Dewberry Engineers Inc.	F10046243	Corporation	Active	8401 Arlington Blvd. Fairfax, VA 22031	Business Entity Branch Office	0411000941	February 28, 2022
Quinn Consulting Services, Inc.	04925517	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA 20151	Business Entity	0407003733	December 31, 2021
McCallum Testing, LLC dba McCallum Testing Laboratories	S5234440	Limited Liability Company	Active	1808 Hayward Avenue PO Box 13337 Chesapeake, VA 23320	Business Entity	0407003087	December 31, 2021
ECS-Mid Atlantic, LLC	S1208216	Limited Liability Company	Active	2119-D North Hamilton Street Richmond, VA 23230	Business Entity Branch Office	0411000384	February 28, 2022
STV Incorporated dba STV Group Incorporated	F0253452	Corporation	Active	2701 Prosperity Ave. Suite 305 Fairfax, VA 22031	Business Entity Branch Office	0411000661	February 28, 2022
STV Incorporated dba STV Group Incorporated	F0253452	Corporation	Active	10800 Midlothian Turnpike Suite 302 Richmond, VA 23235	Business Entity Branch Office	0411000462	February 28, 2022
McLean Contracting Company	F0042929	Corporation	Active	6700 McLean Way Glen Burnie, MD 21060	Class A Contractor	2701000100	August 31, 2022
Quantum Spatial, Inc.	F1135948	Corporation	Active	45180 Business Court Suite 800 Dulles, VA 20166	Business Entity	0407005489	December 31, 2021
Surveying & Mapping, LLC	T0564965	Limited Liability Company	Active	7679 Limestone Dr. Building B Suite 155 Gainesville, VA 20155	Business Entity	0407006626	December 31, 2021
McCormick Taylor	F1296914	Corporation	Active	509 Exeter Street 4 th Floor Baltimore, MD 21202	Business Entity Branch Office	0411000726	February 28, 2022
Diversified Property Services of Virginia, Inc.	F1304106	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2022
Old Dominion Settlements, Inc. t/a Key Title	02438919	Corporation	Active	n/a			

ATTACHMENT 3.2.10
State Project No. 0000-000-0000
SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz, PE, DBIA	Fairfax, VA	14571 Harmony Creek Ct. Haymarket, VA 20169	Professional Engineer	0402039440	June 30, 2022
Quinn Consulting Services, Inc.	Anthony Kondysar, PE Margaret Cossman, PE, DBIA	Chantilly, VA	3905 St. Mary's Circle Williamsburg, VA 23815	Professional Engineer	0402021246	July 31, 2022
Branch Civil, Inc.		Roanoke, VA	215 Hitching Post Lane Forest, VA 24511	Professional Engineer	0402036400	January 31, 2022

Entity Information

Entity Information

Entity Name: Shirley Contracting Company, LLC
Entity ID: S0820383
Entity Type: Limited Liability Company
Entity Status: **Active**
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: 08/31/2021
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: Branch Civil, Inc.
 Entity ID: 02956183
 Entity Type: Stock Corporation
 Entity Status: **Active**
 Formation Date: 11/25/1986
 Reason for Status: Active and In Good Standing
 VA Qualification Date: 11/25/1986
 Status Date: 11/25/1986
 Industry Code: 0 - General
 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: 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: PO Box 40004, 442 Rutherford Ave NE, Roanoke, VA, 24022 - 0004, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	PATRICK K BARTORILLO	7397 OLD MILL PLANTATION DRIVE, ROANOKE, VA, 24018 - 0000, USA	10/07/2020
CFO/TREASURER	Yes	ROBERT W. WILLS	6224 STRATFORD WAY, ROANOKE, VA, 24018 - 0000, USA	10/07/2020
Vice President	Yes	Brian Joseph Evans	224 Westbury Hls, Williamsburg, VA, 23188, USA	10/07/2020
Vice President	Yes	Jason Eric Hoyle	PO Box 40004, 442 Rutherford Ave NE, Roanoke, VA, 24022 - 0004, USA	10/21/2020

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

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

Title	Director	Name	Address	Last Updated
Vice President	Yes	Dennis James Miller	PO Box 40004, 442 Rutherford Ave NE, Roanoke, VA, 24022 - 0004, USA	10/21/2020

Current Shares

Total Shares: 5000

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Entity Information

Entity Information

Entity Name: Dewberry Engineers Inc.
 Entity ID: F1004623
 Entity Type: Stock Corporation
 Entity Status: **Active**
 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: 06/30/2021
 Registration Fee Due Date: 06/30/2021
 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

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

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

Title	Director	Name	Address	Last Updated
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

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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

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Entity Information

Entity Information

Entity Name: McCallum Testing LLC
Entity ID: S5234440
Entity Type: Limited Liability Company
Entity Status: **Active**
Formation Date: 09/11/2014
Reason for Status: Active
VA Qualification Date: 09/11/2014
Status Date: 12/10/2019
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: Individual
Locality: CHESAPEAKE CITY
RA Qualification: Member of the Virginia State Bar
Name: EDWIN H. GREEN
Registered Office Address: 501 INDEPENDENCE PARKWAY, SUITE 201, CHESAPEAKE, VA, 23320 - 5174, USA

Principal Office Address

Address: 1808 Hayward Avenue, Chesapeake, VA, 23320 - 0000, USA

Principal Information

Management Structure: N/A

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Entity Information

Entity Information

Entity Name: ECS Mid-Atlantic, LLC
Entity ID: S1208216
Entity Type: Limited Liability Company
Entity Status: **Active**
Formation Date: 04/16/2004
Reason for Status: Active
VA Qualification Date: 04/16/2004
Status Date: 04/16/2004
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: Individual
Locality: FAIRFAX COUNTY
RA Qualification: Officer or Director of a Corporation that is a Member or Manager of the Limited Liability Company
Name: JAMES A ECKERT
Registered Office Address: 14026 THUNDERBOLT PL STE 100, CHANTILLY, VA, 20151 - 0000, USA

Principal Office Address

Address: 14026 THUNDERBOLT PL STE 100, CHANTILLY, VA, 20151 - 0000, USA

Principal Information

Management Structure: N/A

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Entity Information

Entity Information

Entity Name: STV GROUP INCORPORATED
 Entity ID: F0253452
 Entity Type: Stock Corporation
 Entity Status: **Active**
 Formation Date: N/A
 Reason for Status: Active and In Good Standing
 VA Qualification Date: 08/09/1999
 Status Date: 09/27/2016
 Industry Code: 0 - General
 Period of Duration: Perpetual
 Jurisdiction: NY
 Annual Report Due Date: 08/31/2021
 Registration Fee Due Date: 08/31/2021
 Charter Fee: \$240.00

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: 225 Park Ave S, New York, NY, 10003 - 1604, USA

Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer	No	MILO E. RIVERSO	225 Park Ave S, New York, NY, 10003 - 1604, USA	08/07/2020
Secretary, Treasurer, Chief Financial Officer	No	THOMAS W. BUTCHER	205 West Welsh Drive, Douglassville, PA, 19518, USA	08/07/2020
Executive Chairman	Yes	DOMINICK SERVEDIO	225 Park Ave S, New York, NY, 10003 - 1604, USA	08/07/2020

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

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

Title	Director	Name	Address	Last Updated
Executive Vice President	No	GERALD DONNELLY	225 Park Ave S, New York, NY, 10003 - 1604, USA	08/07/2020
Executive Vice President	No	JONATHAN MILLER	225 Park Ave S, New York, NY, 10003 - 1604, USA	08/07/2020
Executive Vice President	Yes	CHARLES B. KOHLE	225 Park Ave S, New York, NY, 10003 - 1604, USA	08/07/2020
Executive Vice President	No	RICHARD M. AMODEI	225 Park Ave S, New York, NY, 10003 - 1604, USA	08/07/2020

Current Shares

Total Shares: 2000

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Entity Information

Entity Information

Entity Name: MCLEAN CONTRACTING COMPANY
 Entity ID: F0043929
 Entity Type: Stock Corporation
 Entity Status: **Active**
 Formation Date: N/A
 Reason for Status: Active and In Good Standing
 VA Qualification Date: 08/03/1933
 Status Date: 09/13/2011
 Industry Code: 0 - General
 Period of Duration: Perpetual
 Jurisdiction: DE
 Annual Report Due Date: 08/31/2021
 Registration Fee Due Date: 08/31/2021
 Charter Fee: \$0.00

Registered Agent Information

RA Type: Entity
 Locality: NORFOLK CITY
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
 Name: VB Business Services, LLC
 Registered Office Address: 500 WORLD TRADE CTR, 101 W MAIN ST, NORFOLK, VA, 23510 - 0000, USA

Principal Office Address

Address: 6700 MCLEAN WAY, GLEN BURNIE, MD, 21060 - 6480, USA

Principal Information

Title	Director	Name	Address	Last Updated
VP/CHIEF ENG/ S	Yes	CORY M HEISEY	1805 BRICKHOUSE LN, FALLSTON, MD, 21047 - 0000, USA	08/01/2018
CFO	Yes	PAULA SIDLOWSKI	21 CLARENDON AVENUE, PIKESVILLE, MD, 21208 - 0000, USA	08/01/2018
ASST SECRETARY	No	JULIE BECHTEL	115 BRANCH BROOK COURT, BEL AIR, MD, 21014 - 0000, USA	08/01/2018

Current Shares

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Entity Information

Entity Information

Entity Name: Quantum Spatial, Inc.
 Entity ID: F1135948
 Entity Type: Stock Corporation
 Entity Status: **Active**
 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: N/A
 Registration Fee Due Date: Not Required
 Charter Fee: \$200.00

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: 200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA

Principal Information

Title	Director	Name	Address	Last Updated
President	No	MARK E MEADE	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021
Secretary	No	MARYJO O'BRIEN	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021
Chief Financial Officer	No	EDWARD CODISPOTI	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021
	Yes	RICHARD TONG	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021
	Yes	DICKERSON WRIGHT	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021

Entity Information

Entity Information

Entity Name: Surveying And Mapping, LLC
Entity ID: T0564965
Entity Type: Limited Liability Company
Entity Status: **Active**
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 TRANACT
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: McCORMICK TAYLOR, INC.
 Entity ID: F1296914
 Entity Type: Stock Corporation
 Entity Status: **Active**
 Formation Date: N/A
 Reason for Status: Active and In Good Standing
 VA Qualification Date: 06/02/1997
 Status Date: 07/22/2020
 Industry Code: 0 - General
 Period of Duration: Perpetual
 Jurisdiction: PA
 Annual Report Due Date: N/A
 Registration Fee Due Date: Not Required
 Charter Fee: \$150.00

Registered Agent Information

RA Type: Entity
 Locality: CHESTERFIELD COUNTY
 RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA
 Name: COGENCY GLOBAL INC.
 Registered Office Address: 250 Browns Hill Ct, Midlothian, VA, 23114 - 9510, USA

Principal Office Address

Address: 1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA

Principal Information

Title	Director	Name	Address	Last Updated
Treasurer, Chief Visionary Officer, Assistant Secretary	Yes	Patrick J. Guise	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
Chief Executive Officer, Secretary, Assistant Treasurer	Yes	James C. Wiggans, P.E.	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
Vice President, Finance and Accounting	No	Gregory T. Filosa	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021

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Title	Director	Name	Address	Last Updated
Vice President, Energy Services	No	Susan M. Ridenour	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
President	No	Thomas A. Caramanico, P.E.	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
Vice President, Systems and Operations	No	Sandra G. Martin, P.E.	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
General Council, Professional Services	No	Gunther O. Carrle, Esq.	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
Vice President, Human Resources	No	Dawn A. Bruno, PHR, SHRM-CP	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
General Council, Corporate	No	Malcolm B. Jacobson, Esq.	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
Vice President, Transportation Services	No	Michael A. Maholick, P.E.	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021
Vice President, Chief Financial Officer	No	Darryl J. Freedman	1818 Market St Fl 16, Philadelphia, PA, 19103 - 3604, USA	06/01/2021

Current Shares

Total Shares: 70000

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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: 08/31/2021
 Registration Fee Due Date: 08/31/2021
 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

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

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: **Active**
 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: 07/31/2021
 Registration Fee Due Date: 07/31/2021
 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

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Total Shares: 25000

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DPOR License Lookup License Number 2705071652

License Details

Name	SHIRLEY CONTRACTING COMPANY LLC
License Number	2705071652
License Description	Contractor
Firm Type	LLC - Limited Liability Company
Rank ¹	Class A
Address	8435 BACKLICK ROAD, LORTON, VA 22079
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	2002-10-08
Expiration Date	2022-10-31

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

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DPOR License Lookup License Number 2701029434

License Details

Name	BRANCH CIVIL INC
License Number	2701029434
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	442 RUTHERFORD AVE, ROANOKE, VA 24016
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1987-03-12
Expiration Date	2023-03-31

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

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DPOR License Lookup License Number 0411000941

License Details

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

Related Licenses ¹

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

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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 ¹

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 0407003087

License Details

Name	MCCALLUM TESTING LABORATORIES INC
License Number	0407003087
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	1808 HAYWARD AVENUE PO BOX 13337, CHESAPEAKE, VA 23325
Initial Certification Date	1992-05-14
Expiration Date	2021-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402034560	EBBERT, JON WAYNE	Professional Engineer License	Engineering	2022-07-31

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DPOR License Lookup License Number 0411000384

License Details

Name	ECS MID-ATLANTIC LLC
License Number	0411000384
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	2119-D NORTH HAMILTON ST, RICHMOND, VA 23230
Initial Certification Date	2004-12-10
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401017945	MEYER, BENJAMIN ALAN	Architect License	Architecture	2021-10-31
0402019982	MOSS, ROBERT C III	Professional Engineer License	Engineering	2021-07-31
0401014068	NELSON, KEITH PAUL	Architect License	Architecture	2022-12-31

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DPOR License Lookup License Number 0411000462

License Details

Name	STV INCORPORATED DBA STV GROUP INC
DBA Name	STV GROUP INC
License Number	0411000462
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	10800 MIDLOTHIAN TNPk SUITE 302, RICHMOND, VA 23235
Initial Certification Date	2006-11-15
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402011415	BRIGGS, RONALD C	Professional Engineer License	Engineering	2023-06-30

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DPOR License Lookup License Number 0411000661

License Details

Name	STV INCORPORATED
DBA Name	STV GROUP INCORPORATED
License Number	0411000661
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	2701 PROSPERITY AVE STE 305, FAIRFAX, VA 22031
Initial Certification Date	2009-09-11
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401017539	JEFFORDS, LAURA L	Architect License	Architecture	2022-09-30
0402019827	HOOSHANGI, MICHAEL M	Professional Engineer License	Engineering	2022-10-31

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DPOR License Lookup License Number 2701000100

License Details

Name	MCLEAN CONTRACTING COMPANY
License Number	2701000100
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	6700 MCLEAN WAY, GLEN BURNIE, MD 21060-6480
Specialties²	Highway / Heavy (H/H) Marine Facility (MCC)
Expiration Date	2022-08-31

- 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 0407005489

License Details

Name	QUANTUM SPATIAL INC
License Number	0407005489
License Description	Business Entity Registration
Rank	Business Entity
Address	45180 BUSINESS COURT STE 800, DULLES, VA 20166
Initial Certification Date	2009-07-30
Expiration Date	2021-12-31

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DPOR License Lookup License Number 0407006626

License Details

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

Related Licenses ¹

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

Showing 1 to 2 of 2 entries

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DPOR License Lookup License Number 0411000726

License Details

Name	MCCORMICK TAYLOR INC
License Number	0411000726
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	509 SOUTH EXETER ST 4TH FLOOR, BALTIMORE, MD 21202
Initial Certification Date	2010-03-25
Expiration Date	2022-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402041865	DORSEY, HAROLD JAMES	Professional Engineer License	Engineering	2022-02-28

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 4008001190

License Details

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

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DPOR License Lookup License Number 0402039440

License Details

Name	KUNTZ, STEVEN KLINE
License Number	0402039440
License Description	Professional Engineer License
Rank	Professional Engineer
Address	HAYMARKET, VA 20169
Initial Certification Date	2004-06-14
Expiration Date	2022-06-30

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DPOR License Lookup License Number 0402021246

License Details

Name	KONDYSAR, ANTHONY J
License Number	0402021246
License Description	Professional Engineer License
Rank	Professional Engineer
Address	WILLIAMSBURG, VA 23185
Initial Certification Date	1990-07-16
Expiration Date	2022-07-31

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DPOR License Lookup License Number 0402036400

License Details

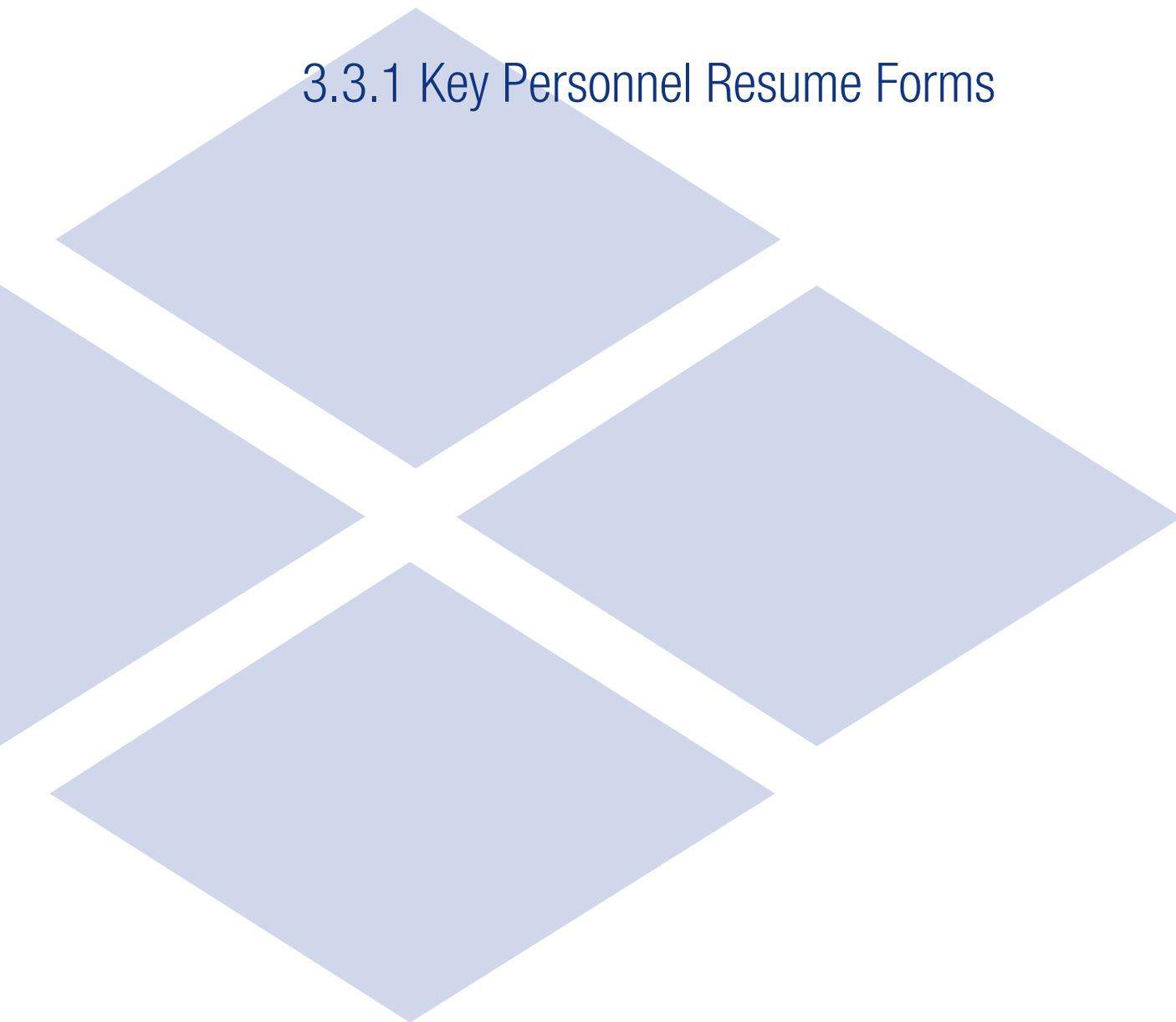
Name	COSSMAN, MARGARET HELEN
License Number	0402036400
License Description	Professional Engineer License
Rank	Professional Engineer
Address	FOREST, VA 24551
Initial Certification Date	2002-01-08
Expiration Date	2022-01-31

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3.3.1 Key Personnel Resume Forms



ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Robbie Roberts, Senior Project Manager
b. Project Assignment: Design-Build Project Manager (DBPM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Shirley Contracting Company, LLC
d. Employment History: With this Firm <u>7</u> Years with Other Firms <u>19</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC Senior Project Manager, 2014-Present General responsibilities include design management and oversight. Leads bi-weekly design meetings attended by all design discipline managers and construction staff to include discussions on schedule, owner review comments, environmental permitting as well as right-of-way and utility relocation issues. Manages and performs plan reviews during design phase of projects including constructability reviews, quantity take-offs, and cost estimates. Serves as the key point of contact with the Owner, leads all weekly and monthly progress meetings, communicates weekly planned activities, negotiates and discusses any issues or change orders, public coordination and outreach, CPM schedule preparation and updates, set-up of Project budgets, and vendor and subcontractor purchasing. Performs daily planning and weekly look-ahead schedules, subcontractor coordination, and responsible for the overall financial management of the Project. Manages, trains, and develops project management staff and field personnel. Assists in the pursuit of new opportunities for the company. <ul style="list-style-type: none">• Skiffes Creek Connector Design-Build (\$24M) – 1/2020 to 7/2022 – Design-Build Project Manager• I-64 Capacity Improvements – Segment III Design-Build (\$186M) – 5/2019 to 12/2021 – Design-Build Project Manager, 1/2018 to 5/2019 – Deputy Design-Build Project Manager• I-64 Capacity Improvements – Segment I Design-Build (\$101M) – 3/2015 to 12/2017 – Senior Project Manager• Estimating Department – 8/2014 to 3/2015 – Senior Project Manager KBS, Inc. Senior Project Manager, 2011-2014 General responsibilities included operational responsibilities for planning, schedule preparation, purchasing, submittal review, quality control and financial management. Managed, trained and developed project management and field staff. Developed and built relationships with clients, design professionals and subcontractors. <ul style="list-style-type: none">• Chrysler Museum Expansion & Renovation (\$15M) – 7/2012 to 7/2014 – Senior Project Manager• Estimating Department – 10/2011 to 6/2012 – Senior Project Manager Clark Construction Group, LLC Project Engineer, 2003-2005, Project Manager, 2005-2006, Senior Project Manager, 2006-2011 General responsibilities included developing and maintaining positive working relationships with owners and design teams. Managed, trained and developed project management staff. Supervised activities related to contract administration, procurement, schedule, submittals, quality control, applications for payment, punch-list and closeout. <ul style="list-style-type: none">• Rosslyn Commons (\$50M) – 10/2010 to 9/2011 – Senior Project Manager• Clarendon Center (\$118M) – 7/2007 to 9/2010 – Senior Project Manager• Liberty Center (\$30M), 4/2006 to 6/2007 – Senior Project Manager• Westin Hotel – Arlington Gateway (\$33M) – 6/2005 to 3/2006 – Project Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & State University, Blacksburg, VA / MS / 2003 / Architecture (Construction Management Option) Virginia Polytechnic Institute & State University, Blacksburg, VA / BS / 1995 / Business (Finance Major)
f. Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>

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

**1. Skiffes Creek Connector Design-Build – James City County, Virginia
Shirley Contracting Company, LLC, Design-Build Project Manager (1/2020 to 7/2022)**

Robbie is serving as the Design-Build Project Manager for the \$24 million design-build project with VDOT which creates efficient local connectivity between Route 60 and Route 143. The Project also includes a multi-use path along eastbound Route 60 from the intersection with Green Mount Parkway (Route 774) to the existing bus stop/proposed bus shelter. Robbie manages the full design team including environmental, traffic, roadway, drainage and structural disciplines. Fully approved Release for Construction (RFC) Plans have been obtained on schedule. Robbie leads the bi-weekly design management meetings and monthly Owner meetings with VDOT. The Team prepared all environmental permitting documents and TES coordination and has obtained coverage under the VWP General Permit Number WP3. Robbie is leading the right-of-way acquisition process which requires easements and partial land rights from 13 parcels. He has prepared all CPM schedule baselines and updates and prepared the design and construction Quality Assurance/Quality Control (QA/QC) Plans. The Project involves construction of a new two-lane roadway, and includes a bridge at Skiffes Creek, a bridge over CSX Transportation (CSXT) Railroad, and intersection improvements at the two termini. Robbie has performed all design coordination with CSXT while working with the Hampton Roads District to obtain plan approvals throughout the 60%, 90%, and RFC plan stages. Construction began in April 2021 and is scheduled for on-time completion.

**2. I-64 Capacity Improvements – Segment III Design-Build – York County, Virginia
Shirley Contracting Company, LLC, Design-Build Project Manager (5/2019 to 12/2021), Deputy Design-Build Project Manager (1/2018 to 5/2019)**

As DBPM and Deputy DBPM, with design management responsibility, Robbie led meetings with the full design team for the \$186 million design-build Project for VDOT. During the design phase, Robbie's responsibilities included the preparation of design meeting minutes and tracking of deliverables and performing frequent plan reviews for completeness and compliance with contract requirements. He prepared preliminary and full baseline construction schedule submissions, compiled, and edited the QA/QC Plans, and prepares the monthly applications for payment and reports. Robbie also provided data required for environmental permit applications. Robbie led the Team from the start of construction and conducts safe start meetings with Shirley and subcontractor crews. He managed the start of Stage 1 construction in August 2018, which incorporated day and nighttime activities, and concurrently managed staff in the performance of ongoing design reviews, quantity checks and design review comment resolution. He has also participated in public information meetings to share general Project information and details addressing environmental concerns. The Project's scope includes the addition of a new travel lane and inside shoulder, both eastbound and westbound on I-64 for over 8 miles; replacement of bridges over Queens Creek; widening of bridges over Lakeshead Drive and Colonial Parkway; SWM ponds; and 186,000 SF of noise walls.

**3. I-64 Capacity Improvements – Segment I Design-Build – Newport News, Virginia
Shirley Contracting Company, LLC, Senior Project Manager (3/2015 to 12/2017)**

Robbie performed design management and plan review and was responsible for Project delivery including planning, schedule preparation, purchasing, subcontractor coordination, quality control, public outreach, and financial management of the \$101 million design-build Project for VDOT. His duties included coordination with VDOT and leading Weekly Construction Update Meetings and Monthly Owner Progress Meetings. He frequently communicated with and provided construction updates to the City of Newport News engineering and waterworks departments. Robbie established a direct working relationship with the point of contact for all work over and adjacent to the CSXT Railroad. He executed agreements for access, prepared and submitted demolition and erection plans, participated in CSXT Preconstruction Meetings, provided schedule information and communicated daily requirements with the flagman assigned to the Project. Robbie worked closely with VDOT to incorporate scope items added by work order without any additional time. He managed the construction and quality teams in expediting punch list work and submission of the materials notebook. The Project was delivered on time on December 1, 2017. The Project scope included the addition of a new travel lane and inside shoulder, both eastbound and westbound on I-64 for approximately 6 miles, full replacement of bridges over Industrial Park Drive and adjacent CSXT railroad tracks, widening of bridges over Fort Eustis Boulevard and Lee Hall Reservoir, stormwater management ponds, and noise walls.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Maggie Cossman, PE, DBIA, Senior Project Manager
b. Project Assignment: Entrusted Engineer in Charge (EIC)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Branch Civil, Inc.
d. Employment History: With this Firm 4 Years with Other Firms 20 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): Branch Civil, Inc. Senior Project Manager, 2017 - Present Maggie's general responsibilities include oversight and direction of the company's project activities from start to finish. She manages the construction process, contract administration, project management, and implements the quality control (QC) processes to confirm that materials used, and work performed, meet contract requirements, and conformance with plans and specifications. She is also responsible for coordinating with owner's representatives, third-party stakeholders, subcontractors, and vendors to maintain clear lines of communication among project stakeholders. <ul style="list-style-type: none">• Route 58 Lover's Leap PPTA (\$300M) – 11/2020 to Present – Design-Build Coordinator• I-95 Express Lanes Fredericksburg Extension Design-Build (\$291M) – 11/2018 to 5/2021 – Design-Build Coordinator• Greenview Drive (\$11M) – 5/2017 – 12/2017 Construction Manager City of Lynchburg Transportation Engineer, 2016 - 2017 Maggie was responsible for the planning, and the design and maintenance of Lynchburg's transportation network. She supervised signal, sign, and pavement marking shop drawings, and was responsible for maintaining signals, signage, and pavement marking within the 49 square miles of the City limits. She managed transportation related capital improvement projects from conception to construction. She also prepared and presented transportation related issues to Lynchburg City Council, City Planning Commission, Region 2000 Local Government Council, VDOT, and the public. <ul style="list-style-type: none">• Downtown Utility and Streetscape Project, Phase 1 (\$8M) – 1/2016 to 4/2017 – Assistant Project Manager• Logan's Lane Off-Ramp Realignment and Wards Ferry Road Widening (\$8M) – 1/2016 to 4/2017 – Transportation Engineer• Atlanta Avenue/Babcock Place Roundabout (\$500,000) – 5/2016 to 4/2017 – Transportation Engineer Liberty University, Inc. Corporate Engineer, 2009 - 2015 Maggie's general responsibilities included campus master planning, managing consulting engineering firms, supervising construction document development, construction administration, and contract management, as well as the overall supervision of all site construction including roads, parking lots, sidewalks, utilities, landscaping, grading, drainage, and erosion and sediment control from preliminary conceptual plans through design, bidding, construction administration, and project closeout. She established project budgets, bid procurement, preparation of contracts, reviewed and approved change orders and pay applications, and maintained budgets and schedules. <ul style="list-style-type: none">• Library, School of Music, Science Hall, and Student Center (\$225M) – 1/2011 to 8/2015 – Project Engineer• Dorms 1 and 2 and Quad Rebuild (\$140M) – 1/2012 to 8/2015 – Project Engineer• Four Lane Tunnel under Norfolk Southern Railroad (\$10M) – 5/2011 to 1/2014 – Project Engineer Perkins & Orrison, Inc. Project Manager, 2003 - 2009 Maggie's responsibilities included all aspects of projects including proposals, fee negotiations, preliminary engineering reports, construction estimating, design, contract documents, technical specifications, project bidding, contract and construction administration, and project closeout. She also performed civil engineering services for building projects and was an integral part of coordination between disciplines for final design and while making sure that all projects were completed on schedule and within budget. <ul style="list-style-type: none">• Liberty University Campus Core Rebuild (\$10.6M) – 1/2006 to 5/2009 – Project Manager• Thomas Jefferson Crossings Mixed-Use Development (\$8M) – 1/2004 to 3/2006 – Project Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Dayton, Dayton, OH / BS / 1997 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2002 / Professional Engineer / Virginia / #0402-036400 2020 / Designated Design-Build Professional (National Designation)

- 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. Route 58 Lover's Leap PPTA – Carroll, Floyd & Patrick Counties, Virginia
Branch Civil, Inc., Design-Build Coordinator (11/2020 to Current)**

Maggie is serving as the D-B Coordinator on the fourth portion of the Route 58 PPTA, a challenging project that completes improvements to the US Route 58 Corridor from Stuart to Hillsville. As the D-B Coordinator, Maggie works hand-in-hand with the entirety of the Construction and Design Teams to ensure that constructability is built into every aspect of the design. She is responsible for project procurement, start-up, staffing concept development and defining roles and responsibilities, and development of the project execution plan. She is also responsible for development and oversight of the baseline schedule, scope validation, submittal development, early works package development, and works directly with VDOT to ensure contract compliance. During the completion of the design, Maggie will field-verify the design to ensure constructability. She will also work with the Design Team to ensure that changes are made to the plans accordingly. This 7.4-mile portion of US Route 58 presents many challenges, including a steep, 9% grade with more than 1,600' of elevation change, and numerous environmental impacts, including more than five miles of streams. To ensure that the project does not negatively impact the environment, Maggie is responsible for working with the Design Team to vet, hire, and manage an environmental subconsultant to maintain compliance with all environmental regulations. Based on her extensive knowledge of the project corridor, she led the development of a Request for Proposals that captured all of the environmental concerns and permitting requirements. She also works with Lead Designer to ensure that all environmental aspects of the project are incorporated into the design. Other challenges include more than 350 acres of land to be cleared and a total of 11 million cubic yards of excavation and many geotechnical challenges, including Triassic soils and limited access to drilling operations because of access issues. Finally, the project has 96 parcels of ROW acquisitions and numerous utility relocations. Maggie is responsible for ensuring that all ROW impacts and utility relocations are captured and addressed to prevent schedule impacts.

**2. I-95 Express Lanes Fredericksburg Extension D-B, Stafford County, Virginia
Branch Civil, Inc., Design-Build Coordinator (11/2018 to 5/2021)**

Maggie worked as a direct report to the DBPM and was responsible for constant coordination with the Design Team to confirm that all engineering work was fully integrated into a single, effective working design. She closely monitored and managed the design progress, maintained an action log of critical items, and ensured team focus to address critical issues and ensure design compliance with the D-B Contract, which included non-standard VDOT contract provisions. When necessary, she made field adjustments and confirmed that changes were incorporated into the design. She facilitated weekly management team meetings with 95 Express, LLC (the Concessionaire), VDOT, and the JV's Leadership Team to discuss, track, and resolve issues, including contract compliance, coordination with VDOT on adjacent projects, potential change orders, safety issues, and the progress of project milestones. She facilitated coordination with the operations team through the performance of constructability reviews and provided critical input to the development of plans during the design process. She also provided oversight during construction for design changes that were required. This project will extend I-95 Express Lanes approximately 10 miles south of Route 610 (Garrisonville Road) in Stafford County to the vicinity of Route 17 (I-95 Exit 133). The project included seven bridges, several of which impacted environmentally sensitive areas, and construction of two reversible high-occupancy toll lanes and associated tolling gantries which will be built in the existing median of I-95.

**3. Liberty University Campus Core Rebuild, Lynchburg, Virginia
Liberty University, Inc., Project Manager (1/2006 to 5/2009)**

Maggie managed the design and construction of all site work associated with Liberty University's Campus Core Rebuild Construction Management At-Risk Project. She solicited proposals and managed the site design and construction, coordinated with the University's stakeholders, City of Lynchburg, and other regulatory agencies. She was responsible for value engineering and managed aggressive schedules and frequent changes in design direction and budgets. The buildings were constructed within a 38-acre area requiring over 400,000 CY of material to be moved.

* 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.

Maggie is currently assigned to the Route 58 Lover's Leap PPTA Project but will be assigned full-time to this Project once design activities begin. When construction commences, she will be on-site full time through Final Acceptance.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Anthony “Andy” Kondysar, PE, Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager (QAM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Quinn Consulting Services, Inc.
d. Employment History: With this Firm <u>5</u> Years With Other Firms <u>30</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): Quinn Consulting Services, Inc., Quality Assurance Manager - 10/2015 – Present Quality Assurance Manager assigned to Virginia Department of Transportation design-build projects. General responsibilities include monitoring all construction operations that impact quality, managing QA staff including project inspectors, inspection and reporting of all quality issues, ensuring the consistency of construction and that applicable specifications and standards are being followed, maintain records of quality reports including all relevant documentation, and approving contractors application for payment. <ul style="list-style-type: none">▪ I-64 Capacity Improvements-Segment III Design-Build (\$186M) 1/2018 to 12/2021 - QAM▪ I-564 Intermodal Connector Design-Build (\$169M) 1/2018 to 6/2021 - QAM▪ I-64 Capacity Improvements-Segment I Design-Build (\$101M) 9/2015 to 1/2018 - QAM Virginia Port Authority (VPA), Construction Manager – 7/2007 - 9/2015 Construction Manager for multiple capital improvement projects including rail, roadway, building, waterfront, pavement, and utility upgrades on Port Authority owned facilities in Norfolk, Portsmouth and Newport News, Virginia. State Agency reporting to the Secretary of Transportation requiring full conformance to the Virginia Port Authority Capital Outlay Manual for all infrastructure improvements and investments. Project design and construction compliance with the Virginia Department of Transportation Road and Bridge Specifications, including several projects requiring conformance to the Virginia Department of Transportation Locally Administered Project (LAP) guidelines for Materials, Quality Control and Quality Assurance documentation standards. <ul style="list-style-type: none">▪ Commonwealth Railway Mainline Safety Relocation Project, Virginia Port Authority (\$60M) - 7/2007 to 12/2009 - Construction Manager▪ Craney Island Eastward Expansion, Virginia Port Authority (\$960M) - 12/2008 to 4/2014 - Construction Manager▪ Norfolk International Terminals (NIT), Virginia Port Authority (\$350M) - 7/2007 to 9/2015 - Construction Manager▪ Multiple Projects, Virginia Port Authority, Portsmouth and Newport News, VA (Range between \$5M and \$20 each Project) - 07/2007 to 09/2015-Construction Manager Alpha Corporation, Quality Assurance/Quality Control Manager, Construction Manager – 2/2004 - 7/2007 QAM and Construction Manager for multiple projects. General responsibilities included contractor oversight and quality assurance for multiple projects which included demolition, pile foundations, cast-in-place concrete, railway, industrial roadways, drainage and utility upgrades; managed performance and record keeping for quality control and quality assurance programs. <ul style="list-style-type: none">▪ APM Terminals, Portsmouth, VA (\$450 M) – 11/2005 to 7/2007 – QAM.▪ Norfolk International Terminals (NIT), Virginia Port Authority, Norfolk, VA (\$80M) - 2/2004 to 11/2005 - Construction Manager.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/1985/Civil Engineering/Minor in Engineering Mechanics
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990/Professional Engineer/Virginia #21246
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

1. Interstate 64 Capacity Improvements – Segment III Design-Build Project, York County, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (6/2018 to 12/2021)

As the QAM for Shirley's \$186 million Project, Andy's responsibilities include assuring the project is in compliance with contract documents, including the VDOT *Minimum QA/QC requirements on Design-Build Projects 2018*. He manages all aspects of the QA program, and directs inspections by QA inspectors and independent QA testing technicians for all project activities including the rehabilitation and widening of four bridges and replacement of two bridges. Specifically, he monitors the implementation and functioning of the project-specific QA/QC Plan; chairs all preparatory meetings; initiates, distributes, and closes all project non-compliance reports (NCRs); oversees entries in the project Materials Book; approves project monthly payments; and maintains the project punch list. By chairing preparatory meetings, Andy actively partnered with VDOT, QC and contractors to ensure all parties were aware of new upcoming work and the requirements necessary to complete and document the work in accordance with design requirements. Andy proactively reviewed project documentation, such as source of materials and daily inspection reports, to ensure that all work conformed with contract documents and that non-conforming work was removed or repaired early in the construction process to prevent impacts on the project quality or schedule. QA responsibility for maintaining project materials documentation includes monthly audits as required to support payment application approval and bi-annual audits to ensure compliance with VDOT requirements for the project record. This includes regular coordination with VDOT Materials Division staff, FHWA representatives and audit consultants as necessary to ensure project records are accepted well in advance of completion.

2. I-564 Intermodal Connector Design-Build, Norfolk, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (1/2018 – 6/2021)

Andy assisted and worked closely with the DB contractor and the Eastern Federal Lands Division of FHWA in preparing and implementing a project-specific QA/QC Plan that follows both the requirements set forth in VDOT's *Minimum Standards for QA/QC on Design-Build and PPTA Projects* as well as the materials acceptance and payment provisions/procedures prescribed in the contract by FHWA. Andy partnered with FHWA, the EOR, and the CM to track all field design changes (FDCs), requests for information (RFIs), deficiencies, and non-conforming work (NCRs), and to ensure that all project changes were resolved in a way agreed to by all parties. Andy also coordinated all QA staff to ensure that QA inspectors and technicians were onsite to monitor and inspect all construction activities, including QC activities. The I-564 Intermodal Connector Project provides a safe high-speed connection from the existing I-564 to Norfolk International Terminals and Naval Station Norfolk. The project is approximately 2.82 miles of new four-lane limited access highway with a reconfigured commercial vehicle inspection station for the naval station. Improvements included construction of an interchange, construction of six bridges and local connectors, and Storm Water Management facilities.

3. Interstate 64 Capacity Improvements – Segment I Design-Build Project, Newport News, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (9/2015 to 1/2018)

As the QAM for Shirley's \$101 million Project, Andy's specific responsibilities included the supervision of the Quality Assurance inspection staff, responsibility for material record documentation as required for payment application approval; Quality Assurance and oversight of the construction operations, including the QA testing technicians; review of test reports, daily reports, safety reports, and environmental reports; certification to VDOT that the materials and work comply 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 reviewed QA and QC documentation for conformance to VDOT's *Minimum QA/QC Requirements Manual and the project Quality Control Plan*.

* 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. **Andy is currently assigned to Shirley's I-64 Capacity Improvements Segment III Project, which is scheduled for on-time completion in December 2021. He will be available to be on-site full-time during construction.**

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Steven K. Kuntz, PE, DBIA, Vice President
b. Project Assignment: Design Manager (DM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Dewberry Engineers Inc.
d. Employment History: With this Firm 22 Years With Other Firms 0 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Dewberry Engineers Inc.; Business Unit Manager/Project Manager/Design Manager, 2018-Present Responsible for oversight of Dewberry's Mid-Atlantic Transportation Design Group/Business Unit (BU) including roadway, structural, hydraulic, traffic, and environmental disciplines in the Fairfax, Gainesville and Glen Allen offices in Virginia and Owings Mills office in Maryland. Responsibilities include oversight of project managers and senior staff and financial status of the BU, decision making for project pursuits and business opportunities, and coordination with other BU leaders within the company. Project management responsibilities include: <ul style="list-style-type: none">• I-81 Widening MM 136.6 to 141.8 Design-Build (\$179M), 5/2021 to 1/2026 – DM• I-64 Capacity Improvements – Segment III Design-Build (\$186M), 1/2018 to 12/2021 – DM & Responsible Charge Engineer• I-95/Route 630 Interchange Design-Build (\$100M), 11/2016 to 7/2020 – DM & Responsible Charge Engineer Dewberry Engineers Inc.; Project Manager/Design Manager, 2004-2018 Responsible for design oversight and management for multiple design-build and design-bid-build projects, including coordination with subconsultants and all discipline leads required for project completion. Discipline lead coordination included internal design services for roadway, structural, hydraulic, traffic and environmental permitting services. Led internal design meetings with project team members and attended meetings with design-build partners and clients/owners for each of the projects serving in a management role. Responsible for signing and sealing roadway plans as the roadway engineer and hydraulic engineer for roadway drainage elements, development of horizontal alignments and vertical profiles, superelevation calculations, roadway drainage computations and design, development of grading plans and cross sections, erosion & sediment control plans, preparation of roadway construction plans and right-of-way acquisition plans, and coordination with other project engineers. Project management responsibilities included: <ul style="list-style-type: none">• Route 772 Transit Connector Bridge Design-Build (\$16.6M), 4/2016 to 6/2017 – DM• Route 659 Reconstruct to 4-Lanes Design-Build (\$45.6M), 10/2015 to 4/2019 – DM• I-64 Capacity Improvements – Segment I Design-Build (\$101M), 3/2015 to 12/2017 – DM• Route 606 Reconstruction & Widening Design-Build (\$94M), 6/2014 to 9/2019 – Roadway Design Engineer• Gloucester Parkway Extension Design-Build (\$26M), 3/2014 to 8/2016 – DM• Interstate 66 Widening Design-Build (\$56.1M), 9/2013 to 8/2016 – Roadway Design Engineer• Route 29 Bridge over Little Rock Run Design-Build (\$11.4M), 6/2013 to 10/2015 – DM• Sycolin Road Overpass Design-Build (\$11.8M), 12/2012 to 8/2014 – DM• Pacific Boulevard Extension Design-Build (\$5.9M), 7/2011 to 8/2013 – DM• Route 50 Widening Design-Build (\$77.3M), 2/2011 to 12/2015 – Roadway Design Engineer• Fairfax County Parkway Phase III Design-Build (\$28.0M), 10/2009 to 12/2012 – DM• InterCounty Connector – Contract C Design-Build (\$528.6M), 6/2007 to 11/2011 – I-95 Interchange DM• Dulles Greenway Capital Improvements Design-Build (\$71M), 5/2005 to 9/2007 – DM• Route 28 Corridor Improvements Design-Build (\$480M), 9/2002 to 6/2008 – Project Engineer; 6/2008 to 12/2020 – DM• Interstate 66 Improvements (\$215M), 6/1999 to 10/2008 – Project Engineer; 10/2008 to 8/2015 – Project Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & State University, Blacksburg, VA / BS / 1999 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2004 / Professional Engineer / Virginia #0402 029440 2010 / Design Build Institute of America (DBIA) Designated Design-Build Professional

- 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-64 Capacity Improvements, Segment III Design-Build, York County, Virginia

Dewberry Engineers Inc., Design Manager & Responsible Charge Engineer (1/2018 – 2/2020 (design), December 2021 (construction support))

As the DM for Shirley's \$186 million Project, Steve oversaw all design activities and led design coordination efforts to ensure that roadway, structure, stormwater management, traffic, and environmental permitting elements were coordinated. During preliminary design, Steve led the development of alternate horizontal alignments for I-64 which eliminated the need for a 1,300 linear foot retaining wall in the median of I-64. By shifting the travel lanes slightly to the outside (possible since the entire existing pavement structure was to be demolished and replaced), the bifurcation between travel lanes could be accommodated with open-section grading and standard barriers in-lieu of the retaining wall. Steve coordinated directly with subconsultants providing updated aerial mapping, utility designations and test pits, geotechnical investigations, and noise analysis. Based on the final noise analysis, three additional noise barriers totaling approximately 6,500 linear feet were required to be added to the plans. Steve oversaw plan revision efforts to incorporate the additional noise barriers by adding closed system drainage facilities and modifications to minimize additional right-of-way acquisitions and environmental permit modifications for the additional scope. He attended each of the public outreach meetings to explain and discuss the noise analysis process and results to the adjacent communities and impacted and benefitted property owners. Steve continues to participate in monthly progress meetings and oversee construction support services to provide responses to questions and review of shop drawings.

2. I-64 Capacity Improvements, Segment I Design-Build, Newport News, Virginia

Dewberry Engineers Inc., Design Manager (3/2015 – 12/2017)

As the DM for Shirley's \$101 million Project, Steve oversaw all elements of design and ensured that roadway, traffic, structure, and stormwater management elements were coordinated. Steve led the design effort to incorporate shoulder strengthening through the eastern portion of the project to facilitate future use as a managed lane to provide additional congestion relief in peak periods. Steve also coordinated directly with design subconsultants to provide updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, and noise analysis, and developed the public outreach information and graphics for the noise barrier public coordination and voting process for over two miles of new noise barriers. During construction, Steve attended monthly progress meetings and oversaw construction support efforts to respond to questions and review shop drawings.

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

Dewberry Engineers Inc., Design Manager & Responsible Charge Engineer (11/2016 – 7/2020)

As the DM for Shirley's \$100 million Project, Steve oversaw all design activities and led design coordination efforts to ensure that roadway, structure, stormwater management, traffic, and environmental permitting elements were coordinated for the development of three separate plan sets for the replacement I-95/Route 630 Interchange and realignment of Route 630 for approximately 1 mile; the widening of Route 630 for approximately 1.5 miles; and new Park & Ride facilities (two separate lots) providing nearly 1,100 parking spaces adjacent to I-95. The new I-95/630 Interchange consisted of a diverging diamond interchange (DDI) with new parallel bridges over I-95 to replace the existing diamond interchange. Steve oversaw development of all final design of this new interchange, including modifications to lane and intersection configurations at the relocated Wyche Road intersection. For the widening element, Steve oversaw development of final plans which were required to remain within right-of-way and easements acquired by VDOT prior to the design-build contract. Steve led roadway and drainage staff to implement slope adjustments and drainage modifications so that additional easements were not required. For the Park & Ride facilities, Steve oversaw design efforts and coordinated with VDOT staff to identify an alternate parking lot site so that right-of-way impacts could be minimized and development potential for adjacent property owners could be maintained. Steve coordinated directly with subconsultants providing updated aerial mapping, utility designations and test pits, geotechnical investigations, and noise analysis. Steve attended multiple public outreach meetings and information meetings to review the DDI operations with local communities, residents, and new drivers at Colonial Forge High School. During construction, Steve attended monthly progress meetings and oversaw construction support efforts.

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

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Randy Plyler, Operations Manager
b. Project Assignment: Construction Manager (CM)
c. Name of the Firm with which you are employed at the time of submitting SOQ.: Shirley Contracting Company, LLC
d. Employment History: With this Firm 21 Years With Other Firms 13 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC Construction Manager, 2000 – 2019; Operations Manager 2019-Present Randy's responsibilities include coordination with the project design team, constructability reviews of design drawings; management of all aspects of daily field construction activities including manpower, equipment, and materials; purchasing, managing cost control activities, subcontractor coordination and management; oversight of construction activities to ensure quality and compliance with contract specifications. <ul style="list-style-type: none">▪ I-64 Capacity Improvements Segment III Design-Build Project (\$186M) 1/2018 to 12/2021 - CM▪ I-64 Capacity Improvements Segment I Design-Build Project (\$101M) 10/2015 to 12/2017 - CM▪ Route 7 Truck Climbing Lane Design-Build Project (\$29M) 2/2015 to 10/2015 – Superintendent▪ Intercounty Connector (ICC) Contract 'D/E' Design-Build Project (\$102M) 1/2012 to 2/2015 – Superintendent▪ Intercounty Connector (ICC) Contract 'C' Design-Build Project (\$529M) 6/2008 to 12/2011 – Superintendent▪ I-66 Improvements (\$75M) 6/2007 to 2/2008 - Superintendent▪ I-95/Telegraph Road Advance Utilities (\$17M) 9/2005 to 7/2007 – Superintendent▪ Dulles Greenway Capital Improvements Design-Build Project (\$71M) 4/2005 to 8/2005 – Superintendent▪ I-95/Telegraph Road Ground Improvements (\$3M) 4/2004 to 4/2005 – Superintendent▪ National Harbor Roads (\$4M) 5/2004 to 4/2005 – Superintendent▪ Route 1 Ground Improvement Project (\$33M) 12/2001 to 4/2004, Superintendent▪ I-95/I-395/I-495 Springfield Interchange - Phase IV (\$140M) 12/2000 to 12/2001 – Superintendent
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: N/A
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification # RLD10068. Will obtain the VDOT Erosion and Sediment Control Contractor Certification (ESCCC) prior to commencement of construction.
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>
1. I-64 Capacity Improvements Segment III - Design-Build Project – York County, Virginia Shirley Contracting Company, LLC, Construction Manager (1/2018 - Present) As Construction Manager for the \$186 million Project, Randy is responsible for the overall management of construction activities on the I-64 Widening in York County, Virginia in accordance with the approved plans and within permit and regulatory requirements. During the design phase of the Project, Randy led the constructability reviews of the major design submittals, coordinating directly with Dewberry design lead discipline managers. Randy assisted with the development of the Project's resource loaded CPM schedule and continually monitors and updates the Project's performance in relation to the baseline goals. Randy leads the regular jobsite safety meetings and coordinates the subcontractor safe start meetings with the Project's Safety Manager. He conducts the monthly and weekly progress meetings attended by the Project's discipline managers, lead foremen, assistant superintendents, as well as key subcontractors. This group reviews all upcoming schedule items and assures all work is ready to be safely prosecuted, that materials are scheduled for delivery with the required materials documentation, and that the proper supervision has a detailed plan of action. He ensures compliance with the Project's Quality Control requirements meeting daily with the QC Manager and prepares the Expected Daily Activity report shared with QA and QC staff on the Project. He is responsible for the overall project erosion and

sediment control measures, traffic safety functions and other work disciplines throughout the course of the Project. Randy is responsible for scheduling all of Shirley's crews and subcontractors, material deliveries, rental equipment, and trucks for the work that includes the design and construction of the widening of I-64 from 4 to 6-lanes with median and shoulders, repairing and widening six bridges including superstructure and substructure elements, an additional travel lane numerous stormwater management facilities, drainage structures, sound barrier walls, and ITS.

2. I-64 Capacity Improvements Segment I Design-Build Project, Newport News, Virginia

Shirley Contracting Company, LLC, Construction Manager (10/2015 - 12/2017)

Randy was responsible for the management of all construction activities on the \$101 million widening of I-64 in Newport News. His duties included developing and updating the Cost and Resource Loaded CPM schedule, conducting regular jobsite safety meetings, public notifications and awareness, ensuring compliance with contract documents, specifications, and standards. He also coordinated and scheduled work of his project team including material deliveries, equipment, Shirley's self-perform crews, and all project subcontractors. He also communicated with VDOT and consultant inspectors for scheduling the work and Quality Assurance and Quality Control inspections. Under Randy's field management, the project team designed and constructed the widening of I-64 from 4 to 6-lanes with median and shoulders, repairing and widening six bridges including superstructure and substructure elements, an additional travel lane numerous stormwater management facilities, drainage structures, sound barrier walls, and ITS appurtenances. The Project was completed within the original contract timeframe in December 2017.

3. ICC Contract C Design-Build Project, Montgomery & Prince George's Counties, Maryland

Shirley Contracting Company, LLC, General Superintendent (6/2008 - 12/2011)

Randy was the Design-Build General Superintendent for this \$529 million Design-Build Project tolled roadway project. Randy was responsible for day-to-day coordination and scheduling of all work onsite, self-perform forces and subcontractors, and coordination of material deliveries. He was also responsible for ensuring the project was constructed in accordance with approved plans, managed the overall project E&S control measures, managed daily traffic control operations, and provided oversight overall of the project safety and health program designed to ensure safety of all employees and the public. Randy and his team were responsible for delivering 3.4 miles of a new 6-lane freeway facility, two new 3-level interchanges including one at I-95, pavement rehabilitation, 22 bridges, 16 retaining walls, 5 noise barriers and 12 Storm Water Management Ponds. Randy and his team were responsible for delivering the project on schedule. He was also a major reason the Team earned monetary incentives from the Owner for properly maintaining erosion and sediment control devices on the Project, resulting in over \$4.7 million in incentive payments to the contractor.

* 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. **Randy is currently assigned to the I-64 Capacity Improvements Segment III Project which will be complete in December 2021. He will be on-site full time for the duration of construction operations.**

3.4.1 Work History Forms

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-64 Capacity Improvements Segment I Design-Build Location: Newport News, VA	Name: Dewberry Engineers Inc.	Name of Client: VDOT Project Manager: Janet M. Hedrick, PE Phone: 757-494-5478 Email: Janet.Hedrick@vdot.virginia.gov	12/2017	12/2017	\$ 84,879	\$ 101,396* * Difference due to Owner added scope	\$ 101,396

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 I-64 HAMPTON ROADS EXPRESS LANES (HREL) SEGMENT 4C PROJECT

- Design-Build Delivery
- I-64 Widening
- Hampton Roads District
- Bridges Over Roadways and Waterways
- Bridge Widening and Replacements
- Noise Barriers
- Geotechnical Challenges
- Environmental Permitting and Strict Compliance Monitoring
- Storm Drainage and SWM Pond Facilities
- Utility Relocations
- MOT in Urban Setting
- Acquisitions of ROW & Easements
- Teamed With Lead Designer -Dewberry
- Consistency of Personnel:
 - ✓ Robbie Roberts
 - ✓ Randy Plyler
 - ✓ Todd Kief
 - ✓ Ryan Marrah
 - ✓ Brian Martin
 - ✓ Steve Kuntz, PE, DBIA
 - ✓ Jim Davidson, PE, DBIA
 - ✓ Jerry Mrykalo, PE, PTOE
 - ✓ Matt Thomas, PE
 - ✓ Jim Filson, PE
 - ✓ Andy Kondysar, PE
 - ✓ Kim Larkin

PROJECT NARRATIVE:

In March 2015, VDOT awarded Shirley Contracting Company LLC, (Shirley) the \$85M Interstate 64 (I-64) Capacity Improvements - Segment I Design-Build contract. The Project entailed the median widening of approximately 5.2-miles of I-64 in Newport News, VA; adding a new travel lane and full width shoulder in each direction on the interstate; replacement or widening of six bridges, including two bridges over CSXT Railroad; and construction of nearly 2.5 miles of noise barrier wall.

Utilizing our experience working on similar interstate facilities, the Design Team developed an innovative Temporary Traffic Control (TTC) approach that allowed commencement of construction activities within six months of NTP by creating an Advanced TTC Plan Set. This strategy allowed for shoulder strengthening and median clearing within existing right-of-way to start while final roadway and bridge design elements were being completed. The Environmental Team worked closely with the permitting agencies to avoid work in jurisdictional areas while the final Joint Permit Application and mitigation measures were finalized.

Due to the significant deterioration of the existing pair of I-64 bridges over Industrial Park Drive and a CSXT spur line, the Shirley Team was able to enhance VDOT's RFP concept by choosing to replace the existing bridges with more efficient and new 2-span structures, rather than widen and rehabilitate them as called for in the RFP. The Team developed a new span arrangement that located both the pier and abutments outside of the CSXT right-of-way improving long term maintenance and avoidance of the railroad right-of-way. The existing bridges were completely demolished in phases and traffic was maintained at all times. The Project received the Design-Build Institute of America's National and Mid-Atlantic Region Award of Merit recognizing the high quality and adherence to the Design-Build Project Delivery Standards.

PROJECT SCOPE:

- Median Widening of 5.2-miles of Interstate 64 in each direction;
- Demolition and reconstruction of two new bridges over CSXT Railroad;
- Widening and repairs of four existing bridges;
- Extensive maintenance of traffic operations for over 100,000 VPD;
- TMS, DMS, CCTV and overhead signage/installation;
- Installation of seven bio-retention and constructed wetland SWM facilities;
- Utility relocation/installation;
- Installation of over 210,000 SF of noise barrier wall; and,
- Installation of over 15,000 LF of storm sewer including trenchless crossing.

SHIRLEY'S ROLE:

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of the entire Project, including design and engineering, environmental permitting, utility relocations and overall Project administration and construction management, including QA/QC. All construction work was performed on a heavily traveled roadway and all lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was responsible for creating and monitoring the schedule throughout design and construction.

FINISHING CONTRACTS ON TIME OR EARLIER:

Through the addition of scope enhancements proposed by VDOT such as the widening and strengthening of 8-miles of outside shoulder and the introduction of high polymer binder to the asphalt surface mixes, the budget was increased by over 15%. Even with the increase in Project scope, the Shirley Team was able to complete the Project by the original Final Completion Date of December 1, 2017.

EXPERIENCE IN SUCCESSFULLY COORDINATING WITH ADJACENT PROJECTS:

During the final 8 months of construction, the Hampton Roads District awarded the I-64 Capacity Improvements Segment II Project, which connected to the western terminus of Segment I. Shirley coordinated closely with the Segment II design-build team, identifying and sharing wetland and stream permitting information, survey data, stormwater management and drainage design features, and traffic phasing plans. This coordination allowed for adjustments in both contracts at the interface between projects which eliminated overlapping work and revised median crossovers for improved access and safety.

DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:

Full time wrecker service was provided by Shirley and as well as an additional large-vehicle tow truck during the peak summer months requested by VDOT. Along with VDOT, VSP, and the City of Newport News, the Team developed an Incident Management Program that allowed for safe and effective removal of minor traffic accidents from the work zone, as well as quick response and remediation of roadway hazards such as potholes.

USE OF INNOVATIVE CONSTRUCTION TECHNIQUES:

Although the RFP allowed for the widening and rehabilitation of the existing bridges over Industrial Park Drive and CSXT Railroad, our Team developed plans which provided two new 2-span bridges in lieu of widening and repair of the existing 3-span bridges, resulting in shorter structures which will require less maintenance by VDOT. Geotechnically, the bridges presented unique challenges due to the extremely soft and yielding soils prone to settlement. The Team overcame these issues by use of several techniques including: MSE abutments designed for the anticipated settlement during and post construction; installation of wick drains in the new abutment areas combined with surcharge and minimal waiting periods; and avoidance of pile down-drag by use of an outer shell pile casing installed below problem soils and prior to permanent pile driving.

DEVELOPING AND MANAGING EFFECTIVE COMMUNICATION STRATEGIES:

During all phases of design and construction, Shirley worked closely with the Hampton Roads Public Relations Department to coordinate and communicate impacts and changes to the local businesses and residential communities. The Team held pre-construction 'Pardon Our Dust' Meetings where high level changes to traffic patterns and major Project improvements were communicated to the Public and depicted on large scale graphics. This was an open forum where the Team's design and construction professionals were able to explain and answer questions in an one-on-one setting. Additional meetings were held during construction and the Team developed a very effective communication system that broadcast weekly planned lane closures, major traffic changes and shifts, as well as major activities involving nighttime closures such as bridge demolition and structural girder erection.

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: Dominion Boulevard Improvements Location: Chesapeake, VA	Name: Parsons Brinkerhoff	Name of Client/ Owner: City of Chesapeake Project Manager: Earl Sorey, PE Phone: 757.382.6101 Email: esorey@cityofchesapeake.net	4/2017	2/2017	\$188,070	\$202,800* * Difference due to Owner added scope	\$113,000

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
I-64 HAMPTON ROADS EXPRESS LANES
(HREL) SEGMENT 4C PROJECT

- Roadway Widening
- Hampton Roads District
- Major Bridge Construction over Waterways
- Existing Structure Demolition
- Challenging MOT in an Urban Setting
- TMP
- Environmental and Permitting
- Extensive Utility Coordination/Relocations
- Geotechnical Challenges
- Overhead Sign Structures and ITS
- Erosion and Sediment Control and Stormwater Management
- Earthwork, Grading, and Drainage
- Public Involvement and Stakeholder Coordination
- Coordination with Adjacent Projects
- Consistency of Team:
 - ✓ McLean Contracting Company
 - ✓ Branch Civil

PROJECT NARRATIVE:

Branch Civil, Inc. (Branch) teamed with McLean Contracting (as the Managing Partner), Bryant Contracting, and R.R. Dawson to form the Dominion Boulevard Constructors Joint Venture Team to complete the construction of this 3.8-mile project in Chesapeake, Virginia. The construction included bridge and roadway improvements along Dominion Boulevard/US 17, from 0.22 miles south of Cedar Road to the I-64/I-464/Oak Grove Connector Interchange.

The scope of work included widening Dominion Boulevard to a four-lane divided toll roadway from Cedar Road to the I-464 interchange. The cornerstone of this Project included the replacement of a steel drawbridge over the Elizabeth River which once opened as often as 16 times a day, causing severe traffic jams on a high-volume stretch of US 17. The bridge was replaced with new twin 5,262' two lane, fixed span, high rise bridges, plus 3.5 miles of roadway widening and improvements and seven additional interchange bridge structures. The new bridges consisted of prestressed bulb tee girders and a cast-in-place (CIP) deck supported on mass concrete hammerheads or twin column piers and CIP footings. The footings were founded on 16" to 30" prestressed concrete piles. Post-tensioned spliced bulb tees were used on the main span units of four bridges.

Branch accomplished the multitude of tasks on this project by adhering to the highest standards and by being innovative to find better solutions. Branch worked closely with the owner's representatives to modify plans and create the most efficient way to accomplish project specifications. The American Public Works Association (APWA) *Mid-Atlantic Chapter awarded the Contractor of the Year Award* to the Team during the APWA Mid-Atlantic Chapter Conference and Equipment Show in Fredericksburg, Virginia. The project also received the *Project of the Year Award - Transportation – More than \$75 million*.

BRANCH CIVIL'S ROLE:

Branch was in charge of the construction of drainage facilities, including approximately 1,000 LF of box culverts and 36,000 LF of reinforced concrete pipe; exit and entrance ramps; bridge approaches; maintenance of traffic (MOT); 245,00 SF of MSE walls; 26,000 SF of sound barriers; traffic lights; toll systems; and all non-bridge road work. Branch was also responsible for construction of grade-separated interchanges at the intersections of Dominion Boulevard with the relocated Bainbridge/Dominion Lakes Boulevard, with Great Bridge Boulevard, and with Cedar Road/Moses Grandy Trail.

FINISHING CONTRACTS ON TIME OR EARLIER:

The Project completion date was fixed at April 1, 2017. There was an incentive provision in place where the City would pay the Contractor an incentive payment in the amount of \$26,279.00, for each calendar day the actual completion date preceded the original contract time, not to exceed \$5,000,000.00. The project was completed 111 days early and the Team received a \$2.9 million incentive payment.

EXPERIENCE IN SUCCESSFULLY COORDINATING WITH ADJACENT PROJECTS:

An adjacent project to the south (Dominion Boulevard South Improvements) required close coordination throughout design and construction, particularly related to scheduling, stormwater management, utilities, and construction signage to ensure compatibility and driver consistency.

DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:

The Team's major priority was to minimize impacts to local businesses, residents and the surrounding communities that were impacted by this new facility because this Project was constructed in a very congested corridor. Challenges included grade changes in the new roadway and a high number of intersecting cross roads in the Project's alignment. Additionally, the Cedar Road and Great Bridge Boulevard intersections presented specific challenges due to the shifting alignment and expanding road width. An effective MOT Plan was maintained throughout construction. Detours and nightwork with intermittent road closures were used throughout construction to maintain the flow of traffic.

USE OF INNOVATIVE CONSTRUCTION TECHNIQUES:

Branch's ability to work, collectively, with the owner was repeatedly exemplified through the successful manifestation and execution of a multitude of Value Engineering proposals. For example, Branch introduced an alternative design that enabled replacement of porous backfill material and geotextile fabric with additional MSE wall fill material and one inch strip drains in the areas of wick drains. The result was a savings in excess of \$1.4 million to the City of Chesapeake.

LIMITING IMPACTS TO THE TRAVELING PUBLIC AND AFFECTED BUSINESSES AND COMMUNITIES:

One of the challenges was how to construct this very complicated project which required multiple phases and shifting traffic patterns. Through creative scheduling and effective management, Branch was able to limit the number of off-road closures and minimize the inconvenience to the traveling public. Working as a Team with the owner allowed us to solve the challenges of high traffic volumes, the complexities of a large project as well as the inevitable minor setbacks resulted in a win-win project for all parties involved.

DEVELOPING AND MANAGING EFFECTIVE COMMUNICATION STRATEGIES:

Continuous communication with the public and local businesses were important aspects of the Dominion Boulevard Improvement Project, which was completed ahead of schedule and under budget. The Team coordinated with a number of business owners throughout design and construction, including a nearby asphalt plant, Skanska's Southern Branch Equipment Yard, and the Higgerson-Buchanan's landfill operations. New access roads were created for each of these properties and adjoining property owners to ensure continuous access throughout construction.

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: Intercounty Connector Contract 'C' Design-Build Location: Montgomery and Prince Georges Counties, MD	Name: Dewberry Engineers Inc.	Name of Client/Owner: Maryland SHA Project Manager: Mark Coblentz Phone: (301) 586-9267 Email: mcoblentz@sha.state.md.us	11/2011	11/2011	\$513,988	\$528,807* *Difference due to Owner Added Scope	\$528,807

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
I-64 HAMPTON ROADS EXPRESS LANES
(HREL) SEGMENT 4C PROJECT

- Design-Build Delivery
- Interstate Widening
- Bridge Construction over Interstate and Waterways
- Roadway Construction
- MOT Operations on Interstate
- Environmental Permitting and Strict Compliance Monitoring
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Challenging Geotechnical Conditions
- ITS and Tolling
- Phased ESC Plans
- Noise Barriers
- High Traffic Volumes & Travel Speeds
- Coordination with Adjacent Projects
- Teamed with Lead Designer– Dewberry
- Consistency of Personnel:
 - ✓ Randy Plyler
 - ✓ Todd Kief
 - ✓ Steve Kuntz, PE, DBIA
 - ✓ Jim Davidson, PE, DBIA
 - ✓ Jerry Mrykalo, PE, PTOE
 - ✓ Jim Filson, PE
 - ✓ Kim Larkin

PROJECT NARRATIVE:

In December 2008, ICC Constructors, A Joint Venture, led by Shirley Contracting Company, LLC as the Sponsor and Lead Contractor, and Dewberry Consultants LLC as the Lead Designer, was awarded the \$513 million design-build Contract 'C' of the Intercounty Connector. The Project was completed on a fast-track basis and required all work for the \$513 million Project to be completed in under four years. The fixed completion date was critical to MDSHA in order to open the entire toll road for revenue service and meet commitments made to the public.

The Project, one of the largest design-build contracts in Maryland, included 3.8 miles of new 6-lane tolled roadway and three new interchanges at US 29, Briggs Chaney Road, and I-95. The Project also included 1.3-miles of reconstruction and widening of US 29, and the construction of 1.9-miles of collector-distributor roads along I-95 to facilitate access to the new interchange. Over 50 structures including 20 bridges, multiple retaining and sound barrier walls, and culverts were included in the project scope.

A unique element of the Contract 'C' Project was the incentive program for environmental compliance. On a weekly basis, representatives from the Owner and Contractor inspected and scored the entire Project for environmental compliance. These scores were compiled into a quarterly score and, if an 85 or higher was achieved, and incentive was awarded. The Shirley Team earned over \$4.7 million through this incentive program.

The Project was a success for all and earned the 2012 Award of Excellence in Heavy Construction from the National Capital Chapter of American Concrete Institute, and was selected in 2011 by Roads & Bridges magazine as Top Roads winner.

FINISHING CONTRACTS ON TIME OR EARLIER:

This contract was completed on-time including almost \$15M in Owner added scope requiring design, approvals and permitting. Our Team established an open, transparent and collaborative relationship with the Owner which was critical to achieving this objective. Ongoing and consistent coordination with all stakeholders, including adjacent interfacing projects, innovative methods to improve productivity while minimizing potential exposure, advanced identification and mitigation of potential conflicts/impacts, and a flexible "Plan B" scheduling approach to identify, adapt and eliminate potential schedule impacting issues allowed our Team to complete this project on time with no claims. The overall project schedule was for the opening of the new toll road November 11, 2011. Our Project, Contract C, was ready to open on that date. The actual opening of the entire 18 mile ICC alignment took place on November 22, 2011 once adjacent contracts were ready to open to traffic.

EXPERIENCE IN SUCCESSFULLY COORDINATING WITH ADJACENT PROJECTS:

Continual coordination with adjacent projects was a key component of our work. Design and construction of our Project was coordinated with the separate Contract B project under construction by another design-build team immediately to the west where the two projects were directly linked. To the north, the I-95 interchange reconfiguration was coordinated with the planning and preliminary design of the Konterra development, which included a new interchange connection from I-95 to Konterra drive. The MTA maintenance facility at the eastern terminus required full time access during construction by the SHA third party TTMS contractor to integrate, activate and commission tolling infrastructure at the gantries.

DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:

Completion of the ICC required extensive public outreach and coordination efforts with numerous developments and communities along the proposed alignment. Coordination included modification to the Cross Creek golf course, and several noise barriers were incorporated to reduce noise impacts to adjacent developments. Detour alignments for Old Columbia Pike, Briggs Chaney Road, and Old Gunpowder Road were used to maintain local traffic while the new interchange and overpass bridges were completed. To minimize construction traffic on local roads, temporary bridges and fast track construction of new mainline bridges (designed for construction loading) were used to move the majority of the 2.2 million cubic yards of excavation/embankment material. Night time operations were minimized in densely populated areas to avoid impacts to local residents.

USE OF INNOVATIVE CONSTRUCTION TECHNIQUES:

In the area of the I-95 interchange, our Team optimized the RFP concept through realignment to avoid existing "wash ponds" and incorporated deep stabilization of unsuitable soils through the use of wick drains to effectively eliminate six complex bridge structures and simplify the interchange construction. This also reduced ROW acquisition by 14 acres, avoided numerous existing utilities, reduced the bridge deck by 320,000 SF, and optimized the schedule. To minimize right-of way and environmental impacts, we developed a plan to utilize a temporary bridge for all equipment access for construction of a bridge over an environmentally sensitive waterway. With thirteen storm water management ponds constructed which had to perform and meet the 150 nephelometric turbidity units (NTU) discharge rates, our Team employed specialized pump equipment and the use of anti-flocculent materials.

LIMITING IMPACTS TO THE PUBLIC, BUSINESSES & COMMUNITIES:

Several existing roads were temporarily realigned to maintain access and mobility during construction of new bridges. Throughout all stages of construction, access to local businesses and communities was maintained without a loss of connectivity or restrictions on movements at any time. We maximized use of temporary structures for construction access to limit the use of local roads for construction vehicles, maintain safety and minimize lane closures. Night time activities were restricted to only those necessary for safety and with advance notification to the residents.

DEVELOPING AND MANAGING EFFECTIVE COMMUNICATION STRATEGIES:

Our outreach efforts included formal and informal meetings with all stakeholders to inform them of future traffic pattern changes and significant activities. Our Team employed a document control software (Constructware) for efficient communication with the Owner for plan submissions, submittals and correspondence effectively accelerating submission and response times while providing a digital record. Our Team created a project website to provide progress photos, descriptions of upcoming activities, traffic impact notifications and a contact for questions and concerns. Monthly meetings were held to discuss potential environmental issues, upcoming work activities, and potential traffic impacts. Our Team hand delivered notice flyers to all affected businesses and residents one week prior to any activities impacted them.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-64 Capacity Improvements Segment I Design-Build Location: Newport News, VA	Name: Shirley Contracting Company, LLC	Name of Client: VDOT Project Manager: Janet M. Hedrick, PE Phone: 757-494-5478 Email: Janet.Hedrick@vdot.virginia.gov	3/2015	12/2017	\$84,879	\$101,396* *Difference due to Owner Added Scope	\$6,024

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/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.



PROJECT NARRATIVE AND SCOPE:

In 2015, Dewberry, as part of the Shirley-Dewberry design-build Team, was awarded the contract to widen I-64 in Newport News from 4-lanes to 6-lanes for a length of approximately 5.2 miles. Widening was implemented through construction of a single additional thru lane in each direction in the median, and completion of either a raised or depressed median (based on the median width) so that drainage could be conveyed to adequate outfalls and stormwater management facilities. An optional element of the Project to lengthen the auxiliary lanes at the Fort Eustis Boulevard Interchange for improved operations and safety were also authorized. Four existing bridges were widened to accommodate the 6-lane typical section (two over the Lee Hall Reservoir and two over Fort Eustis Boulevard). Although not required by the RFP, the existing I-64 bridges over Industrial Park Drive and CSXT Railroad were demolished and replaced with new bridges. Additional Project elements included:

- Concrete pavement repairs, rehabilitation, and asphalt overlay;
- Stormwater management facilities;
- Drainage infrastructure including closed system storm sewers beneath raised, planted medians;
- Geotechnical ground improvements to address soft and unsuitable materials;
- Approximately 12,500 linear feet of noise barriers; and
- Landscaping.

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

DEWBERRY'S ROLE:

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

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural design;
- Hydrologic and hydraulic analysis for the bridges over Lee Hall Reservoir;
- Drainage and stormwater management design;
- Traffic engineering design including signing & marking, ITS, and temporary traffic control design;
- Landscaping design; and
- Public outreach.

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

FINISHING CONTRACTS ON TIME OR EARLIER:

During design, VDOT issued a contract modification to incorporate a strengthened shoulder on the outside of both eastbound and westbound I-64 to accommodate a future 8-lane typical section. This change was authorized without any additional time added to the contract. Plans were modified to incorporate the revised typical section and additional pavement reconstruction, and all work was completed on-time, within the original contract completion schedule.

EXPERIENCE IN SUCCESSFULLY COORDINATING WITH ADJACENT PROJECTS:

As construction was underway on Segment I, design and construction of Segment II was initiated. We coordinated with that design-build team, identifying plan adjustments at the interface between projects which eliminated overlapping work and revised median crossovers for improved access and safety. Construction sequencing was adjusted in "real-time" based on constantly changing field conditions, and work between both projects was successfully coordinated through completion of the Segment I improvements.

DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:

The eastern Project limits passed immediately adjacent to a large residential community of both single-family homes and apartments. Additionally, the Lee Hall Reservoir bridge widenings were completed over and in one of the reservoirs which provides drinking water to the City of Newport News. Finally, the Fort Eustis Boulevard interchange provides access to large residential communities, public recreation facilities, and military facilities. The I-64 improvements were sequenced to minimize impacts to the travelling public through all stages of construction, and limits of grading and work on the outsides of the interstate were adjusted to avoid all impacts to private properties. Noise barriers were installed to provide benefit to the residential communities, and stormwater management facilities were located to reduce runoff to private properties, avoid impacts to the Lee Hall Reservoir, and reduce runoff to major outfall channels.

USE OF INNOVATIVE DESIGN SOLUTIONS:

Although the RFP allowed for the widening and rehabilitation of the existing 4-span bridges over Industrial Park Drive and CSXT Railroad, our Team developed plans which provided two new 2-span bridges to completely replace the existing structures. The resulting shorter structures will require less maintenance for VDOT and also provided additional horizontal clearance between the CSXT Railroad and the substructure of the bridge. As construction began, the conditions of both bridges and identification of large voids beneath the approach slabs and adjacent to the abutments made it clear that the choice to completely replace both bridges provided a safer and superior overpass of the CSXT Railroad than what would have been possible through repair and widening of the existing bridges.

LIMITING IMPACTS TO THE PUBLIC, BUSINESSES & COMMUNITIES:

To reduce impacts to the traveling public, an advance temporary traffic control plan was developed so that shoulder strengthening could be completed during night-time operations, ultimately allowing for all major activities to occur behind concrete barrier. As part of the final improvements, approximately 12,500 linear feet of noise barriers were installed within existing right-of-way, with minimal private property impacts, to provide noise reductions to nearly 1,000 homes and apartments. During the procurement phase, our Team identified alternate stormwater management solutions which avoided all impacts to private properties. Following award, final stormwater management plans were developed which maintained this benefit of eliminating all private property impacts, and acquisitions for over five miles of interstate widening were only required from property owned by the City of Newport News, a partner in the Project. The stormwater modifications introduced by our Team helped expedite right-of-way acquisitions and construction, and resulted in a cost savings.

SIMILARITIES TO I-64 HAMPTON ROADS EXPRESS LANES (HREL) SEGMENT 4C PROJECT

- Design-Build Delivery
- Hampton Roads District
- I-64 Widening
- Interstate Bridge Widenings & Replacements
- Hydraulic Bridge Crossings
- Closed System Median Storm Drainage
- Phased ESC Plans
- Noise Barriers
- High Traffic Volumes & Travel Speeds
- Multi-stage Temporary Traffic Control Plans
- Comprehensive Field Surveys
- Environmental Permitting & Compliance Monitoring
- Coordination with Adjacent Projects
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Consistency Personnel:
 - ✓ Robbie Roberts
 - ✓ Randy Plyler
 - ✓ Todd Kief
 - ✓ Ryan Marrah
 - ✓ Brian Martin
 - ✓ Steve Kuntz, PE, DBIA
 - ✓ Jim Davidson, PE, DBIA
 - ✓ Jerry Mrykalo, PE, PTOE
 - ✓ Matt Thomas, PE
 - ✓ Jim Filson, PE

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-64 Capacity Improvements Segment III Design-Build Location: York County, VA	Name: Shirley Contracting Company LLC	Name of Client: VDOT Project Manager: Janet M. Hedrick, PE, DBIA Phone: 757-956-3071 Email: Janet.Hedrick@VDOT.Virginia.gov	12/2017	12/2021	\$178,282	\$186,00 (est)* *Difference due to Owner Added Scope	\$10,177

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 I-64 HAMPTON ROADS EXPRESS LANES (HREL) SEGMENT 4C PROJECT

- Design-Build Delivery
- Hampton Roads District
- I-64 Widening
- Interstate Bridge Widening & Replacements
- Hydraulic Bridge Crossings
- Closed System Median Storm Drainage
- Phased ESC Plans
- Noise Barriers
- High Traffic Volumes & Travel Speeds
- Multi-stage Temporary Traffic Control Plans
- Comprehensive Field Surveys
- Environmental Permitting and Compliance Monitoring
- Coordination with Adjacent Projects
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Consistency of Personnel:
 - ✓ Steve Kuntz, PE, DBIA
 - ✓ Robbie Roberts
 - ✓ Andy Kondysar, PE
 - ✓ Randy Plyler
 - ✓ Matt Thomas, PE
 - ✓ Jerry Mrykalo, PE, PTOE
 - ✓ Ryan Marrah
 - ✓ Jim Filson, PE

PROJECT NARRATIVE AND SCOPE:

In December 2017, Dewberry, as part of the Shirley-Dewberry design-build team, was awarded this contract to widen and reconstruct over 8 miles of I-64 in York County, Virginia. Widening was designed to occur primarily in the median to minimize property impacts. In addition to the roadway widening and complete pavement reconstruction, the existing I-64 bridges over The Colonial Parkway (two bridges) and Lakeshead Drive (two bridges) were rehabilitated and widened, and the parallel 900 linear-foot bridges over Queens Creek and the associated tidal floodplain were completely demolished and reconstructed. Stormwater management facilities were implemented to reduce runoff and address water quantity and quality requirements, and several outfall channels were rehabilitated and improved, achieving the maximum benefit available for TMDL credits. Additional Project elements included:

- Interchange auxiliary lane improvements at the Route 199 and Route 143 Interchanges;
- Drainage improvements and adequate outfall channel enhancements;
- Noise barrier analysis, design, and construction; and
- Public outreach.

Design of these improvements were coordinated with the on-going I-64 Segment II Project, which was under construction but not yet completed at the eastern termini. Since the scope included complete pavement reconstruction, horizontal alignment adjustments were incorporated to reduce impacts to existing ITS facilities, reduce impacts to existing outside slopes and environmentally sensitive areas (including Queens Lake, Queens Creek, and several contributing channels), and eliminate a retaining wall over 1,300' in length which was anticipated in the RFP conceptual plans. Further, horizontal alignment adjustments facilitated improved sequencing of construction, enabling wider shoulders to be maintained throughout construction.

DEWBERRY'S ROLE:

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

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural design;
- Hydrologic and hydraulic analysis for the bridges over Queens Creek;
- Drainage and stormwater management design;
- Traffic engineering design including signing & marking, ITS, and temporary traffic control design;
- Landscaping design; and
- Public outreach

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

Dewberry participated in extensive public outreach for proposed noise barriers, coordination with the National Park Service for work over and on The Colonial Parkway, and with Camp Peary, a secure government property located immediately adjacent to westbound I-64.

EXPERIENCE IN SUCCESSFULLY COORDINATING WITH ADJACENT PROJECTS:

Design of the Segment III improvements were coordinated with the ongoing Segment II construction. Since updated surveys reflected the then-current field conditions, design was developed to match the anticipated ultimate condition, and sequence of construction plans were developed based on anticipated timelines of what conditions would be in operation when specific stages of construction commenced. In addition to the Segment II coordination efforts, design was also coordinated with an adjacent stream restoration plan near The Colonial Parkway. One of the stormwater management facilities was designed in coordination with channel improvements which had been designed immediately adjacent to and downstream from the pond outfall. Files were shared between both projects to provide a seamless coordination and avoid overlapping work activities.

DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:

Nearly 100,000 vehicles pass through the Project on a daily basis, and safety and operations were considered in both the permanent design as well as for each stage of construction. Extensive public outreach efforts were completed for several noise barriers which were required along both the eastbound and westbound lanes near the eastern project limits. Extensive erosion and sediment control plans and devices were designed to reduce and avoid runoff into sensitive areas, including the Queens Lake community immediately east of the interstate.

USE OF INNOVATIVE DESIGN SOLUTIONS: Recognizing that the existing pavement would be removed and reconstructed, we developed new horizontal alignments which improved construction sequencing, reduced impacts to the travelling public, and most importantly reduced project costs by reducing impacts to ITS facilities and eliminated construction of a retaining wall over 1,300' long in the median of the interstate. Finally, we developed a unique construction sequence for the bridges over Queens Creek which facilitated construction of the eastbound bridge in a single stage and elimination of one temporary cross-over between the eastbound and westbound lanes.

LIMITING IMPACTS TO THE PUBLIC, BUSINESSES & COMMUNITIES:

Our unique design concept which incorporated adjustments to horizontal alignments and vertical profiles minimized the amount of temporary shoulder strengthening required during the initial phase of construction. This resulted in reduced night-time construction operations and the associated temporary impacts to traffic, improving safety for the travelling public, construction, and inspection staff. During the design phase, it was realized that the preliminary noise analysis didn't properly account for existing topography further away from the interstate. As a result of updated noise modeling, three additional noise barriers totaling approximately 6,500 linear feet were added to the project, reducing noise impacts to numerous residents who were not expecting to receive noise barriers. For the replacement of the bridges over Queens Creek, we developed an alternate sequence of construction which eliminated one entire stage of construction and a temporary cross-over within the median of I-64.

DEVELOPING AND MANAGING EFFECTIVE COMMUNICATION STRATEGIES

As a result of updated noise analysis, additional noise barriers were deemed warranted, feasible and reasonable, and an extensive public outreach effort was necessary. We developed graphics and displays for formal public meetings, and voting processes were completed for more than 100 benefitted properties. Numerous questions and concerns were addressed during public outreach efforts and meetings, and extensive coordination with VDOT communication staff continued throughout construction. In addition to outreach efforts associated with the noise barriers, coordination and communication with the National Park Service was also undertaken for the work adjacent to and over The Colonial Parkway. The primary focus of this coordination was for the widening of the I-64 bridges over The Colonial Parkway, which required reducing the Parkway to a single lane, operated via temporary a temporary signal located at either end of the roadway width reduction. Additional coordination was also required to ensure brick and mortar colors and patterns matched between the existing and widened bridge areas. Regular coordination meetings were established with the NPS during design and construction, and improvements were successfully completed within the closure duration allowed by the contract.

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: Intercounty Connector Contract 'C' Design-Build Location: Montgomery and Prince Georges Counties, MD	Name: Shirley Contracting Company, LLC	Name of Client: Maryland SHA Project Manager: Mark Coblentz Phone: 301-586-9267 Email: mcoblentz@sha.state.md.us	11/2007	11/2011	\$513,988	\$528,807* *Difference due to Owner Added Scope	\$15,900

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 I-64 HAMPTON ROADS EXPRESS LANES (HREL) SEGMENT 4C PROJECT

- Design-Build Delivery
- Interstate Widening
- Hydraulic Bridge Crossings
- Closed System Median Storm Drainage
- Phased ESC Plans
- Noise Barriers
- ITS and Tolling
- High Traffic Volumes & Travel Speeds
- Multi-stage Temporary Traffic Control Plans
- Comprehensive Field Surveys
- Environmental Permitting and Compliance Monitoring
- Coordination with Adjacent Projects
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Consistency of Personnel:
 - ✓ Steve Kuntz, PE, DBIA
 - ✓ Jim Davidson, PE, DBIA
 - ✓ Jerry Mrykalo, PE, PTOE
 - ✓ Jim Filson, PE
 - ✓ Kim Larkin
 - ✓ Randy Plyler
 - ✓ Todd Kief

PROJECT NARRATIVE AND SCOPE:

Dewberry served as the Lead Designer for the design-build team led by Shirley Contracting for the design and construction of Contract C of the Intercounty Connector (ICC) which extended the road from just west of Maryland Route 29 to just east of Interstate 95, a length of approximately 3.8 miles. In addition to this new six-lane facility, extensive widening of I-95 was also completed, including nearly 2-miles of collector distributor roads in both the northbound and southbound directions, as well as realignment of southbound I-95. Additional project elements included:

- New three-level interchange at Route 29;
- New interchange at Briggs Chaney Road
- New three-level interchange at I-95;
- Twenty new bridges with a value over \$100 million;
- 16 retaining walls;
- Five noise barriers;
- 14 stormwater management facilities;
- Roadway lighting, ITS, and electronic toll collection facilities;
- Geotechnical improvements including wick drain installation; and
- Landscaping

Due to the size and complexity of the Project, design and construction was separated into three geographic areas, and work was completed simultaneously by multiple design teams. The ICC alignment was a long-planned facility, for which right-of-way had already been obtained. Design of the improvements was completed in a manner to maintain the previously planned, coordinated, and acquired right-of-way. At Route 29 and I-95, our Team developed alternate interchange configurations which eliminated extensive structural work, reduced project costs, reduced right-of-way impacts, avoided major transmission power line relocations, and reduced environmental impacts.

DEWBERRY'S ROLE:

As the Lead Designer, Dewberry's Fairfax, Virginia and Baltimore, Maryland offices were responsible for overall design management and oversight of design subconsultants, as well as for all engineering design series for the middle and eastern Project areas, including the Briggs Chaney Road and I-95 interchanges, and all work on I-95. Specific services provided by Dewberry included:

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural design;
- Hydrologic and hydraulic analysis for numerous box culvert crossings and bridge hydraulic crossings;
- Drainage and stormwater management design;
- Traffic engineering design including signing & marking, ITS, and temporary traffic control design;
- Electronic toll collection facility designs;
- Utility relocation designs (water, sewer, gas, communication, power);
- Landscaping design; and
- Public outreach.

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

FINISHING CONTRACTS ON TIME OR EARLIER:

This contract was completed on-time, including all processes associated with reconfiguration of the I-95 interchange which required approval of Maryland State Highways Association (SHA), Federal Highways (for the Interstate Access Permit Application (IAPA) process), and all environmental approvals. We initiated design of the new I-95 interchange and proceeded to nearly final plans "at risk" while approvals were obtained by SHA and FHWA. Extensive coordination with those agencies during the design phase provided the level of comfort that the design would be approved. No time extensions were necessary for these additional efforts, which wouldn't have been required if the original RFP concept was utilized for final design.

EXPERIENCE IN SUCCESSFULLY COORDINATING WITH ADJACENT PROJECTS:

The Contract C improvements were coordinated with the Contract B project under construction by another design-build team immediately to the west, and the I-95 interchange reconfiguration was coordinated with the planning and preliminary design of the Konterra development immediately to the north which included a new interchange connection from I-95 to Konterra Drive. We worked extensively with the other project teams so that rework between projects was avoided and all construction sequencing would maintain ingress and egress to the adjacent project sites.

DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:

Completion of the ICC required extensive public outreach and coordination efforts with numerous developments and communities along the proposed alignment. Within the limits of Contract C, coordination included modification to the Cross Creek golf course, and several noise barriers were incorporated to reduce noise impacts to adjacent developments. Detour alignments for Old Columbia Pike, Briggs Chaney Road, and Old Gunpowder Road were developed to maintain local traffic while the new interchange and overpass bridges were completed. Public commitments such as trails, landscaping, and retaining walls to reduce property impacts were all designed and completed in accordance with requirements from the environmental documents.

USE OF INNOVATIVE DESIGN SOLUTIONS:

Although preliminary designs had been completed, we recognized that modifications to the I-95 interchange could result in significant project cost, right-of-way, utility, and environmental impact reductions. The new interchange configuration we developed eliminated a semi-directional ramp and replaced it with a loop ramp, and bridges over old "wash ponds" were replaced with embankment supported on ground improvements which involved wick drains. By eliminating the semi-directional ramp and "wash pond" bridges, lowering the profile of the ICC was feasible, which avoided relocating several overhead transmission towers and connecting power lines. The combined effect of these improvements was a reduction of over 320,000 sf of bridge deck and avoidance of 14 acres of right-of-way impacts. This innovative design solution, combined with other enhancements throughout other areas of the Project, reduced costs by approximately \$100 million.

LIMITING IMPACTS TO THE PUBLIC, BUSINESSES & COMMUNITIES:

Limiting impacts to the public and adjacent communities was a major focus of our Team. Several existing at-grade roads were temporarily realigned to facilitate construction of bridges which ultimately carried roads over the ICC. Throughout all stages of construction, access to local businesses and communities was maintained without a loss of connectivity or restrictions on movements at any time. Public outreach efforts included formal and informal meetings with individual property owners, community groups, homeowners associations, and businesses so that future traffic pattern changes were communicated before they were implemented. As a result of the design modifications we implemented, over 14 acres of right-of-way acquisition was avoided, wetland impacts were reduced by over 50 acres, and stream impacts were reduced by over 3,700 linear feet.