

Response to Request for Qualifications

State Project No.: 0029-M03-371, C501, P101, R201

Federal Project No.: STP-5104 (299)

Contract ID Number: C00118880DB114



June 7, 2022 – Electronic Copy

Transportation Improvements at Hydraulic Road and US 29

City of Charlottesville and Albemarle County, Virginia



3.2 Letter of Submittal





June 7, 2022

Commonwealth of Virginia
Department of Transportation (VDOT)
1401 E. Broad Street
Richmond, VA 23219
Attention: Bryan Stevenson, P.E. DBIA (APD Division)

RE: 3.2 Letter of Submittal

Transportation Improvements at Hydraulic Road and US 29, RFQ No.: C00118880DB114

Dear Mr. Stevenson:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit our response to your Request for Qualifications. With Dewberry Engineers Inc. (Dewberry) as our Lead Designer, Shirley offers VDOT an experienced Team with a proven record of delivering design-build projects on time, under budget and with a partnering approach.

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

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

3.2.3 Our Principal Officer: Gregory S. Smith, President, 8435 Backlick Road, Lorton, VA 22079, Phone: (703) 550-8100.

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

3.2.5 The Lead Contractor will be Shirley Contracting Company, LLC and the Lead Designer will be Dewberry Engineers Inc.

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

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

3.2.8 Shirley Contracting Company, LLC is currently prequalified (active status) with VDOT. Our Vendor Number is S018. A screen shot from VDOT's online Prequalified List is attached as Attachment 3.2.8.

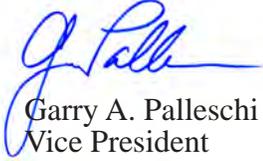
3.2.9 Attachment 3.2.9 includes a letter from our surety that provides evidence that we are capable of obtaining performance and payment bonds for the current estimated contract value, and that these bonds will cover the Project and any warranty periods.

3.2.10 Virginia State Corporation Commission and Virginia Department of Professional and Occupational Regulations registration information for all business entities on our team are included in Attachment 3.2.10. Copies of registrations and licenses or evidence indicating the same are provided in the Appendix.

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

We thank VDOT for the opportunity to submit our response and look forward to partnering with all involved to deliver another successful project.

Sincerely,



Garry A. Palleschi
Vice President

3.3 Offeror's Team Structure





3.3 Offeror’s Team Structure

Introduction

Shirley has the experience and personnel to successfully manage all elements of the Transportation Improvements at Hydraulic Road and US 29 Design-Build Project (Project). Shirley, along with Dewberry, are one of Virginia’s most experienced design-build teams. Together, we have been awarded 48 design-build projects, including 25 for VDOT. Successful completion of these projects has provided our Team with experience that directly correlates to elements of this Project, including:

- ✓ Minimizing impacts in a developed urban corridor;
- ✓ Completing projects early or on time;
- ✓ Utilizing innovative design solutions and construction techniques;
- ✓ Design and construction of eight roundabouts and multiple pedestrian bridges;
- ✓ Limiting impacts to the traveling public and affected businesses and communities;
- ✓ Developing and managing effective communication strategies with business owners and other key stakeholders; and
- ✓ Delivering multiple elements of a project concurrently on a fast-track schedule.

Our success is exemplified by the recent awards we have received including those shown in Table 1.

Table 1: Recent Project Team Awards

Project	Awards
Warrenton Southern Interchange	<ul style="list-style-type: none"> ■ 2022 ACEC VA Engineering Excellence Merit Award
I-64 Capacity Improvements Segment III	<ul style="list-style-type: none"> ■ 2022 HCCA Excellence in Infrastructure Honorable Mention
I-95/Route 630 Interchange Reconstruction and Widening	<ul style="list-style-type: none"> ■ 2021 ACEC VA Engineering Excellence Pinnacle Award ■ 2021 VTCA Transportation Engineering Award ■ 2020 DBIA Mid-Atlantic Region Award of Merit
Route 606 Old Ox Road/Loudoun County Parkway Reconstruction and Widening	<ul style="list-style-type: none"> ■ 2020 ACEC VA Engineering Excellence Merit Award
Route 606 Bridge Replacement Over I-95	<ul style="list-style-type: none"> ■ 2019 DBIA Mid-Atlantic Region Award of Merit
I-64 Capacity Improvements Segment I	<ul style="list-style-type: none"> ■ 2018 DBIA National Award of Merit ■ 2018 DBIA Mid-Atlantic Region Award of Merit
I-66 Widening	<ul style="list-style-type: none"> ■ 2017 DBIA Mid-Atlantic Region Award of Merit
Route 27/244 Interchange Modifications	<ul style="list-style-type: none"> ■ 2016 DBIA National Award of Merit ■ 2016 DBIA Mid-Atlantic Region Excellence in Engineering ■ 2016 HCCA Excellence in Infrastructure
I-66/Route 29/Linton Hall Road Interchange	<ul style="list-style-type: none"> ■ 2016 ACEC Metro Washington Engineering Excellence Award of Merit ■ 2016 VTCA Transportation Engineering Award

Our success on these projects is due to the selection of personnel and team members, each with strengths that address critical project risks. Our Team, with more than 20 years of design-build experience, is committing Key Personnel to address these risks. This experience facilitates development of a thorough understanding of each other’s capabilities, enabling us to efficiently manage each discipline. Further, we bring design-build strength through our partners and specialty firms as shown in Table 2 and our Organizational Chart.

3.3 Offeror’s Team Structure

Table 2: Project Team Members

Firm	Role on Project
 Dewberry	Dewberry Engineers Inc. (Dewberry) will be the Lead Designer. Dewberry has extensive design-build experience as the Lead Designer on all of Shirley’s 25 design-build projects for VDOT. Dewberry is a nationally recognized engineering firm headquartered in Fairfax, Virginia and is ranked among Engineering News-Record’s Top 25 highway design firms.
	CES Consulting, LLC (CES) will provide the Quality Assurance Manager (QAM) and Quality Assurance Inspectors for the Project. CES is a registered DBE in Virginia. CES has provided QA services on twelve VDOT design-build projects, as well as quality control services on multiple other design-build projects.
 FROEHLING & ROBERTSON <i>Engineering Stability Since 1881</i>	Froehling & Robertson, Inc. (F&R) will provide QA materials testing as a subconsultant to CES. F&R’s team of professionals and technical specialists provide expertise in the fields of geotechnical engineering, construction and materials testing, geotechnical monitoring, and drilling services.
	American Geotechnical & Environmental Services, Inc. (AGES) will provide geotechnical investigations, testing, and analysis to Dewberry. AGES is a registered DBE in Virginia and is currently serving in this role on Shirley’s Route 28 (Centreville Road) Widening and Route 50 and Trailhead Drive Roundabout projects.
	SAM, LLC (SAM) will complete utility designations and test pits as a subconsultant to Dewberry. SAM specializes in providing comprehensive subsurface utility engineering services and has completed utility designations and test pits on 35 design-build projects for our Team.
	NV5 Geospatial (NV5), dba Quantum Spatial, will provide aerial mapping as a subconsultant to Dewberry. NV5 is a professional geospatial mapping organization with a long history of performance providing similar services to multiple state, local, federal, and private organizations.
	Diversified Property Services, Inc. (Diversified), a registered DBE in Virginia, will provide the Right-of-Way (ROW) Manager and land acquisition services. As a VDOT prequalified ROW acquisition firm, they will handle all areas of appraisal and appraisal review services, negotiations, offers, settlements, and preparation of Certificate of Take packages. Diversified has provided ROW acquisition services on Shirley’s Team for over 17 years.
	Key Title II, LLC, (Key) will provide title research and settlement services for properties acquired on the Project. Key has closed over 50,000 real estate transactions since 1973 and has experience in all aspects of the real estate closing process. Since 2004, Key has provided these services on all of Shirley’s design-build projects for VDOT.

3.3.1 Key Personnel

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

Table 3: Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Ryan Marrah	Shirley Contracting Company, LLC
Quality Assurance Manager (QAM)	Avtar Singh, PE, CCM, DBIA	CES Consulting, LLC
Design Manager (DM)	Carl Kaczmarek, PE	Dewberry Engineers Inc.
Construction Manager (CM)	Brian Hackley	Shirley Contracting Company, LLC

3.3.2 Organizational Chart

The Organizational Chart shown in Exhibit 3.3.2.1 outlines the structure of our proposed Team. The chain of command shown in the chart by solid lines represent 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,

3.3 Offeror's Team Structure

and risks involved in meeting Project objectives. Each individual is selected because of their extensive experience in the design, construction, and administration of design-build projects, overall design and construction expertise, and specific experience on urban roundabout projects with a focus on limiting adjacent impacts. It is critical that Key Personnel have an extended history of working together and an understanding of how all disciplines interact. A successful team must integrate the design, construction, QA/QC, ROW, utility, environmental compliance, safety, and third party coordination into a single, cohesive project. The following narrative describes the functional relationships and communications among our Team:

 **Design-Build Project Manager (Ryan Marrah)** is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities and is the primary point of contact with VDOT after award. Ryan has the ultimate responsibility for contract management and to coordinate and integrate all Project disciplines. He will coordinate with each discipline to develop and maintain the Project Schedule. He has full authority to make decisions and resolve issues in partnership with VDOT. Ryan will lead coordination efforts with third-party stakeholders. He will work closely with VDOT to promote public outreach efforts, hold public meetings, and answer inquiries.

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

 **Design Manager (Carl Kaczmarek, PE)** reports to the DBPM and has overall responsibility for management of the design process. Carl's role includes integrating the various design disciplines with the construction, ROW, utility, permitting, and safety elements. This includes overseeing the submission to and approval of the roundabout performance package by the Innovative Intersection Committee. He establishes and oversees the Design QA/QC program ensuring that design QA and QC functions are exclusively designated and not assigned to those with conflicting duties or production work. Carl remains involved throughout the construction phase to support implementation of the design, review shop drawings, and attend public outreach meetings.

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

3.3 Offeror’s Team Structure

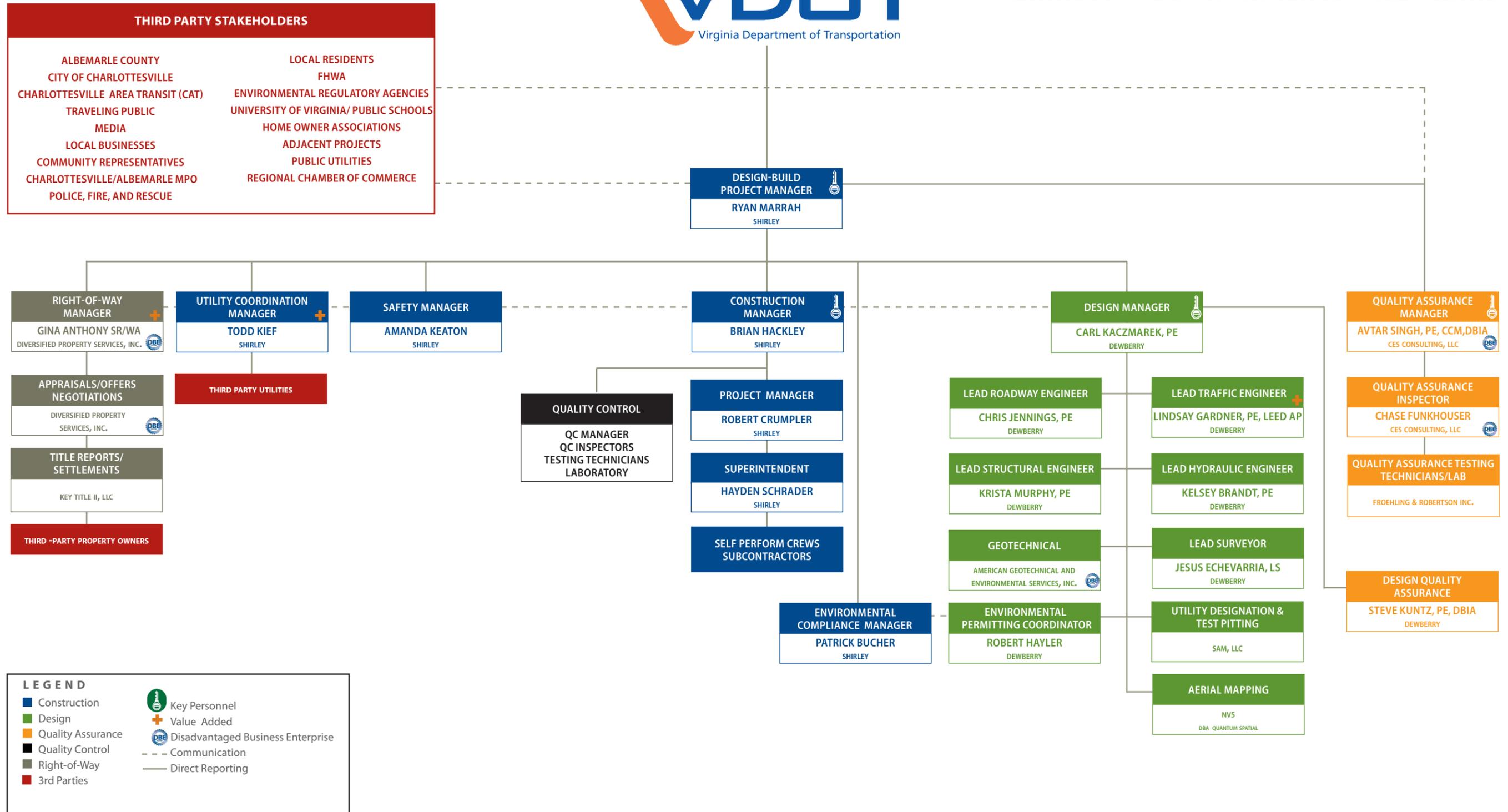
Value Added Positions

To further mitigate risks, address key Project challenges, complete the work ahead of schedule, under budget, and in a safe, quality manner, our Team is committing the following Value Added Personnel shown in Table 4.

Table 4: Value Added Personnel

Value Added Position	Name	Firm
Lead Traffic Engineer	Lindsay Gardner, PE, LEED AP	Dewberry Engineers Inc.
Utility Coordination Manager	Todd Kief	Shirley Contracting Company, LLC
Right-of-Way Manager	Gina Anthony, SR/WA	Diversified Property Services, Inc.

- + **Lead Traffic Engineer (Lindsay Gardner, PE, LEED AP)** reports directly to the Design Manager and is responsible for all traffic engineering design elements including Temporary Traffic Control (TTC), Transportation Management Plan (TMP), traffic analysis, traffic signals, signs, pavement markings, lighting, and Intelligent Transportation Systems (ITS). Lindsay has experience serving in this role for similar projects, having completed traffic control device design for five roundabouts. With her VDOT certification in Advanced Work Zone Traffic Control Training, Lindsay provides her expertise in safety audits, traffic analyses, and traffic control device design to ensure mobility and safety are maximized both during and after construction.
- + **Utility Coordination Manager (Todd Kief)** leads our in-house efforts to manage utility relocations as an integral part of our design-build program. Todd’s experience and close relationships with multiple utility owners enables him to maintain a thorough understanding of the relocation process, risks, costs, schedule, and interaction with other Project disciplines. Reporting to the DBPM, Todd will actively coordinate utilities with design, ROW, permitting, safety, and construction. As the liaison with each individual utility company, he will ensure full integration of utilities into the Project scope and schedule. Working with the design team, his priority is to avoid relocations. When avoidance is not possible, the focus will shift to minimizing relocations to the greatest extent practical. He will ensure relocations are coordinated with construction and completed within the schedule.
- + **Right-of-Way Manager (Gina Anthony, SR/WA)** reports to the DBPM and is responsible for managing the process to acquire all right-of-way and easements needed to construct the Project. Gina will be responsible for overseeing the performance of appraisals, appraisal reviews, title reports, offers, negotiations, and settlements. Gina will facilitate communication with affected landowners and maintain the status of the process for VDOT. She will coordinate with the design, utility, and construction disciplines throughout the design and acquisition stages, providing feedback and recommendations regarding minimizing property impacts, researching proffers, keeping landowners informed, and maintaining the ROW schedule and budget.



3.4 Experience of Offeror's Team





3.4 Experience of Offeror's Team

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

3.5 Project Risks



3.5 Project Risks

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

Risk 1: Maintaining Safety and Mobility During Construction

Why the Risk is Critical

This section of US 29 just north of Route 250 is a crucial artery, carrying over 40,000 vehicles per day. In addition to providing commercial and local access, the roadway is a vital regional route connecting points north of Charlottesville, such as Culpeper and Northern Virginia, and points south toward Lynchburg. The intersection of US 29 and Hydraulic Road also exhibits the highest concentration of crashes in the region, as shown in Figure 3.5.1, exacerbating the risk to both the traveling public and construction personnel. Additionally, both US 29 and Hydraulic Road exhibit substantial congestion in the morning and afternoon peaks, given the high volumes and high number of conflicting turn movements.

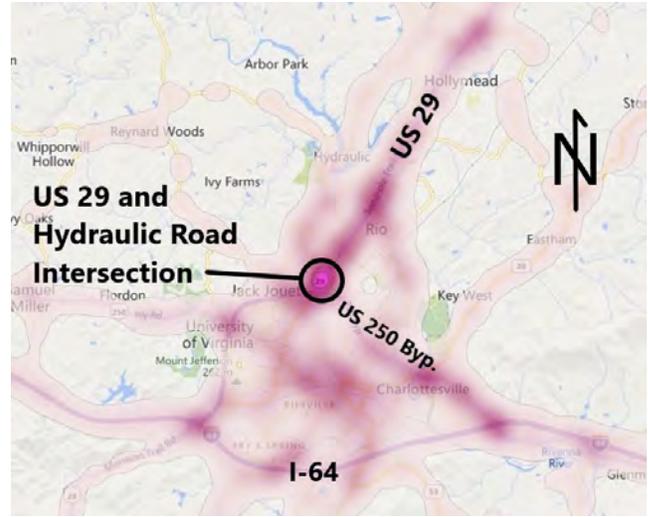


Figure 3.5.1 Heat Map Displaying Concentration of Crashes

While these conditions alone would make maintaining safety and mobility during construction a critical risk, other factors in this urban environment add to the challenge. For example, the lack of a controlled pedestrian crossing of US 29 in the vicinity of Hydraulic Road results in heightened risk for pedestrians once construction activities begin. Also, the presence of Charlottesville Area Transit (CAT) routes and stops within the construction limits amplifies the risk to transit users and motorists.

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

Impact on the Project

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

- Degradation of safety for the public and Project personnel;
- Additional travel delays along US 29;
- Loss of capacity;
- Impacts to local businesses;
- Added travel time to University of Virginia (UVA) events;
- Frustration or loss of public support; and
- Increased costs.

Mitigation Strategies

To ensure safety and mobility are maximized during all phases, our Team has developed the following mitigation strategies:

Early Delivery of Added Capacity

Given the severe congestion along US 29 in the peak hours, we will focus on expediting the opening of Project elements that will relieve travel delays for the community. Reviewing the scope and construction schedule, it is apparent that expediting the construction of the Angus Road and US 29 Green Tee intersection, as shown in Figure 3.5.2, will provide early congestion relief and increased safety for motorists. With most of this work within existing right-of-way, this can be accomplished by developing a targeted early works plan focused on early completion of activities at this intersection, similar to our Route 7 Corridor Improvements Project where the Shirley-Dewberry Team provided an additional left turn lane at Baron Cameron Avenue as a Unique Milestone more than four years prior to Final Completion.

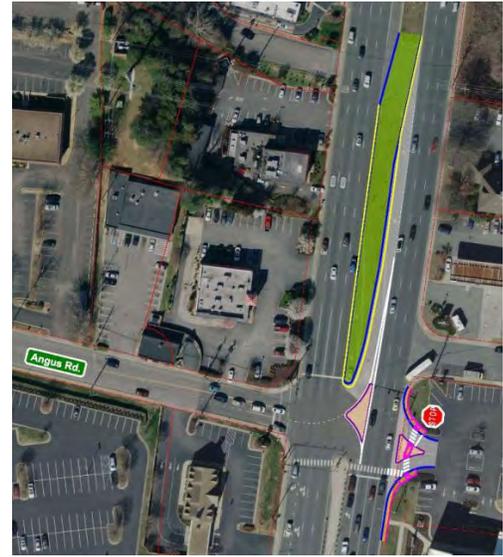


Figure 3.5.2 Angus Drive & US 29 Green Tee

Utilizing Site-Specific Enhanced Safety and Mobility Strategies

To address the high crash rates and significant congestion within the Project limits, our Team will prioritize targeted safety enhancements during construction, including the following:

- Use of a speed display trailer to promote speed limit compliance and reduce the likelihood of rear-end and run-off-road crashes;
- Temporary raised pavement markers and wider than minimum temporary lane markings for increased visibility; and
- Enhanced features to limit crashes such as longer than required lane shift distances and wet reflective markings as depicted in Figure 3.5.3.



Figure 3.5.3 Wet Reflective Markings Provide Superior Nighttime Visibility

Pedestrian Safety Enhancements

With extensive pedestrian traffic and transit usage within the Project limits, it will be critical to maximize safety for these vulnerable users, especially as construction activities tend to add to the distractions of an already busy visual environment. As part of our Technical Proposal development and temporary traffic control concept design, we will expedite the implementation of the planned signalized pedestrian crossing of US 29 at Hydraulic Road to occur early in the construction process. This will provide a greatly needed crossing which can be maintained during the remainder of construction utilizing pedestrian crossing signals, enhanced signing, and marked crosswalks.

Maintaining Acceptable Operations During Off-Peak Temporary Lane Closures

Temporary lane closures, especially on major arterials such as US 29, can result in exorbitant cumulative delays and congestion if not implemented during the window with the lowest traffic volumes. As an early design activity, we will collect current traffic volumes when UVA is both in and out of session and analyze all potential maintenance of traffic operations using software such as Quick Zone and HCS to ensure temporary lane closures are limited

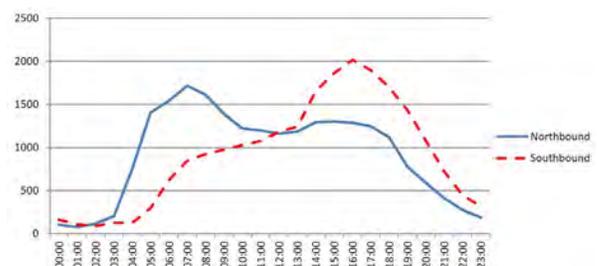


Figure 3.5.4 Sample Temporary Lane Closure Analysis Graph

3.5 Project Risks

to the hours of least impact, as shown in Figure 3.5.4. This allows for customization of lane closures schedules to account for seasonal variations in traffic. For example, while UVA is in session, lane closure times will likely need to be limited during early morning periods due to the early southbound morning rush.

Roundabout Implementation

The introduction of new roundabouts requires careful planning from both the construction phasing and public outreach standpoints. The new roundabout at Hydraulic Road and Hillsdale Drive is anticipated to be opened while the Project is still an active work site. Therefore, use of enhanced traffic control devices such as oversized warning signs, tightly spacing channelizing devices, and extra-wide pavement markings will be critical given that the area will be dynamic with ongoing construction. The Team will implement best practices for detailed design, construction sequencing, and public outreach aspects of roundabout implementation, gained through our partnership in the design and construction of eight new roundabouts.

Robust Public Outreach

A proven way to improve safety and minimize community impacts is to ensure the public is well informed of events such as lane closures and new traffic patterns. We will collaborate closely with VDOT's public relations personnel to promote work zone safety for all modes of transportation. Effective methodologies include website and social media postings, pamphlets for distribution at local businesses, posters on buses and at bus stops, local media stories, and community meetings.

Role of VDOT and Other Agencies

It is expected that VDOT will be involved from a review and approval standpoint during the development of the plans. During construction we also anticipate that VDOT will review and approve lane closures, as well as promote work zone safety in coordination with our public relations personnel. We also anticipate coordination with other governmental entities such as Albemarle County, the City of Charlottesville, CAT, and emergency response agencies. Additionally, we will coordinate closely with UVA to avoid impacts during important events such as move in days, sporting events, major John Paul Jones Arena events, and Final Exercises.

Risk 2: Existing Drainage Conditions and Outfall Requirements

Why the Risk is Critical

The proposed improvements, consisting of five distinct areas, will each rely on the use of existing drainage infrastructure extending outside of the Project limits to convey the increased runoff to Meadow Creek, as shown in Figure 3.5.5. Proof of outfall adequacy is required in accordance with VDOT and DEQ requirements as a basis for permit and plan approvals. Based on evaluation of the scope of improvements, it appears that stormwater management water quality treatment can be addressed through the purchase of nutrient credits, as the total treatment requirement for Project improvements is likely below the 10 lbs of phosphorous threshold. However, the conditions of existing



Figure 3.5.5 Project Runoff to Meadow Creek

3.5 Project Risks

drainage systems are unknown and may be either undersized, due to their outdated and different design criteria, or in poor condition. Additionally, there is limited ability to implement stormwater detention to meet adequate outfall requirements due to the extensive existing development surrounding each of the Project elements. Addressing concerns associated with existing drainage conditions and adequate outfall requirements represents a critical risk due to the impact correcting existing deficient drainage systems can have on the Project.

Impact on the Project

The impacts of the existing drainage facilities and outfalls being inadequate, based on size and/or condition, include the following:

- Existing pipes and structures will need to be replaced, resulting in additional impacts to private properties;
- Installation of new pipes will result in additional impacts to traffic, potentially disrupting operations and access;
- Work to repair and/or replace existing pipes may extend beyond the limits of previous environmental studies, requiring additional investigations, environmental approvals, and/or permits;
- Meeting adequate outfall requirements may require installation of upstream detention facilities, either above or below ground;
- Increased construction costs;
- Increased right-of-way and easement acquisition costs;
- Additional maintenance costs associated with detention facilities; and
- Schedule delays.

Mitigation Strategies

As one of the initial activities, our Team will complete extensive surveys and video inspections of existing drainage facilities to determine their condition. Results of these surveys will determine if:

- There are areas where pipes are flowing contrary to required outfall patterns or have excessively flat slopes;
- Downstream pipes are smaller than the contributing pipes;
- Existing pipes are in a state of disrepair or are crushed; and
- Existing outfalls are buried or require stabilization or regrading.

The limits of surveys and videos will continue to the primary outfall points and not be limited to just those pipes within Project limits. This will immediately identify areas of concern and enable us to initiate mitigation measures. Potential mitigation measures which our Team will be prepared to consider include:

- Optimize design to minimize impervious area and remove any existing extraneous impervious areas to decrease runoff;
- Provide storage onsite within already identified right-of-way and easements, either via underground vaults or oversized storm sewer systems, to decrease peak flows downstream;
- Modify local drainage divides within the Project area to direct flow to an adequate storm sewer system and avoid utilizing systems that are under capacity or require repair;
- Replace and upsize the existing inadequate storm sewer;
- Utilize pipe linings or cured-in-place pipe measures to improve the efficiency and condition of existing pipes; and
- Complete regrading at outfall locations to address existing deficiencies and provide adequate receiving channels.

3.5 Project Risks

Identifying potential concerns early in the design phase, and discussing potential challenges and concerns with VDOT, will enable us to prepare designs efficiently, minimize redesign efforts, prioritize ROW acquisitions, and ensure any additional analysis or field investigations can be completed proactively and concurrent with other activities.

Role of VDOT and Other Agencies

We anticipate that VDOT will be engaged to discuss the limits of environmental studies that have been completed and ensure that drainage investigations cover the appropriate Project areas without proceeding too far away from the site. We anticipate that some pipe inspection information may be provided with the RFP documents, which will be reviewed by our Team and may be discussed during the procurement process at Proprietary Meetings or via formal questions and responses. Following completion of field studies, we expect VDOT will review pipe video inspection information and discuss potential solutions to address deficiencies that may be found. Throughout the design phase, VDOT will review plans, drainage computations, and recommendations for repair, rehabilitation, and/or replacement and provide comments or concurrence to our approach to address existing deficiencies.

Risk 3: Existing Utilities

Why the Risk is Critical

Coordination of existing utilities and relocations for those in conflict are a critical risk because of their potential impact to the Project cost and schedule. On Design-Build projects, this risk is even greater due to the uncertainty of the available information at this stage and the limited control the Design-Builder often has over the performance of the individual utility owners. As part of our preparation of this SOQ, our Utility Coordination Manager reviewed the RFQ Concept Package Plan, visited the Project site, and spoke with representatives from critical facilities found within the Project's footprint to discuss the Project scope, get a better understanding of their facilities, review potential conflicts, and examine possible solutions to mitigate impacts. Although there are numerous utilities that may be affected, our preliminary coordination has identified the following concerns that present a critical risk to the successful execution of this Project.

First, at the proposed US 29 Bike/Pedestrian Bridge, various utilities are in conflict with the bridge abutments and switchback ramps. On the east side of US 29, as shown in Figure 3.5.6, these include a CenturyLink duct bank with above ground pedestal and handhole, two Dominion Energy underground systems that cross US 29 and feed two transformers and a switch, a Fiberlight duct bank, a Comcast pedestal, and a Charlottesville Gas line. On the west side of US 29 there is a CenturyLink duct bank, Fiberlight duct bank, and sanitary sewer line in conflict with the switchback ramps.

Second, at the Hydraulic Road and Hillsdale Road Roundabout, Dominion Energy overhead and underground facilities run along the south side of Hydraulic Road, a CenturyLink duct bank crosses Hydraulic Road on the east side of the intersection, a Fiberlight fiber optic line runs along the south side of Hydraulic Road and crosses on the east side of the intersection, a City of Charlottesville gas line runs along the south side of Hydraulic Road, and two sewer lines and two waterlines exist within the intersection. Each of these systems presents a potential conflict with the grading for the roundabout, proposed storm drainage systems or other utility relocations.



Figure 3.5.6 Utilities in Conflict with Bridge

3.5 Project Risks

Finally, at the Ramp from US 250 to Hydraulic Road, there is a Dominion Energy tower and a pole for the overhead CenturyLink system that may be in conflict with the proposed grading and shared use path.

Impact on the Project

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

- Revisions to planned design elements to avoid and/or minimize conflicts;
- Potential impacts to the public and local businesses for short-term outages;
- Additional environmental and right-of-way impacts;
- Increased Project costs such as utility relocations and revised design elements;
- Delays to the overall Project Schedule; and
- Restrictions to the preferred construction phasing and MOT sequencing.

Mitigation Strategies

Our Team recognizes the need for a comprehensive and focused approach to mitigate the impact utilities can have on a Project. Our Team's existing relationships with each utility owner and successful experience coordinating with and moving similar facilities on several past complex design-build projects demonstrates our ability to facilitate this approach. Our strategy prioritizes relocation avoidance to the greatest extent possible through design. Should conflicts prove unavoidable, our focus is to minimize the utility relocations and/or adjustments needed to mitigate impacts to the Work. These efforts begin in the Technical and Price Proposal phase and continue throughout the Design and Construction phases. Our strategies include:

- Dedicating a Utility Coordination Manager, as a Value Added Personnel, and establishing a Task Force consisting of the Utility Coordination Manager, Right-of-Way Manager, design discipline leads, and Construction Manager. The Task Force will focus on identifying conflicts and creating solutions to resolve them. These concepts may include revising the bridge abutments or switchback ramp locations, roundabout profiles, storm alignment, cross-slopes and grading, and other permanent design features to avoid physical conflicts with utilities. Further, this group will coordinate with affected stakeholders as a means to facilitate construction activities while minimizing disruption;
- Expediting additional utility designations and test pits for the existing underground facilities to accurately determine the location and potential conflicts at the earliest stages of the design process;
- Substantial effort to determine the various utility owners, the as-built location, condition, and affect these utilities may have on construction elements;
- Early coordination with the various utility companies to ensure proper review time of Project scope. This early review of both the overhead and underground facilities and systems within the Project limits will help determine whether any part is in conflict and consider potential design changes needed for avoidance;
- Building on our established relationship with each utility company to communicate issues and concerns between all parties and develop efficient solutions for resolving conflicts;
- Continuous coordination with each utility company throughout all phases of design and construction;
- Assisting utility companies when relocations are needed to develop an efficient design, ensure no

3.5 Project Risks

conflict with other utilities on the Project, and begin the relocations as soon as possible to limit the risk of delay. This specifically holds true for Dominion Energy as the transformers and switch represent costly long-lead items;

- When a utility adjustment becomes necessary to avoid a conflict with new work, implementing a lift and lay operation, if feasible, in lieu of a complete relocation to reduce conduit and cable placement and splicing;
- Assisting utility companies with preparation of Land Use Permit documents to expedite the as-built permit process; and
- Creating the Project Schedule and sequence of work to ensure that the work is completed on time. This schedule will be communicated to all parties, including the utility companies, and monitored closely for delays. Should delays be identified, the Team will implement recovery actions such as resequencing the work, supplementing resources, and/or self-performing field activities.

Role of VDOT and Other Agencies

To reduce the overall risk to the Project, we recommend that the VDOT perform an extensive utility investigation, designation, and test hole program during the procurement phase, as any additional information that can be provided prior to the release of the RFP would be beneficial to all parties.

During the design phase, we look forward to partnering with VDOT, the City of Charlottesville, Albemarle County and utility companies as we work to resolve issues and develop solutions to conflicts that may arise. VDOT utility representatives will review and approve all utility relocation plans prior to the start of utility relocation work in the field. During construction, we anticipate VDOT's assistance should the utility owner become unresponsive. Following completion of any required utility relocations, VDOT will issue as-built permits for utilities located within right-of-way.

Appendix



Attachment 3.1.2 SOQ Checklist



ATTACHMENT 3.1.2

Project: 0029-M03-371

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: 0029-M03-371

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3-6
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4-5
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	4-6

ATTACHMENT 3.1.2

Project: 0029-M03-371

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	8-14

Attachment 2.10

Form C-78-RFP

Acknowledgement of RFQ, Revision, and/or Addenda



ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**RFQ NO. C00118880DB114PROJECT NO.: 0029-M03-371**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 19, 2022
(Date)
2. Cover letter of Addendum #1- May 10, 2022
(Date)
3. Cover letter of _____
(Date)

SIGNATURE

June 7, 2022

DATE

Garry A. Palleschi

PRINTED NAME

Vice President

TITLE

Attachment 3.2.6

List of Affiliated and Subsidiary Companies



ATTACHMENT 3.2.6

State Project No. 0029-M03-371

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, VA. 22079
Affiliate	Clark Construction Group, LLC	7500 Old Georgetown Road, Bethesda, MD. 20814
Affiliate	Metro Earthworks	8435 Backlick Road, Lorton, VA. 22079
Subsidiary	Route 28 Corridor Improvements, LLC	8435 Backlick Road, Lorton, VA. 22079
Affiliate	Capital Rail Constructors, a JV	7500 Old Georgetown Road, Bethesda, MD. 20814
Affiliate	Shirley-Branch Joint Venture	8435 Backlick Road, Lorton, VA. 22079
Affiliate	Shirley Underground	8435 Backlick Road, Lorton, VA. 22079

Attachment 3.2.7(a) and 3.27(b) Debarment Forms



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0029-M03-371

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.

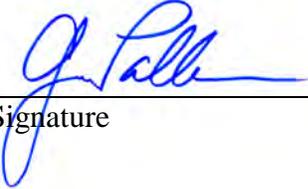
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under 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.

	June 7, 2022	Vice President
_____ Signature	_____ Date	_____ Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-M03-371

- 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>Dave Mahoney</u>	<u>5/5/2022</u>	<u>Executive Vice President</u>
Signature	Date	Title
<u>Dewberry Engineers Inc.</u>		
Name of Firm		

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-M03-371

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

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



Signature

05/06/2022

Date

President

Title

CES Consulting, LLC

Name of Firm

ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0029-M03-371

- 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.

 5/23/22 Branch Manager
Signature Date Title

Froehling and Robertson, Inc.
Name of Firm

ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-M03-371

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

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



Signature

05/04/2022

Date

President

Title

American Geotechnical & Environmental Services, Inc.

Name of Firm

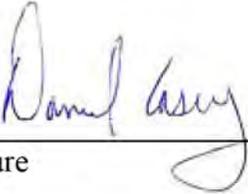
ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-M03-371

- 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.

	5/5/2022	Director of Operations
Signature	Date	Title

Quantum Spatial, Inc. dba NV5 Geospatial

Name of Firm

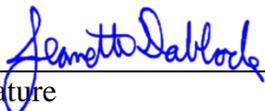
ATTACHMENT 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0029-M03-371

- 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.

	5/10/2022	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.: 0029-M03-371

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

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

R. Robert Runk 5-10-22 Vice President
Signature Date Title

Key Title, II, LLC
Name of Firm

Offeror's VDOT Prequalification Certificate





**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 11/3/2021**

- S -

Vendor ID: S018

Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC

Prequal Level: Prequalified

Prequal Exp: 09/30/2022

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

Bus. Contact: CLYMORE, DANIEL EDWARD

Email: DCLYMORE@SHIRLEYCONTRACTING.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Vendor ID: S1209

Vendor Name: SHORE COMMUNICATIONS, INC.

Prequal Level: Prequalified (Currently Inactive)

Prequal Exp: 09/30/2022

-- PREQ Address --

600 N. WITCHDUCK RD, STE. 106
VIRGINIA BEACH, VA 23462-0000
Phone: (757)468-0855
Fax: (757)468-9716

Work Classes (Listed But Not Limited To)

024 - JACKING AND BORING OF PIPE
045 - UNDERGROUND UTILITIES

Bus. Contact: CASTNER, JAMES MICHAEL

Email: INFO@SHORECOMUSA.COM

-- DBE Information --

DBE Type: N/A

DBE Contact: N/A

Surety Letter





One Tower Square
Hartford, CT 06183

June 1, 2022

Bryan W. Stevenson, P.E., DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00118880DB114 - A Design-Build Project
Transportation Improvements at Hydraulic Road and US 29
City of Charlottesville and Albemarle County, Virginia
Estimated Contract Value: \$16,700,000

Dear Mr. Stevenson:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$1,000,000,000.

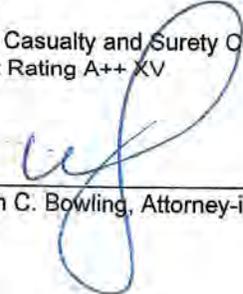
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



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

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Karen C Bowling** of **COLUMBIA Maryland**, their true and lawful Attorney(s)-in-Fact to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed, and their corporate seals to be hereto affixed, this **21st day of April, 2021**.



State of Connecticut

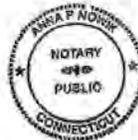
City of Hartford ss.

By:
Robert L. Raney, Senior Vice President

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

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission expires the **30th day of June, 2026**



Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, which resolutions are now in full force and effect, reading as follows:

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

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

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

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

I, **Kevin E. Hughes**, the undersigned, Assistant Secretary of each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 1st day of June, 2022.



Kevin E. Hughes, Assistant Secretary

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

Attachment 3.2.10 SCC and DPOR Information Table and Supporting Registration/ License Documentation



ATTACHMENT 3.2.10

State Project No. 0029-M03-371

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 and individuals listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S0820383	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA 22079	Class A Contractor	2705071652	October 31, 2022
Dewberry Engineers Inc.	F1004623	Corporation	Active	8401 Arlington Boulevard Fairfax, VA 22031	Business Entity Branch Office	0411000941	February 29, 2024
CES Consulting, LLC	S3416007	Limited Liability Co.	Active	23475 Rock Haven Way, Suite 255 Dulles, VA 20166	Business Entity	0407005783	December 31, 2023
American Geotechnical & Environmental Services, Inc.	F2045856	Corporation	Active	1765 Greensboro Station Place Ste. 900 McLean, VA 22102	Business Entity Branch Office	0411001485	February 29, 2024
Surveying & Mapping, LLC	T0564965	Limited Liability Co.	Active	7679 Limestone Dr. Bldg. B Suite 155 Gainesville, VA 20155	Business Entity	0407006626	December 31, 2023
Quantum Spatial, Inc.	F1135948	Corporation	Active	45180 Business Court Suite 800 Sterling, VA 20166	Business Entity	0407005489	December 31, 2023
Froehling & Robertson, Inc.	00272112	Corporation	Active	6185 Rockfish Gap Turnpike Crozet, VA 22932	Business Entity Branch Office	0411001433	February 29, 2024
Diversified Property Services of Virginia, Inc.	F1304106	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2022
Key Title II, LLC	11107130	Limited Liability Co.	Active	n/a			

Entity Information

Entity Information

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

Registered Agent Information

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

Principal Office Address

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

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Protected Series](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

[Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](https://www.scc.virginia.gov/privacy.aspx)

[Contact Us \(https://www.scc.virginia.gov/clk/clk_contact.aspx\)](https://www.scc.virginia.gov/clk/clk_contact.aspx)

Entity Information

Entity Information

Entity Name: Dewberry Engineers Inc.
Entity ID: F1004623
Entity Type: Stock Corporation
Entity Status: **Active**
Series LLC: N/A
Reason for Status: Active and In Good Standing
Formation Date: N/A
Status Date: 10/21/2015
VA Qualification Date: 06/13/1989
Period of Duration: Perpetual
Industry Code: 0 - General
Annual Report Due Date: 06/30/2022
Jurisdiction: NY
Charter Fee: \$50.00
Registration Fee Due Date: 06/30/2022

Registered Agent Information

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

Principal Office Address

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

Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer	Yes	DARREN R CONNER	8401ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	05/27/2020

Privacy Policy (<https://www.scc.virginia.gov/privacy.aspx>) Contact Us (https://www.scc.virginia.gov/clk/clk_contact.aspx)

Title	Director	Name	Address	Updated
Executive Vice President	Yes	DONALD E. STONE JR.	8401 ARLINGTON BLVD., FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
Treasurer	No	CYNTHIA CHEN	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
Secretary	No	CRAIG N THOMAS	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/06/2019
	Yes	PETER GARVEY	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
	Yes	SIDNEY O DEWBERRY	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021

Current Shares

Total Shares: 2000

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

Entity Information

Entity Information

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

Registered Agent Information

RA Type: Individual
Locality: FAIRFAX COUNTY
RA Qualification: Member or Manager of the Limited Liability Company
Name: AVTAR SINGH
Registered Office Address: 12423 Henderson Rd, Clifton, VA, 20124 - 2021, USA

Principal Office Address

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

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Protected Series](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](https://www.scc.virginia.gov/privacy.aspx)

[Contact Us \(https://www.scc.virginia.gov/clk/clk_contact.aspx\)](https://www.scc.virginia.gov/clk/clk_contact.aspx)

Entity Information

Entity Information

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

Registered Agent Information

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

Principal Office Address

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

Principal Information

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

Privacy Policy (<https://www.scc.virginia.gov/privacy.aspx>) Contact Us (https://www.scc.virginia.gov/clk/clk_contact.aspx)

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

Current Shares

Total Shares: 100

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

Entity Information

Entity Information

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

Registered Agent Information

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

Principal Office Address

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

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Protected Series](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](#)

[Contact Us \(https://www.scc.virginia.gov/clk/clk_contact.aspx\)](#)

Entity Information

Entity Information

Entity Name: Quantum Spatial, Inc.
Entity ID: F1135948
Entity Type: Stock Corporation
Entity Status: **Active**
Series LLC: N/A
Reason for Status: Active and In Good Standing
Formation Date: N/A
Status Date: 05/16/2022
VA Qualification Date: 02/09/2000
Period of Duration: Perpetual
Industry Code: 0 - General
Annual Report Due Date: N/A
Jurisdiction: WI
Charter Fee: \$200.00
Registration Fee Due Date: Not Required

Registered Agent Information

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

Principal Office Address

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

Principal Information

Title	Director	Name	Address	Last Updated
President	No	MARK ABATTO	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	05/16/2022
Privacy Policy (https://www.scc.virginia.gov/privacy.aspx)		Contact Us (https://www.scc.virginia.gov/clk/clk_contact.aspx)		

Title	Director	Name	Address	Updated
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

Current Shares

Total Shares: 100000

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

Entity Information

Entity Information

Entity Name: FROEHLING & ROBERTSON, INCORPORATED
Entity ID: 00272112
Entity Type: Stock Corporation
Entity Status: **Active**
Series LLC: N/A
Reason for Status: Active and In Good Standing
Formation Date: 10/11/1924
Status Date: 11/13/2009
VA Qualification Date: 10/11/1924
Period of Duration: Perpetual
Industry Code: 0 - General
Annual Report Due Date: N/A
Jurisdiction: VA
Charter Fee: \$2480.00
Registration Fee Due Date: Not Required

Registered Agent Information

RA Type: Individual
Locality: RICHMOND CITY
RA Qualification: Member of the Virginia State Bar
Name: J. THOMAS O'BRIEN Jr.
Registered Office Address: 411 E Franklin St Ste 600, Spotts Fain Pk, Richmond, VA, 23219 - 2200, USA

Principal Office Address

Address: 3015 Dumbarton Rd, Henrico, VA, 23228 - 5831, USA

Principal Information

Title	Director	Name	Address	Last Updated
	Yes	ARNOLD M PROCTOR JR	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	09/17/2019

Privacy Policy (<https://www.scc.virginia.gov/privacy.aspx>) Contact Us (https://www.scc.virginia.gov/clk/clk_contact.aspx)

Last

Updated

Title	Director	Name	Address	Last Updated
	Yes	G RANDOLPH WEBB Jr.	401 49TH ST, VIRGINIA BEACH, VA, 23451 - 2826, USA	10/07/2021
President, COO	No	MICHAEL W MATTHEWS	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	10/07/2021
Secretary, Treasurer, Chief Financial Officer	No	TERESA L CAREY	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	10/07/2021
Chief Executive Officer, Board Chairman	Yes	SAMUEL S PROCTOR	3015 DUMBARTON RD, HENRICO, VA, 23228 - 0000, USA	10/07/2021

Current Shares

Total Shares: 1100000

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

Entity Information

Entity Information

Entity Name: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.
Entity ID: F1304106
Entity Type: Stock Corporation
Entity Status: **Active**
Series LLC: N/A
Reason for Status: Active and In Good Standing
Formation Date: N/A
Status Date: 09/17/2021
VA Qualification Date: 08/05/1997
Period of Duration: Perpetual
Industry Code: 0 - General
Annual Report Due Date: N/A
Jurisdiction: MD
Charter Fee: \$50.00
Registration Fee Due Date: Not Required

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

Title	Director	Name	Address	Updated
Vice President	Yes	BRENDAN R. HANTZES	3771 VERNACCHIA DR., CHANTILLY, VA, 20151 - 0000, USA	08/14/2017
President, Treasurer	Yes	JEANETTE DABLOCK	20 E TIMONIUM RD., STE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Secretary	No	JUNE REITER	20 E. TIMONIUM ROAD, STE 111, TIMONIUM, MD, 21093 - 0000, USA	08/14/2017

Current Shares

Total Shares: 5000

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Back to Login](#)

Entity Information

Entity Information

Entity Name: KEY TITLE II, LLC
Entity ID: 11107130
Entity Type: Limited Liability Company
Entity Status: **Active**
Series LLC: No
Reason for Status: Active
Formation Date: 09/10/2020
Status Date: 09/10/2020
VA Qualification Date: 09/10/2020
Period of Duration: 01/01/2070
Industry Code: 0 - General
Annual Report Due Date: N/A
Jurisdiction: VA
Charter Fee: N/A
Registration Fee Due Date: Not Required

Registered Agent Information

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

Principal Office Address

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

[Filing History](#)

[RA History](#)

[Name History](#)

[Previous Registrations](#)

[Protected Series](#)

[Garnishment Designees](#)

[Image Request](#)

[Back](#)

[Return to Search](#)

[Return to Results](#)

[Privacy Policy \(https://www.scc.virginia.gov/privacy.aspx\)](https://www.scc.virginia.gov/privacy.aspx)

[Contact Us \(https://www.scc.virginia.gov/clk/clk_contact.aspx\)](https://www.scc.virginia.gov/clk/clk_contact.aspx)

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.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

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	2024-02-29

Related Licenses ¹

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

Showing 1 to 3 of 3 entries

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

DPOR License Lookup License Number 0407005783

License Details

Name	CES CONSULTING LLC
License Number	0407005783
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	23475 ROCK HAVEN WAY SUITE 255, DULLES, VA 20166
Initial Certification Date	2010-11-05
Expiration Date	2023-12-31

Related Licenses ¹

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

Showing 1 to 1 of 1 entries

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

DPOR License Lookup License Number 0411001485

License Details

Name	AMERICAN GEOTECHNICAL & ENVIRONMENTAL SERVICES INC
License Number	0411001485
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	1765 GREENSBORO STATION PL STE 900, MCLEAN, VA 22102
Initial Certification Date	2019-04-09
Expiration Date	2024-02-29

Related Licenses ¹

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

Showing 1 to 1 of 1 entries

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

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	2023-12-31

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
0403001764	SHACKELFORD, MICHAEL GARY	Land Surveyor License	Land Surveying	2022-06-30
0402022310	SKAHN, CARY ALAN	Professional Engineer License	Engineering	2023-06-30

Showing 1 to 3 of 3 entries

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

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	2023-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0408000029	ZOOK, MARLIN RAY	Surveyor Photogrammetrist License	Land Surveying	2023-08-31

Showing 1 to 1 of 1 entries

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

DPOR License Lookup License Number 0411001433

License Details

Name	FROEHLING & ROBERTSON INC
License Number	0411001433
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	6185 ROCKFISH GAP TPKE, CROZET, VA 22932
Initial Certification Date	2018-06-13
Expiration Date	2024-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402037906	SIMMONS, CLYDE ANDERSON III	Professional Engineer License	Engineering	2022-12-31

Showing 1 to 1 of 1 entries

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

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

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

DPOR License Lookup License Number 0402051644

License Details

Name	KACZMAREK, CARL C III
License Number	0402051644
License Description	Professional Engineer License
Rank	Professional Engineer
Address	ARLINGTON, VA 22201
Initial Certification Date	2013-05-31
Expiration Date	2023-05-31

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

DPOR License Lookup License Number 0402035169

License Details

Name	SINGH, AVTAR
License Number	0402035169
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CLIFTON, VA 20124
Initial Certification Date	2001-01-18
Expiration Date	2023-01-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407005783	CES CONSULTING LLC	Business Entity Registration	Engineering	2023-12-31

Showing 1 to 1 of 1 entries

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform the Broker and DPOR so that appropriate action may be taken.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

DPOR License Lookup build 1,452 (built 2021-09-14 01:36:33).

Attachment 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: Ryan Marrah, Project Manager
b. Project Assignment: Design-Build Project Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ: Shirley Contracting Company, LLC
d. Employment History: With this Firm <u>9</u> Years With Other Firms <u>18</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 Assistant Design-Build Project Manager/Right-of-Way Manager, April 2013 to Present As Assistant Design-Build Project Manager, responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with project schedule; works closely with owner representatives, designers, construction staff and quality teams. As right-of-way manager, responsible for managing the process to acquire all right-of-way and easements; facilitate communication with affected landowners; maintain status of the process for VDOT; coordination with the design, utility, and construction disciplines; maintaining the ROW budget and keeping landowners informed. <ul style="list-style-type: none">▪ Route 7 Corridor Improvements Design-Build, (\$252.8), 8/2018 to 7/2024 - Right-of-Way Manager▪ Route 772 Transit Connector Bridge Design-Build, (\$16.5M) 5/2016 to 12/2018 - Assistant Design-Build Project Manager▪ Route 659 (Belmont Ridge Road) - Reconstruct to 4-Lanes Design-Build, (\$45.5M) 10/2015 to 12/2018 - Right-of-way Manager▪ Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening Design-Build, (\$90M) 6/2014 to 8/2018 - Right-of-way Manager▪ Gloucester Parkway Extension Design-Build, (\$26M) 3/2014 to 8/2016 - Right-of-way Manager▪ Route 7 Westbound Truck Climbing Lane Design-Build, (\$29M) 11/2013 to 12/2015 - Right-of-way Manager▪ Route 28 Corridor Improvements Design-Build, (\$66M) 10/2013 to 5/2017 - Right-of-way Manager▪ I-66 Widening Design-Build, (\$56M) 9/2013 to 8/2016 - Right-of-way Manager▪ Route 29 Bridge Over Little Rocky Run Design-Build, (\$11.4M) 7/2013 to 10/2015 - Right-of-way Manager▪ I-64 Exit 91 Interchange Improvements Design-Build, (\$21M) 4/2013 to 11/2015 - Right-of-way Manager Ascend Land Services, LLC, Land Development Consultant, 2010 to 2013 Provided land development services for commercial real estate developers, homebuilders, land developers, general contractors, construction companies and construction management firms. Responsibilities included concurrent management of several residential site work projects and roadway projects; scheduling and monitoring contractors and utility companies; coordination with county and state agencies; value engineering services and preparation of site development cost estimates and budgets at various stages of design. Summit USA Land Development, Project Executive, 2003 to 2010 Director of estimating and responsible for project management and administration of all contracted land development site work projects. Prepared proposals totally \$80 million annually and managed projects totally \$25 million annually. Responsible for negotiating contracts with owners, change orders, submittals, permits, supplier and sub-contractor contracts, progress meetings and invoicing; scheduling and sequencing company field operations, subcontractors and supplier deliveries.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/1995/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:

- 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.)

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

**1. Route 7 Corridor Improvements Design-Build Project - Fairfax County, Virginia
Shirley Contracting Company, LLC, Right-of-Way Manager (8/2018 – 7/2024)**

Ryan is responsible for managing the acquisition of required right-of-way and easements from 236 impacted parcels on this project. He is managing the right-of-way acquisition team that includes two right-of-way consultant firms and a title and settlement company. The project involves widening approximately 6.8 miles of Route 7 from 4 lanes to 6 lanes, intersection improvements and adding shared use paths on both sides. In addition, the project includes a pedestrian underpass beneath Route 7 in the vicinity of Colvin Mill Run. Ryan works closely with the design team and utility relocation managers to minimize impacts to properties. This coordination facilitates early acquisition of properties to enable construction to commence. Ryan is communicating with landowners who are in various stages of planning developments to coordinate their design with the project. He is coordinating with Fairfax County and Fairfax County Park Authority to obtain the necessary land rights from their parcels. He performs multiple constructability and plan reviews to ensure accuracy of plans and to expedite the review and approval process by VDOT. Ryan continuously communicates with VDOT's project team and right-of-way personnel by providing status updates, look-ahead schedules, discussion of individual parcel negotiation items and tracking of acceptance and Certificate of Take package submissions. Right-of-way acquisition has been completed to allow for issuance of construction commencement on all 236 parcels.

**2. Route 772 Transit Connector Bridge Design-Build Project - Loudoun County, Virginia
Shirley Contracting Company, LLC, Assistant Design-Build Project Manager (5/2016 – 12/2018)**

Ryan worked with the Design-Build project manager and was responsible for managing and directing the Design-Build Team through all phases of the process including design, permitting, utility relocations, quality assurance and quality control, and construction for this \$16.5M Design-Build project for Loudoun County. The Project extended Metro Center Drive 1,800 LF from Devin Shafron Way to Moorefield Boulevard including a three-span bridge over the Dulles Greenway and Metro Silver Line. A new single lane roundabout was designed and constructed at the Metro Center Drive and Moorefield Boulevard intersection, and 800 LF of Moorefield Boulevard was constructed to connect Croson Lane. Ryan was also responsible for communication and coordination with Loudoun County, VDOT, TRIP II, permitting agencies, impacted property owners and adjacent developers.

**3. Route 659 (Belmont Ridge Road) – Reconstruct to 4-Lanes Design-Build Project - Loudoun County, Virginia
Shirley Contracting Company, LLC, Right-of-way Manager (10/2015 –12/2018)**

Ryan was responsible for managing the acquisition of required right-of-way and easements from 26 impacted parcels on this project. The project involved reconstruction and widening of Route 659 for approximately two miles. The existing 2 lane section was widened to a 4-lane median divided facility. In addition, a grade-separated crossing was constructed at the W&OD Trail and Ryan was the point of contact in coordinating the acquisition from the NVRPA. Ryan coordinated with several landowners, Loudoun County and VDOT to obtain proffered right-of-way. He facilitated communication with affected landowners with onsite meetings to review project impacts and schedule. He contributed in the design phase to minimize property impacts and eliminate five property impacts. As a result of the early right-of-way acquisition and Ryan's schedule coordination with the Utility Manager and Construction Team, Shirley was able to deliver the Unique Milestone for opening the new bridge over W&OD Trail 3.5 months ahead of schedule.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Avtar Singh, PE, CCM, DBIA, President and Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager
c. Name of the Firm with which you are employed at the time of submitting SOQ.: CES Consulting, LLC
d. Employment History: With this Firm <u>12</u> Years With Other Firms <u>16</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): CES Consulting LLC, President/Quality Assurance Manager (12/2010 – Present) Avtar is a hands-on manager who actively manages QA and QC services for DB and P3 projects. He develops and updates QA/QC plans and monitors compliance; conducts QA audits of the design QA/QC plan; manages QA inspection and testing to confirm correct frequency and accuracy of QC inspection and testing; approves materials testing reports; identifies and resolves non-compliant work and testing results; certifies compliance to contract requirements; leads preparatory inspection meetings; coordinates witness and hold points; prepares QA reports and NCRs; maintains the non-conformance log, deficiency log, and project testing /frequencies Materials Notebook; and generates the punch list and verifies completion. <ul style="list-style-type: none">▪ Albemarle Bundled Projects Design-Build (\$28.5), 7/2019 to 2/2023, Quality Assurance Manager▪ Warrenton Southern Interchange Design-Build (\$19.7M), 2/2018 to 10/2020, Quality Assurance Manager▪ Route 772 Transit Connector Bridge Design-Build (\$16.5M), 5/2016 to 12/2018 Quality Control Manager▪ Route 29 Solutions Design-Build (\$120M), 2/2015 – 10/2017, Quality Assurance Manager▪ I-95 Shoulder Widening, (\$42M), 3/2013 – 5/2015, Consultant Project Manager▪ I-66/Linton Hall Road Interchange (\$74.4M), 7/2012 to 6/2014, Consultant Area Construction Engineer▪ NOVA Plant Mix Program, (\$60M), 7/2011 to 3/2013, Consultant Construction Manager Virginia Department of Transportation, Area Construction Engineer (1/2005 – 12/2010) Avtar managed VDOT DBB projects and provided oversight of locally administered projects in Prince William and Loudoun counties. He was responsible for constructability and biddability reviews prior to advertisement, project startup and execution, pay application certifications, and contract closeouts. He resolved contractual issues with the District and central offices and field issues; reviewed and negotiated work orders; and resolved construction and schedule claims. <ul style="list-style-type: none">▪ Multiple projects including Gainesville Interchange Advance Detour, I-66/Route 29 Interchange, I-66 Widening at Route 234, University Boulevard Bridge. (\$267M), Area Construction Engineer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: George Washington University, Washington, DC/Master’s Certificate/2007/Project Management Queens University/Kingston, Ontario, Canada/MS/1994/Civil Engineering Queens University/Kingston, Ontario, Canada/ BS/1992/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2014/DBIA, Design-Build Professional, #141914 2001/CMAA, Certified Construction Manager, #2127 2001/Professional Engineer/Virginia #0402 035 169 Other Certifications: DEQ Dual Combined Administrator (exp 05/2024); Intermediate Work Zone (exp 02/2023); OSHA 30-Hour Safety Training
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.) * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project. 1. Albemarle Intersection Bundling Design-Build, Charlottesville, VA CES Consulting, LLC, Quality Assurance Manager 7/2019-2/2023 Avtar currently manages the Quality Assurance services for the \$28.5 million Design-Build project delivery of six project elements including two single-lane roundabouts to enhance safety, connecting roads to enhance connectivity, a diverging diamond interchange to improve traffic flow and volume connecting to I-64, and entrance/exit ramp improvements to

eliminate dangerous traffic weaving concerns. The Design-Builder concurrently designed several projects while starting construction on approved projects, which required extensive collaboration and coordination to confirm compliance with approved design and construction QA/QC plans. Avtar drafted the construction QA/QC plan; manages QA inspection and documentation to ensure construction activities are inspected, tested, and documented properly; reviews and approves inspection documentation; and reviews and certifies payment applications. Challenges include construction under heavy traffic adding safety concerns; coordinating multiple projects at various phases of scoping, design, and construction; scheduling and maximizing the work of limited staff to inspect and document multiple projects simultaneously. Under Avtar's leadership, the QA services received an excellent CQIP score of 96.97%.

**2. Warrenton Southern Interchange Design-Build, Fauquier County, VA
CES Consulting, LLC, Quality Assurance Manager 2/2018-10/2020**

Avtar managed the Quality Assurance services for the construction of an innovative interchange using a modified barbell interchange concept with two roundabouts, one on at each end of the precast-concrete bridge to replace a signalized intersection. The single-lane roundabouts can handle tractor-trailers up to 69 feet long. The \$19.7 million Project also featured a 2,000-foot-long pedestrian path across the bridge. Avtar drafted the Construction Quality Management Plan; managed QA inspection, testing, and documentation to ensure all construction activities were inspected, tested and documented properly; reviewed and certified payment applications; coordinated OIA/IV testing with VDOT; and coordinated with the FHWA Area Engineer. Avtar recommended solutions to field challenges such as safety concerns due to extensive work in heavy traffic and multiple MOT patterns to allow construction of the multiple ramps coming off the roundabouts. In a 2020 VDOT performance evaluation, Avtar's QA/QC plan as well as the QA materials testing, and QA inspection services received an "Exceeds Expectations" rating. Due to Avtar's leadership and attention to detail, the Project received a CQIP score of 100% for the QA role.

**3. Route 29 Solutions Design-Build, Albemarle County and Charlottesville, VA
CES Consulting, LLC, Quality Assurance Manager 2/2015-10/2017**

For this \$120 million design-build project, Avtar managed the Quality Assurance inspection and testing services for the simultaneous construction of three projects along the Route 29 corridor: (1) accelerated bridge construction (ABC) of a grade-separated intersection at Route 29 and Rio Road; (2) widening of a 3-mile segment of Route 29 from 4 to 6 lanes; (3) a 2.3-mile extension of Berkmar Drive including a new 715-foot-long bridge crossing over the Rivanna River, a bike lane, sidewalk and shared use path. Avtar prepared the QA/QC plan ensuring testing and sampling procedures met or exceeded the minimum requirements and oversaw QA inspections in compliance with the QA/QC Plan. He was responsible for QA staffing; reviewing and confirming inspection frequencies and reporting; conducting and participating in preconstruction and weekly meetings; reviewing and approving RFIs; and auditing erosion and sediment control inspections. Avtar recommended procedural improvements that reduced rework and overall construction costs. He recommended solutions to project challenges such as meeting a fast-track schedule to avoid extensive monetary disincentives and 24-hour per day work operations requiring long QA/QC work hours and staffing coordination. Avtar also recommended solutions that involved maintaining heavy traffic volumes and safety for many pedestrians; wet and dry utility relocations with numerous latent conflicts and tight urban workspaces; and maintaining access and minimizing impacts to businesses.

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: Carl C. Kaczmarek III, PE, Senior Associate
b. Project Assignment: Design Manager (DM)
c. Name of the Firm with which you are employed at the time of Submitting SOQ.: Dewberry Engineers Inc.
d. Employment History: With this Firm 13 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.; Design Manager/Project Manager Carl is responsible for overall project management for roadway improvement projects, serving both public and private clients. Management requirements involve integrating multiple engineering disciplines, including roadway, structural, hydraulic, traffic, and environmental disciplines, as well as coordinating various subconsultant services. Specific project experience with Design and Project Management responsibilities include: <ul style="list-style-type: none"> ▪ Loudoun County Task Order & Transportation Design Services, 3/2020 to 3/2025, Project Manager ▪ Route 50 and Trailhead Drive Roundabout (\$5.9M), 11/2021 to 1/2025, Design Manager ▪ W&OD Trail Bridge Over Sterling Boulevard (\$12.8M), 1/2021 to 12/2024, Project Manager ▪ Boundary Channel at I-395 Interchange Improvements (\$14.1M), 10/2021 to 11/2023, Design Manager ▪ Tall Cedars Parkway and Elk Lick Road Intersection (\$0.5M), 2/2020 to 12/2020, Project Manager ▪ Warrenton Southern Interchange (\$19.7M), 2/2018 to 11/2020, Assistant Design Manager/Lead Roadway Engineer Dewberry Engineers Inc.; Lead Designer/Senior Project Engineer/Project Engineer Carl was responsible for design of multiple design-build and design-bid-build projects, including coordination with subconsultants and design coordination efforts to incorporate overall roadway design including structural, hydraulic, traffic engineering, and environmental permitting services. He was involved with internal coordination with other design disciplines, design-build team meetings with construction staff, as well as regular meetings with clients/owners for each of the projects. Roadway and hydraulic design responsibilities included development of horizontal alignments, vertical profiles, superelevation design, typical sections, 3D modeling, cross sections, roadway drainage plans and calculations, grading plans, cross sections, erosion & sediment control plans, roadway construction plans, utility relocation plans, right-of-way acquisition plans, general plan preparation for submissions, and prepared design and calculation documentation for agency review. Design projects with engineering roles include: <ul style="list-style-type: none"> ▪ Route 11 Bridge Replacement Over I-81 (\$12.6M), 12/2011 to 5/2019, Lead Designer ▪ Route 116 Back Creek Bridge Replacement (\$4.6M), 2/2013 to 5/2019, Lead Designer ▪ Route 684 Goose Creek Bridge Replacement (\$1.2M), 6/2014 to 9/2018, Lead Designer ▪ Route 606 Over I-95 Bridge Replacement Design-Build (\$16.5M), 2/2017 to 7/2017, Discipline Lead ▪ Route 659 (Belmont Ridge Road) – Reconstruct to 4-Lanes Design-Build (\$45.4M), 9/2015 to 12/2015, Senior Project Engineer ▪ Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening (\$92.9M), 7/14 to 8/2014 - Senior Project Engineer ▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28.8M), 11/2013 to 5/2014, Senior Project Engineer ▪ Dulles Metro Rail Phase 2, Package A Design-Build (\$1.2B), 6/2013 to 4/2014 - Senior Project Engineer ▪ Route 29 Over Little Rocky Run Design-Build (\$11.4M), 5/2013 to 8/2013, Project Engineer ▪ Route 7 and Route 659 Interchange (\$51.3M), 10/2011 to 8/2013, Project Engineer ▪ Route 27 & 244 Interchange Modifications Design-Build (\$32.6M), 12/2011 to 6/2013, Project Engineer ▪ Route 50 Widening Design-Build (\$37.8M), 9/2011 to 7/2013, Project Engineer ▪ ICC Contract C Design-Build (\$525M), 1/2009 to 9/2011, Project Engineer
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/BS/2008/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2013/Professional Engineer/Virginia #0402051644
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ul style="list-style-type: none"> a. Note your role, responsibility, and specific job duties for each project, not those of the firm. b. Note whether experience is with current firm or with other firm. c. 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.)

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

1. Warrenton Southern Interchange Design-Build – Fauquier County, Virginia (\$19.7M)

Dewberry Engineers Inc., Assistant Design Manager/Lead Roadway Engineer (2/2018 to 11/2020)

Carl served as the Lead Roadway Engineer and supported the Design Manager in an Assistant Design Manager role throughout design and construction. This design-build project consisted of roadway capacity and safety improvements at the intersection of US Route 15/17/29 Bypass and US Route 15/17/29 Business in Warrenton, Virginia. The existing at-grade intersection was replaced with a grade separated interchange featuring two roundabouts, one on each side of the bridge. The existing right-of-way was established for a trumpet interchange, therefore one of the roundabouts was required to be offset to the southeast and both roundabouts were designed on grade to meet the vertical constraints. Additional improvements included a Park & Ride facility, shared-use path, and lighting within the roundabouts and parking lot. This section of Route 15 was within the Journey Through Hallowed Ground (JTHG) Living Legacy Project and over 70,000 SF of landscaping was developed in accordance with the design palate for the region. Carl managed the coordination with all design disciplines and sub-consultants, including but not limited to; field surveys (aerial mapping, wetland delineations, utility designations and test pits, pipe inspections, traffic counts, geotechnical investigations, pipe condition inspections), property research, noise analysis, environmental permitting and monitoring, roadway and stormwater management design, bridge design, traffic studies, maintenance of traffic, and landscaping. Carl was responsible for the horizontal and vertical design, drainage design, erosion and sediment control design, right-of-way coordination and plan preparation, utility coordination, general plan preparation, quality control reviews, scheduling, interdisciplinary task management, and client coordination. He provided support for stakeholder involvement with Lord Fairfax Community College, Fauquier County, JTHG, Town of Warrenton, impacted landowners, the traveling public, and VDOT. Support for Public Involvement included attending and providing materials for information meetings and preparing phasing and instructional exhibits that were published on VDOT's project website during construction. Construction support was also provided in the form of response to requests for information, shop drawing reviews, plan revisions, monthly progress meetings, and preparation of as-built drawings.

2. W&OD Trail Bridge Over Sterling Boulevard – Loudoun County, VA (\$12.8M)

Dewberry Engineers Inc., Project Manager (1/2021 to 12/2024)

Carl is currently the Project Manager for the design of a pedestrian bridge and associated trail modifications to remove the current at-grade intersection of the W&OD Trail with Sterling Boulevard. This includes the design of a single span pedestrian bridge and approximately 1,600 feet of the W&OD trail and 1,100 feet of shared-use path connecting to the existing network. Associated improvements include updated signing, mill and overlay, pavement markings, culverts, and retaining walls. Carl is managing the coordination with all design disciplines and sub-consultants, including but not limited to; field surveys (aerial mapping, wetland delineations, utility designations and test pits, geotechnical investigations), environmental permitting and monitoring, stormwater management design, bridge design, retaining wall design, traffic studies, maintenance of traffic, and plat preparation. Carl is managing stakeholder involvement with Dominion Virginia Power, Loudoun Water, NOVA Parks, and VDOT. Carl is responsible for the horizontal and vertical design, drainage design, erosion and sediment control design, right-of-way coordination, quality control reviews, scheduling, cost estimating, interdisciplinary task management, and client coordination.

3. Boundary Channel at I-395 Interchange Improvements Design-Build – Arlington County, VA (\$14.1M)

Dewberry Engineers Inc., Design Manager (10/2021 to 11/2023)

Carl is currently the Design Manager for these operational and safety improvements along I-395, Boundary Channel Drive, and Long Bridge Drive. The project consists of converting the existing crossroad ramp terminals into roundabouts on each side of I-395, a sidewalk, shared-use-path, and connection to Mount Vernon Trail. Associated improvements include updated signing, mill and overlay, pavement markings, curb and gutter, storm sewer, lighting, utility relocations, and landscaping. Carl is managing the coordination with all design disciplines and sub-consultants, including but not limited to; field surveys (wetland delineations, utility designations and test pits, traffic counts, geotechnical investigations), environmental permitting and monitoring, roadway and stormwater management design, maintenance of traffic, and plat preparation. Carl is also managing stakeholder involvement with the National Park Service, Washington Metropolitan Area Transit Authority, Arlington County, Washington Headquarters Services (WHS), and VDOT. Extensive coordination was required with WHS, as part of this project is located on government property associated with the Pentagon Reservation, including obtaining permits for field investigations and utility coordination. Carl is responsible for the horizontal and vertical design, drainage design, erosion and sediment control design, right-of-way coordination, quality control reviews, scheduling, interdisciplinary task management, and client coordination.

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: Kelly Brian Hackley, Superintendent
b. Project Assignment: Construction Manager
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 13 Years. With Other Firms 5 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 Superintendent / Senior Foreman – 2008 - Present As Superintendent, he is responsible for managing all onsite construction activities, maintaining, and monitoring the overall project schedule, and managing complex maintenance of traffic on a daily basis. His responsibilities include scheduling and coordination of self-perform work as well as the work of project subcontractors. Brian has served in several field management positions throughout his career with Shirley, highlighted by the following Projects: <ul style="list-style-type: none"> ▪ Project Speedway RIC4 -Richmond VA (\$31M) 3/2021to 12/2022 - Superintendent ▪ Warrenton Southern Interchange Design Build Project (\$19.7M) 3/2019 to 2/2021 - Assistant Superintendent ▪ Catharpin Park Soccer Fields Project (\$4.1M) 9/2019 to 9/2020 - Assistant Superintendent ▪ DC United Training Facility Project (\$4M) 11/2019 to 5/2020 - Senior Foreman ▪ Dulles Corridor Metrorail Design-Build - Silverline Phase 2 (\$1.5B) 12/2014 to 8/2019 - Grade Foreman ▪ Telegraph Road Improvements – Alexandria, VA (\$11M) 5/2013 to 11/2014 - Grade Foreman ▪ Fairfax County Parkway Phase III Design-Build – Springfield, VA (\$28M) 6/2010 to 4/2013 - Grade Foreman ▪ New Campus East – NGA – Fort Belvoir, VA (\$55M) 5/2008 to 5/2010 - Grade Foreman Summit USA Land Development Corporation Grade Foreman / Heavy Equipment Operator – 2/2003 to 5/2008
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification and a VDOT Erosion and Sediment Control Contractor Certification prior to the commencement of construction.
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p> <p>1. Project Speedway – RIC4 – Richmond, Virginia Shirley Contracting Company, Superintendent (3/2021 to 12/2022) Brian is serving as the Superintendent for the \$31 million site, civil, and roadway portion of the \$250 million distribution and warehouse facility in Henrico County. Brian is responsible for the management of all site construction activities on the 80-acre parcel adjacent to the Richmond International Raceway. His duties include the daily planning and coordination with the site’s General Contractor that includes maintaining and updating of the Project schedule and resource requirements. Brian oversees all self-perform forces including three excavation and grading crews, two utility crews, as well as numerous subcontractor trades including clearing, siltation control, and retaining walls. Due to poor soils on the site, Shirley’s scope includes the support work necessary for installation of many critical ground improvement trades including wick drain and rigid inclusion subcontractors. Brian coordinates the delivery and movement of over 500 truckloads of material entering and exiting the site on a daily basis. He schedules operations and coordinates with onsite inspection staff to ensure testing and inspection coverage of daily activities and compliance with environmental permits. The Project delivery is currently on schedule as crews are working six to seven days per week to achieve the aggressive timelines of the Project Owner.</p>

**2. Warrenton Southern Interchange Design-Build Project - Warrenton, Virginia
Shirley Contracting Company, LLC, Assistant Superintendent (3/2019 – 2/2021)**

As Assistant Superintendent, Brian was responsible for management of the excavation, grading, and utility construction operations for the \$19.7 million project in Warrenton, Virginia to create a grade-separated interchange for Route 15/17/29 Bypass and 15/17/29 Business and construction of five ramps on 15/17/29 Bypass. His duties as an Assistant Superintendent included coordination with right-of-way acquisitions and utility relocations, coordination with QA and QC staff to schedule inspections and ensure construction compliance with the contract documents, specifications, standards, and environmental commitments. He developed and conducted regular jobsite safety meeting and coordinated with the Project Safety Manger for regular safety audits. His daily tasks included the daily coordination and scheduling of the work with the project team including material deliveries, rental equipment, trucks, Shirley’s crews, subcontractors, lane closures, and communication with VDOT and consultant inspectors for scheduling the work. The project scope included earthwork operations with approximately 122,000 CY of excavation, storm utility installation, signal removal, roadway lighting and signage, one new bridge, and landscaping.

**3. Catharpin Park Soccer Fields Project - Prince William County, Virginia
Shirley Contracting Company, LLC, Assistant Superintendent (9/2019 – 9/2020)**

Brian served as Assistant Superintendent for the \$4.1M site and utility package for the 8-acre site that consisted of the construction of four rectangular soccer fields and one football field. The project included hauling, excavation, grading of soil from the onsite soil stockpiles, hauling and placement of topsoil from offsite source, turf establishment with sprigged Bermuda grass, installation of erosion controls and storm water management system, installation of sprinkler irrigation system, construction of ADA parking and asphalt trail, installation of field lighting foundations for the rectangular fields. Brian coordinated with Loudoun County staff and third-party quality control inspectors to schedule inspections and testing of embankment and pipe backfill operations. Brian monitored and adjusted operations to maintain compliance with environmental permits including VPDES and wetlands permits. He assisted in the development of the CPM Schedule and monitored progress throughout construction to ensure on-time completion.

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.

Brian is currently assigned as the Superintendent on the Project Speedway project which will be completed in December 2022 and he will be available to the project on a full time basis.

Attachment 3.4.1(a) and 3.4.1(b) 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: Warrenton Southern Interchange Location: Fauquier County, VA	Name: Dewberry Engineers Inc.	Name of Client/Owner: Virginia Department of Transportation Project Manager: William Stowe Phone: 540-827-7287 Email: william.stowe@vdot.virginia.gov	11/2020	12/2020	\$19,587	\$19,794* <small>*Difference Due to Owner added scope</small>	\$19,794

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 TRANSPORTATION IMPROVEMENTS AT HYDRAULIC ROAD AND US 29

- Design-Build Delivery
- Bridge Construction
- Roundabout Construction
- Grade Separated Interchange
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public and Stakeholder Coordination and Outreach
- Teamed with Lead Designer-Dewberry

PROJECT NARRATIVE

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

PROJECT SCOPE

- Right-of-way acquisitions from 4 parcels;
- Coordination and relocation of facilities owned by different utility companies on common pole lines;
- Environmental permitting and compliance;
- Construction of a bridge over existing Route 15/17/29;
- 10' wide shared use path within the interchange;
- Park & Ride lot;
- Interchange lighting;
- Quality assurance and quality control;
- Coordination of public involvement; and
- Coordination with adjacent construction project;
- Coordination with Lord Fairfax Community College.

SHIRLEY'S ROLE

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

FINISHING CONTRACTS ON TIME OR EARLIER:

The aggressively scheduled project was completed on time, without claims, and with change orders that consisted of owner-directed modifications to add project scope. Shirley proposed a unique milestone of the removal of the existing signalized intersection by July 1, 2020, and delivered this milestone early on June 26, 2020. This greatly alleviated delays for summer vacation traffic throughout the corridor.

USE OF INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:

The DB team improved VDOT's original roundabout design by adjusting the location of the two roundabouts further away from existing traffic. This enabled both roundabouts to be fully built without shifting the existing traffic pattern. The improved design allowed for 75% of the roadway construction to be completed before the major milestone of opening the bridge. In addition, the ramp configuration was adjusted to avoid the need for a 2000 foot long retaining wall adjacent to private property.

Other innovative construction techniques implemented in partnership with VDOT included:

- Several adjustments to the temporary traffic control plans were coordinated with VDOT to allow safer conditions for the travelling public while still allowing favorable constructability. Shirley and VDOT coordinated a shift from the existing ramp to the signalized intersection for a two month duration in order to expedite construction.
- A challenge to the project was the restriction to only allowing night time lane closure hours on Route 15/17/29 bypass. Once the Unique Milestone was achieved, removing the signal from Route 15/17/29 and improving traffic capacity through the interchange, the DB Team and VDOT analyzed updated traffic volumes and determined that daily lane closures would not have an adverse impact on traffic and would allow safer construction of the median.
- Drone footage was utilized as a new survey tool. A specialized contractor records elevation points throughout the project to map the current elevation compared to planned elevation. This software was used to plan earth moving operations in a more efficient and user-friendly method.
- A challenge to the project was the limits of right-of-way in comparison to the environmental measures needed. The required space for sediment traps and basins was not possible due to construction limits. To mitigate this concern the DB team worked with VDOT and DEQ to follow the best practices possible. Solutions consisted of additional check dams, silt fence and diversion dikes with revised E&S plans to ensure the measures were adequate.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, AND AFFECTED BUSINESSES & COMMUNITIES AND MINIMIZING CONGESTION DURING CONSTRUCTION

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

EFFECTIVE COMMUNICATION STRATEGIES WITH BUSINESSES AND OTHER STAKEHOLDERS

Pardon our dust meetings were held before each major traffic switch and all communication was coordinated with local elected officials. VDOT's public relations staff attended weekly progress meetings regularly, and coordinated with the DB team to ensure proper notice was published through local news and social media. The DB Team and VDOT attended multiple public meetings at the adjacent Lord Fairfax Community College to engage the local community on upcoming traffic shifts. The DB team hosted multiple site tours with engaged students to increase interest in the overall project.

DELIVERING MULTIPLE ELEMENTS CONCURRENTLY ON FAST TRACK SCHEDULE

The DB team developed a TTC concept which maximized offline construction with limited impact to the traveling public. Because of this, multiple ramps and roadway construction elements were constructed concurrently to allow for one major traffic switch onto the newly constructed bridge. This approach allowed for the impact to a new traffic pattern to local drivers to be minimized, as well as a simpler TTC concept to complete the project once the bridge was open.

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: Construction of a Pedestrian Trail and Bridge Along Trap Road and Over Virginia Route 267 Location: Fairfax County, Virginia	Federal Highway Administration Eastern Federal Lands Highway Division	Name of Client/Owner: Federal Highway Administration Eastern Federal Lands Highway Division Contract Manager: Shirley Anderson Phone: 703-984-1401 Email: eflhdcontracts@dot.gov	9/2012	9/2012	\$3,579	\$3,708* *Difference Due to Owner added scope	\$3,708

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 TRANSPORTATION IMPROVEMENTS AT HYDRAULIC ROAD AND US 29

- Construction of a New Pedestrian Bridge
- Urban Construction
- Phased Construction
- Maintenance of Vehicular, Pedestrian, Bicycle Traffic
- Transportation Management Plan
- Public Involvement and Outreach
- Stakeholder Coordination

PROJECT NARRATIVE:

In November 2011, the Federal Highway Administration Eastern Federal Lands Highway Division (EFLHD) awarded Shirley Contracting Company, LLC (Shirley) the Construction of a Pedestrian Trail and Bridge Along Trap Road and Over Virginia Route 267 Project. The scope of the Project included construction of a pedestrian trail along Trap Road and a new pedestrian bridge over the Dulles Toll Road (Route 267). This new trail and bridge enable patrons of the Wolftrap National Park for the Performing Arts to access the park from the west side of the Dulles Toll Road without exposure to traffic. Previously, patrons used the existing Trap Road bridge that does not have pedestrian accommodations. The work consisted of constructing approximately 2,115 LF of new path adjacent to Trap Road while the bridge substructure work included two abutments and two piers. During the construction of the bridge substructure and trail, the three-span truss bridge, including the fiberglass reinforced deck panels and ornamental fence were fabricated. After the materials for the bridge were fabricated and delivered to the project site, the Shirley Team assembled the three spans including the deck and fence in an adjacent parking lot for the park. The original traffic control plan required a significant detour and closures of the Dulles Toll Road and the access road to Dulles International Airport. Shirley was able to reduce the roadway closures to 10 minutes and eliminated the detour and impacts to the traveling public. This was accomplished by setting the cranes in place, placing the bridge elements on a beam transport, moving the bridge up on to the Trap Road bridge and setting them in place under a minimal traffic closure. The Shirley Team set the entire bridge during three consecutive nights because the bridge was fully assembled the time required to complete it was minimal.

PROJECT SCOPE:

- | | |
|--|---|
| • 2,115 Feet of Paved Pedestrian Trail | • 280 CY of Structural Concrete |
| • 458 Foot 3-Span Truss Bridge | • 31326 LBS of Reinforcing Steel |
| • 2,100 CY of Excavation | • 7110 SF of Fiberglass Deck |
| • 390 CY of Structural Excavation | • Coordination with National Park Service |
| • 482 Tons of Aggregate Base | • Coordination with MWAA |
| • 82 Tons of Cement Stabilized Aggregate | • Coordination with VDOT |
| • 635 Tons of Asphalt Paving | • Coordination with FHWA |

SHIRLEY'S ROLE:

Shirley Contracting Company, LLC was the prime contractor for the Project. Our responsibilities included coordination between VDOT, Metropolitan Washington Airports Authority (MWAA), National Park Service and the Silver Line project which was under construction. Shirley procured the various elements required for the Project, coordinated with the fabricator of the truss bridge, the fiberglass deck panels and ornamental fencing. Shirley also was responsible for providing traffic control for the Project, performed the exaction, utility work, concrete substructure, assembly and erection of the truss bridge and managing work of Project subcontractors.

FINISHING CONTRACTS ON TIME OR EARLIER:

The Project was completed on time by the required completion date.

EXPERIENCE IN SUCCESSFULLY COORDINATING WITH ADJACENT PROJECTS:

The Shirley Team coordinated with multiple stakeholders involved with the Project including the National Park Service (NPS), the Virginia Department of Transportation (VDOT), the Metropolitan Washington Airports Authority (MWAA) as well as with the MWAA Dulles Corridor Metrorail Project-Silver Line Phase 1 construction project which was ongoing during the performance of the work.

DEVELOPING PROJECTS IN DEVELOPED URBAN CORRIDORS:

The Project was constructed over a major commuter route-the Dulles Toll Road and the Dulles Access Road, requiring significant maintenance of traffic planning and implementation and was completed with minimal disruption to each of these commuting routes.

USE OF INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES:

The Shirley Team assembled the bridge elements on adjacent offsite location and utilized a transport truck to deliver the bridge sections where they could be erected in under 10 minutes for each span. This removed the need for a major detour and closing of affected roads for a significant amount of time. The Shirley team only required stoppage of traffic for 10 minutes significantly reducing the impacts to the traveling public.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, AND AFFECTED BUSINESSES & COMMUNITIES AND MINIMIZING CONGESTION DURING CONSTRUCTION:

Preassembling the bridge structure in the Wolftrap National Park for the Performing Arts Park parking lot allowed us to move the bridge on a transport truck and set it in place minimizing impacts to the traveling public.

EFFECTIVE COMMUNICATION STRATEGIES WITH BUSINESSES AND OTHER STAKEHOLDERS:

The Shirley team utilized weekly coordination meetings with the various agencies and stakeholders involved in the Project, presenting our work plans early to allow for input and coordination with all parties involved.

DELIVERING MULTIPLE ELEMENTS CONCURRENTLY ON FAST TRACK SCHEDULE:

The Shirley Team construction the substructure and trail concurrently with the fabrication of and assembly of the truss allowing for expedited bridge construction to meet the completion date.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 27/244 Interchange Modifications Design-Build Location: Arlington County, Virginia	Name: Dewberry Engineers Inc.	Name of Client/Owner: Virginia Department of Transportation Project Manager: Christiana Briganti-Dunn, PE, CCM Phone: 703-259-2960 Email: christiana.briganti@vdot.virginia.org	8/2015	11/2015* *Difference Due to Owner added scope	\$31,400	\$32,542* *Difference Due to Owner added scope	\$32,542

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
TRANSPORTATION IMPROVEMENTS
AT HYDRAULIC ROAD AND US 29**

- Design-Build Delivery
- Coordination with Local Government
- Urban Construction
- Unique Bridge Solutions
- Acquisitions of ROW & Easements
- Phased Construction
- Geotechnical Investigations
- Maintenance of Vehicular, Pedestrian, Bicycle Traffic
- Environmental Permitting
- Utility Relocations and Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Stakeholder Coordination
- Teamed With Lead Designer – Dewberry

PROJECT NARRATIVE:

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

A significant element of the Project was the replacement of an existing 10' x 7.5' box culvert that conveyed Long Branch through the center of the Project and was integral with the substructure of the existing bridge. The Team developed a culvert and bridge design concept with a new double 10' x 10' culvert aligned through the new bridges while maintaining structural independence between the design elements. The box was 30' below the roadway elevation and the alignment optimized the culvert length, minimized outfall erosion, and eliminated the need to tunnel large diameter pipes under Washington Boulevard.

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of construction, including design and engineering, right-of-way acquisitions, permitting, utility relocations, public outreach, and QA/QC. Lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner and was responsible for all notices to motorists, businesses, home owners, and local governments.

The team performed relocation of Arlington County water and sewer facilities and managed relocations of both Dominion Power and Verizon underground and overhead facilities. Washington Gas performed a major relocation of a high pressure main in Columbia Pike coordinated with the Project phasing. Multiple existing utilities including a critical Verizon ductbank were supported in place during the installation of the deep box culvert under Columbia Pike.

FINISHING CONTRACTS ON TIME OR EARLIER:

Multiple scope additions were added during design reviews by Arlington County that enhanced the lighting and traffic signal operations from the RFP requirements. All changes were negotiated in good faith and a time extension was granted as the Project was completed within the contractual timeframe.

DELIVERING PROJECTS IN DEVELOPED URBAN CORRIDORS:

The Project is located in Arlington County surrounded on all sides by dense residential, commercial and government facilities. Similar to the Transportation Improvements at Hydraulic Road and US 29 Project, this Project required effective management of Pedestrian traffic through all phases of the interchange during construction.

USE OF INNOVATIVE DESIGN SOLUTIONS AND CONSTRUCTION TECHNIQUES

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

LIMITING IMPACTS TO THE TRAVELING PUBLIC INCLUDING EFFECTIVE STRATEGIES TO MINIMIZE CONGESTION DURING CONSTRUCTION:

In the urban environment it is critical for the TMP to address all forms of transportation with maintenance of traffic planned to safely maintain pedestrian, bicycle, and vehicle movements during construction. Our Team developed an eight (8) Stage traffic control plan that included pedestrian detour routes to safely convey all modes of traffic through the work zone. Public notices were provided to keep all parties informed of upcoming activities and traffic pattern changes for each stage of construction. Additionally, plan details including signing and marking improvements were coordinated with the Pentagon, Fort Meyer, Arlington County, and WMATA bus service.

DEVELOPING AND MANAGING EFFECTIVE COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND OTHER KEY STAKEHOLDERS:

The Shirley Team provided extensive coordination and communication with the public during the performance of the Project. To address stakeholder concerns, our Team engaged regularly with the community through meetings where concerns were discussed and solutions were offered. This resulted in a reduction of impacts to neighboring residential communities and a hotel.

DELIVERING MULTIPLE ELEMENTS CONCURRENTLY ON A FAST TRACK SCHEDULE:

The Project included reconfiguring interchange ramps, demolition and reconstruction of the existing arch bridge, construction of a dual box culvert through the bridge substructure, along with numerous utility relocations requiring complex staging to maintain all forms of multimodal traffic and achieve on-time completion of the fast tracked schedule. As a result of this effective planning, the project received numerous awards including the 2016 Design-Build Institute's National Award of Merit.

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

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 TRANSPORTATION IMPROVEMENTS AT HYDRAULIC ROAD AND US 29**
- Design-Build Delivery
 - Arterial Roadway
 - Innovative Intersection Design
 - Roadway Reconstruction
 - Phased ESC Plans
 - Hydraulic Design
 - Pedestrian Facilities
 - High Traffic Volumes
 - Multi-stage Temporary Traffic Control Plans
 - Environmental Permitting & Compliance Monitoring
 - Quality Assurance / Quality Control
 - Public Involvement/Communication
 - Teamed with Lead Contractor - Shirley

PROJECT NARRATIVE AND SCOPE:
 In 2018, the Shirley-Dewberry design-build Team was awarded the contract for a new grade separated interchange at the existing intersection of US Route 15/17/29 Bypass and Business Route 15/17/29. Based on the limits of existing right-of-way and to avoid extensive property impacts, the interchange configuration included roundabouts on each side of the US Route 15/17/29 Bypass to maintain movements to each of the adjacent roadways. Through completion of the interchange, the last-remaining traffic signal on the US Route 15/17/29 Bypass around Warrenton was removed, immediately increasing capacity and improving safety. In addition to the roadway and interchange improvements, a shared use path was included to connect to the pedestrian networks to the north and south which are planned in the future. A Park & Ride Facility was also included within the footprint of the interchange to address commuter needs.

Since this project was located within The Journey Through Hallowed Ground (JTHG) Heritage Area, a featured element of the improvements as approximately 70,000 SF of landscaping which was designed in accordance with aesthetic requirements of the corridor and in coordination with Fauquier County, the Town of Warrenton, and the JTHG. Extensive sight distance analyses were performed to accommodate landscaping adjacent to the roadways and shared use path.

DEWBERRY'S ROLE:
 As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of:

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

Dewberry also oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations, traffic counts, noise analysis, and pipe condition inspections and analysis. During construction, Dewberry continued to attend public outreach meetings with the local community and regular progress meetings with VDOT. Dewberry also reviewed all construction submittals, responded to construction RFIs, and completed permit monitoring as required by the environmental permits. During construction, Dewberry completed hydraulic, stormwater management, and environmental permitting services for an access road at the northern end of the project which was constructed by state forces.

EVIDENCE OF EARLY OR ON-TIME COMPLETION:
 Design was completed on-time, enabling construction to commence while right-of-way acquisitions and utility relocations were initiated. Limited Access Control Changes and Innovative Intersection Approval were also completed within the design schedule. Construction was completed one month ahead of the required contract completion date.

USE OF INNOVATIVE DESIGN SOLUTIONS:
 The interchange concept developed with the RFP located the entry ramp to the northbound lanes of the US Route 15/17/29 Bypass to the north of the bridge, requiring construction of an extensive retaining wall and requiring impacts to multiple private properties. Our Team developed a unique design concept which shifted the entry ramp to the south of the bridge, eliminating the retaining wall and all private property impacts to the northeast of the interchange. In addition to avoiding right-of-way and easement impacts on private properties, this adjustment also avoided all impacts to private well and septic sewer facilities. Another unique design solution was the relocation of the proposed park & ride facility. The original location of this facility was further away from the interchange and proposed to be located on property to be acquired. Based on the reconfiguration of the interchange, we were able to move the location to within the interchange footprint, eliminating property acquisition for that element, and improving access by locating it closer to the primary traffic route on the US Route 15/17/29 Bypass.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, BUSINESSES AND COMMUNITIES AND MINIMIZING CONGESTION DURING CONSTRUCTION:
 In addition to reconfiguring the interchange ramp as described above, we adjusted the locations of the roundabouts and the profiles of the roundabouts, interchange ramps, and US Route 15/17/29 Business to minimize impacts during construction. Construction sequencing was developed to minimize traffic disruptions, and the temporary turnaround movement originally anticipated south of the interchange was also avoided through changes made to construction sequencing. The location of the park & ride lot was moved to within the interchange to further reduce right-of-way impacts to private properties.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS:
 Monthly coordination and progress meetings were held with VDOT, and additional meetings were held with the Town of Warrenton, Lord Fairfax Community College, Fauquier County, JTHG, and other stakeholders. Public outreach consisted of outreach meetings prior to construction, prior to major traffic pattern changes, and with individual property owners as work was initiated near their properties. Dewberry prepared exhibits for use in press releases and prepared tutorial/educational materials related to roundabout operations which was posted on the project website and used at information meetings at Lord Fairfax Community College.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Route 27/244 Interchange Modifications Design-Build Location: Arlington County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client/Owner: Virginia Department of Transportation Project Manager: Ms. Christiana Briganti-Dunn, PE Phone: 703-259-2960 Email: christiana.briganti@vdot.virginia.org	9/2011	11/2015	\$31,400	\$32,542* *Difference Due to Owner Directed and Non-Owner Directed Work Orders	\$2,102

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 TRANSPORTATION IMPROVEMENTS AT HYDRAULIC ROAD AND US 29

- Design-Build Delivery
- Arterial Roadway
- Urban Corridor
- Roadway Reconstruction
- Closed System Storm Drainage
- Phased ESC Plans
- Hydraulic Design
- Pedestrian Facilities
- High Traffic Volumes
- Multi-stage Temporary Traffic Control Plans
- Comprehensive Field Surveys
- Environmental Permitting & Compliance Monitoring
- Quality Assurance/Quality Control
- Public Involvement/Communication
- Teamed with Lead Contractor - Shirley

PROJECT NARRATIVE AND SCOPE:

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

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

To meet these objectives, the existing Route 27 concrete arch structure was replaced with parallel single span bridges over Route 244. Following more than a decade of coordination with local citizens, the new bridges incorporated architectural treatments representative of the nearby Freedmans Village and mimicked elements of the original concrete arch through the use of two-tone paint on the outside girders. Dedicated turn lanes were added on Route 244, a continuous auxiliary lane was provided on northbound Route 27 between loop ramps, 6 interchange ramps were reconfigured to optimize operations, and an under-utilized loop ramp was eliminated. Hydraulic operations were improved by replacing an existing box culvert which increased hydraulic capacity and addressed outlet scour and erosion concerns. The new box culvert, located directly below and between the new bridge foundation elements, was designed in coordination with the bridge substructure to accommodate pile foundation installation between barrels of the box culvert, and was coordinated with extensive utility relocations throughout the interchange footprint. Through refined design development, Dewberry was able to eliminate 29 of the 34 additional design exceptions and waivers which were identified in the RFP package. Finally, the span length of the Route 27 bridges over Route 244 was increased to accommodate on-road bike lanes, a shared-use path, and a sidewalk. The vertical clearance was increased and existing utilities were relocated to accommodate a future streetcar. Improvements along Route 27 were also coordinated with the on-going trail connection being designed separately by Arlington County.

DEWBERRY'S ROLE:

As the Engineer of Record, Dewberry's Fairfax, VA office was responsible for the following services:

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

Dewberry key staff attended coordination meetings with VDOT, Arlington County, third party stakeholders, and participated in all community outreach meetings. Dewberry was also responsible for oversight of design subconsultants for completion of aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, and noise analysis. During construction, Dewberry provided construction Quality Control inspection services.

EVIDENCE OF EARLY OR ON-TIME COMPLETION:

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

DELIVERY OF PROJECTS IN AN URBAN CORRIDOR:

Both Route 27 and Route 244 are urban corridors located within the very urban development of Arlington County. Extensive utility relocations were required within the interchange footprint, and final design details were prepared to minimize impacts to adjacent properties and developments, including a large hotel and County community services property. Both motorist and pedestrian accommodations were maintained throughout all stages of construction.

USE OF INNOVATIVE DESIGN SOLUTIONS:

We were able to develop a final design configuration which met all contract requirements and design guidelines while also eliminating 29 of the 34 design exceptions and design waivers identified during preliminary design efforts and for which the design-builder was responsible for obtaining. Ramp shoulder widths and gores were reconfigured to meet criteria, and final profiles were developed to meet standards, all while avoiding additional private property impacts.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, BUSINESSES AND COMMUNITIES AND MINIMIZING CONGESTION DURING CONSTRUCTION:

We developed multi-stage temporary traffic control plans, including unique construction stages for weekday and weekend traffic configurations. Temporary diversions within the interchange were designed and implemented to enable closure of non-critical movements during off-peak periods to facilitate construction of critical elements while requiring minimal impacts to the travelling public. Commuter bus routes were maintained during construction, and pedestrian facilities on Route 244 were also maintained throughout construction. Improvements were designed to avoid extensive impacts to private properties, and in some areas work was completed within 10' of adjacent development. Extensive outreach efforts were completed to ensure commuters, property owners, and businesses were aware of upcoming work activities and schedules.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS:

While the project was completed under contract to VDOT, Arlington County owned and operated the infrastructure on Route 244 including the traffic signal components and all water and sanitary sewer facilities. Regular progress meetings were held during design and construction to involve Arlington County Department of Environmental Services staff and keep them apprised of project progress. Plans were coordinated with Arlington County to obtain approval prior to construction. Extensive public outreach was completed, including regular meetings to discuss traffic pattern changes, flooding concerns, noise barriers, landscaping, architectural treatments, and property access. Signing and marking improvements, which extended beyond the physical interchange limits, were coordinated with the Pentagon, Fort Meyer, and Arlington County.

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

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

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



SIMILARITIES TO HYDRAULIC ROAD AND US 29

- Design-Build Delivery
- Arterial Roadway
- Urban Corridor
- Innovative Intersection Design
- Roadway Reconstruction
- Phased ESC Plans
- Hydraulic Design
- Pedestrian Facilities
- High Traffic Volumes
- Multi-stage Temporary Traffic Control Plans
- Comprehensive Field Surveys
- Environmental Permitting & Compliance Monitoring
- Quality Assurance / Quality Control
- Public Outreach Campaign
- Coordination with Adjacent Active Development
- Teamed with Lead Contractor – Shirley

PROJECT NARRATIVE AND SCOPE:

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

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

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

DEWBERRY'S ROLE:

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

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

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

EVIDENCE OF EARLY OR ON-TIME COMPLETION:

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

DELIVERY OF PROJECTS IN AN URBAN CORRIDOR:

The Route 7 corridor is heavily developed, requiring accommodations for over 50,000 vehicles per day and acquisitions from over 230 private properties. We developed multi-staged temporary traffic control plans to facilitate complete pavement reconstruction while also maintaining access to all driveways, entrances and intersections. Sight-line profiles were completed to ensure safe operations of entrances and intersections, with consideration given to restrictions at noise barriers, retaining walls, and other potential obstructions.

USE OF INNOVATIVE DESIGN SOLUTIONS:

To improve operations on Route 7, access management improvements were implemented at several locations to restrict access and limit the number of full-access entrances. U-turn movements were accommodated at several intersections and sized for operations of a WB-67, and modifications were made to other entrances and driveways throughout the corridor. At the east end, the new Lewinsville Road intersection incorporates a displaced left turn lane to improve operations along westbound Route 7 while also maintaining access to adjacent communities and extensive local road networks.

LIMITING IMPACTS TO THE TRAVELING PUBLIC, BUSINESSES AND COMMUNITIES AND MINIMIZING CONGESTION DURING CONSTRUCTION:

We developed an advance construction package for the early opening of triple left turns from Route 7 onto Baron Cameron Avenue. These improvements were implemented within 12 months of NTP and earlier than our Unique Milestone Date. Multi-stage temporary traffic control plans were developed to maintain 2-lanes in each direction on Route 7, and closures of side-streets were addressed through development of detour plans. Through coordination with adjacent properties and developments, additional temporary and permanent traffic improvements have been implemented at Towlston Road to improve operations and safety, and turn lanes have been adjusted and entrances revised to accommodate future development plans and existing access concerns.

COMMUNICATION STRATEGIES WITH BUSINESS OWNERS AND KEY STAKEHOLDERS:

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

DELIVERY OF MULTIPLE PROJECTS CONCURRENTLY ON FAST TRACK SCHEDULE:

Due to the length of this project, improvements have been separated into areas where specific elements are being completed in advance of others. Work near the west end is nearly complete, with opening of the third thru-lane in each direction planned for later this year. Interim improvements to Baron Cameron Avenue were completed within 12 months of NTP, and additional elements are being completed and provided for use by the public as they can be safely opened and maintained through completion of the project.