

Response to Request for Proposals

State Project Nos.: 9999-166-294, P101, R201, C501 (UPC 121374)
9999-964-016, P101, R201, C501 (UPC 119599)

Contract ID Number: C00121374DB121

March 14, 2023 – Electronic Copy



Fall Line Trail - Northern Section (Segment 7C.2 - 7C.4)

Town of Ashland, Hanover County and Henrico County, Virginia

Volume I: Letter of Submittal



3.4 - Form C-78



ATTACHMENT 3.4

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFP NO. C00121374DB121

PROJECT NO.: Fall Line Trail Northern Section

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

Acknowledgement shall be made of receipt of the Request for Proposals (RFP) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Letter of Submittal submission date shown herein. Failure to include this acknowledgement in the Letter of Submittal may result in the rejection of your proposal.

By signing this Attachment 3.4, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFP – December 13, 2022
(Date)
2. Cover letter of Addendum #1– December 28, 2022
(Date)
3. Cover letter of Addendum #2– January 9, 2023
(Date)
4. Cover letter of Addendum #3– February 10, 2023
(Date)
5. Cover letter of Addendum #4– February 17, 2023
(Date)
6. Cover letter of Addendum #5– February 27, 2023
(Date)
7. Cover letter of Addendum #6– March 3, 2023
(Date)



SIGNATURE

Garry A. Palleschi
PRINTED NAME

March 14, 2023
DATE

Vice President
TITLE

4.0.1.1 - Letter of Submittal Checklist



ATTACHMENT 4.0.1.1

Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Letter of Submittal.

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Letter of Submittal Checklist and Contents	Attachment 4.0.1.1	Section 4.0.1.1	2-3
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	1
Letter of Submittal	NA	Sections 4.1	4-5
Letter of Submittal on Offeror’s letterhead	NA	Section 4.1.1	4
Offeror’s full legal name and address	NA	Section 4.1.1	4
Authorized representative’s original signature	NA	Section 4.1.1	4
Declaration of intent	NA	Section 4.1.2	4
120 day declaration	NA	Section 4.1.3	4
Point of Contact information	NA	Section 4.1.4	4
Principal Officer information	NA	Section 4.1.5	4
Offeror’s Corporate Structure	NA	Section 4.1.6	4
Full Legal Name of Lead Contractor, Lead Designer, and QAM	NA	Section 4.1.7	5
Offeror’s VDOT prequalification information	NA	Section 4.1.8	5
SWAM statement confirming Offeror is committed to achieving the required SWAM goal	NA	Section 4.1.9	5
Final Completion Date	NA	Section 4.1.10	5

ATTACHMENT 4.0.1.1

Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)

LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Attachments to the Letter of Submittal	NA	Section 4.2	6-??
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	6
Certification Regarding Debarment Forms	Attachment 4.2.2(a) Attachment 4.2.2(b)	Section 4.2.2	7-9
Offeror’s VDOT prequalification information	NA	Section 4.2.3	10
Evidence of obtaining bonding	NA	Section 4.2.4	11-12
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	13-14
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	15-18
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	19-23
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	24-26
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	27-29
Conceptual Roadway Plans	NA	Section 4.2.7	30-39
Conceptual Bridge Plans	NA	Section 4.2.8	40-41

4.1 - Letter of Submittal





March 14, 2023

Mr. Bryan Stevenson, P.E. DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 5th Floor
Richmond, Virginia 23219

RE: 4.1. Letter of Submittal
Fall Line Trail - Northern Section (Segment 7C.2 - 7C.4)
Town of Ashland, Hanover County and Henrico County, Virginia
Contract ID No.: C00121374DB121
State Project Nos.: 9999-166-294, P101, R201, C501 (UPC 121374)
9999-964-016, P101, R201, C501 (UPC 119599)

Dear Mr. Stevenson:

Shirley Contracting Company, LLC (Shirley), as the Offeror, and Dewberry Engineers Inc. (Dewberry), as the Lead Designer, are pleased to submit our Team's Response to the Request for Proposals (RFP) for the Fall Line Trail - Northern Section (Segment 7C.2 - 7C.4) Project (the Project). Our Team will provide the Virginia Department of Transportation (VDOT) and the public with an unequalled level of assurance that the Project is completed successfully, exceeds the priorities established, and limits risk to all stakeholders.

4.1.1 Offeror's Information:

Shirley Contracting Company, LLC
8435 Backlick Road
Lorton, Virginia 22079

4.1.2 Offeror's Intent: Should Shirley be selected it is our intent to enter into a contract with VDOT for the Project in accordance with the terms of the Request for Proposal (RFP).

4.1.3 Declarations: The offer represented by our Proposal will remain in full force and effect for one hundred twenty (120) days after the date the Price Proposal is actually submitted to VDOT.

4.1.4 Point of Contact: Garry A. Palleschi, Vice President
Shirley Contracting Company, LLC
8435 Backlick Road, Lorton, Virginia 22079
(P) 703-550-3579, (F) 703-550-9346
gpalleschi@shirleycontracting.com

4.1.5 Principal Office Gregory Smith, Division President
Shirley Contracting Company, LLC
8435 Backlick Road, Lorton, Virginia 22079
(P) 703-550-8100

4.1.6 Legal Structure: 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.

4.1.7 Full Legal Names:

- Lead Contractor: Shirley Contracting Company, LLC
- Lead Designer: Dewberry Engineers Inc.
- Quality Assurance: CES Consulting, LLC

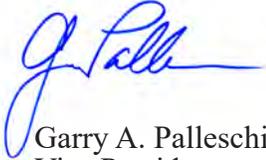
4.1.8 VDOT Prequalification Number and Status: Shirley Contracting Company, LLC is currently Prequalified and is Active with VDOT. Our Vendor number is S018. A screen shot print out from VDOT's on-line Prequalified List is attached

4.1.9 SWaM Participation Goal: Shirley commits that we will achieve a 12% SWaM participation goal for the entire value of the contract.

4.1.10 Final Completion Date: The Final Completion Date is: September 18, 2025.

On behalf of the entire Team, we thank VDOT for the opportunity to submit this Letter of Submittal.

Sincerely,



Garry A. Palleschi
Vice President

4.2 - Attachments to the Letter of Submittal



4.2.1

Affiliated/Subsidiary Companies



ATTACHMENT 4.2.1

State Project No. 9999-166-294, 9999-964-016

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
Affiliate	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
Affiliate	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

4.2.2(a)(b)

Certification Regarding Debarment Forms



ATTACHMENT 4.2.2(a)

CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 9999-166-294, 9999-964-016

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

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

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

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

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

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

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



Signature

3/14/2023

Date

Vice President

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 9999-166-294, 9999-964-016

- 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>2/20/2023</u>	<u>Executive Vice President</u>
Signature	Date	Title
<u>Dewberry Engineers Inc.</u>		
Name of Firm		

ATTACHMENT 4.2.2(b)

CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 9999-166-294, 9999-964-016

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

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

 _____ Signature	<u>3/3/2023</u> _____ Date	<u>President</u> _____ Title
---	----------------------------------	------------------------------------

CES CONSULTING LLC

Name of Firm

4.2.3

VDOT Prequalification Certificate





Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 3/8/2023

- S -

Vendor ID: S018

Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC

Prequal Level: Prequalified

Prequal Exp: 09/30/2023

-- 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: 09/30/2024

-- PREQ Address --

913 VENTURES WAY
CHESAPEAKE, VA 23320
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

4.2.4 Surety Letter





One Tower Square
Hartford, CT 06183

March 9, 2023

Bryan W. Stevenson, P.E., DBIA
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 5th Floor
Richmond, VA 23219

Re: Request for Proposals - Contract ID Number: C00121374DB121 - A Design-Build Project
Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4) From: Walder Lane, Town of Ashland
To: 0.2 Miles South of Winfrey Road, Henrico County, Town of Ashland, Hanover County
and Henrico County, Virginia
Estimated Contract Value: \$11,800,000

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.

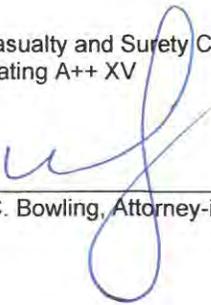
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



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

POWER OF ATTORNEY

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

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



State of Connecticut

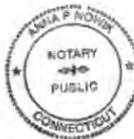
City of Hartford ss.

By: 
Robert L. Raney, Senior Vice President

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

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

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




Anna P. Nowik, Notary Public

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

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

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

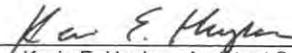
FURTHER RESOLVED, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice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

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

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

Dated this 9th day of March, 2023




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.**

4.2.5

SCC Registrations & DPOR Licenses



ATTACHMENT 4.2.5

State Project No. 9999-166-294, 9999-964-016

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 4.2.5 and that all businesses listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 4.2.5.1 and 4.2.5.2)							
Business Name	SCC Information (4.2.5.1)			DPOR Information (4.2.5.2)			
	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, 2024
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 Maven Way Suite 255 Dulles, VA. 20166	Business Entity Branch Office	0411001877	February 29, 2024

DPOR INFORMATION FOR INDIVIDUALS (RFP Sections 4.4.3.3 and 4.4.3.4)

Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Engineers Inc.	Andrew Graham Curtis	Fairfax, VA	9104 Courtley Court Fairfax, VA 22031	Professional Engineer	0402055157	December 31, 2023
CES Consulting LLC	Avtar Singh	Dulles, VA	12423 Henderson Road Clifton, VA. 20124	Professional Engineer	0402035169	January 31, 2025

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](#)

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
Rank¹	Class A
Address	8435 BACKLICK ROAD, LORTON, VA 22079
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	2002-10-08
Expiration Date	2024-10-31

- 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 (<https://law.lis.virginia.gov/admincode/title18/agency50/chapter22/section20/>) and Specialty Definitions (<https://law.lis.virginia.gov/admincode/title18/agency50/chapter22/section30/>) 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 1,467 (built 2023-02-27 11:28:50).

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	2025-01-31
0402023693	JAMES, RUSSELL R	Professional Engineer License	Engineering	2023-03-31

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 1,467 (built 2023-02-27 11:28:50).

DPOR License Lookup License Number 0411001877

License Details

Name	CES CONSULTING LLC
License Number	0411001877
License Description	Business Entity Branch Office Registration
Business Type	LLC - Limited Liability Company
Rank	Business Entity Branch Office
Address	23475 ROCK MAVEN WAY SUITE 255, DULLES, VA 20166
Initial Certification Date	2023-03-01
Expiration Date	2024-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035169	SINGH, AVTAR	Professional Engineer License	Engineering	2025-01-31

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 1,467 (built 2023-02-27 11:28:50).

DPOR License Lookup License Number 0402055157

License Details

Name	CURTIS, ANDREW GRAHAM
License Number	0402055157
License Description	Professional Engineer License
Rank	Professional Engineer
Address	FAIRFAX, VA 22031
Initial Certification Date	2015-12-22
Expiration Date	2023-12-31

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 1,467 (built 2023-02-27 11:28:50).

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	2025-01-31

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
0411001877	CES CONSULTING LLC	Business Entity Branch Office Registration	Engineering	2024-02-29

Showing 1 to 2 of 2 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 1,467 (built 2023-02-27 11:28:50).

4.2.6(a)(b) Work History Forms



ATTACHMENT 4.2.6(a)
LEAD CONTRACTOR - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes Design-Build Project Location: Ashburn, VA	Name: Dewberry Engineers, Inc.	Name of Client/ Owner: VDOT Project Manager: Sanjeev Suri, PE, PMP, CCM, DBIA Phone: 703-259-2232 Email: Sanjeev.Suri@vdot.virginia.gov	12/2018	12/2018	\$45,482	\$45,407* *Difference due to Owner's reduced scope	\$45,407

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



- SIMILARITIES TO FALL LINE TRAIL – NORTHERN SECTION (SEGMENT 7C.2 – 7C.4)**
- **Construction of a Bridge Over \$2 Million**
 - Design-Build Delivery
 - Shared-Use Path and Pedestrian Facilities
 - Regional Trail Design and Construction
 - Coordination with Overhead Transmission Utilities
 - Environmental Permitting & Compliance
 - Quality Assurance and Quality Control
 - Utility Relocation and Coordination
 - Right-of-Way Acquisition Administration
 - Public Involvement and Outreach
 - Third Party Stakeholder Communication & Coordination
 - Teamed with Lead Designer – Dewberry..

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

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

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

DEMONSTRATED EXPERIENCE:

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

PEDESTRIAN FACILITY: The Project included 10' Shared Use Paths along the northbound and southbound lanes for the length of the Project including barrier separated shared use paths on both the northbound and southbound bridges over the W&OD Trail.

UTILITY COORDINATION: Extensive utility coordination was required on the Project due to the significant number of utilities impacted. The Team coordinated with multiple public and private utility owners and relocated over 9,000 LF of 2' water main, 41 Dominion Energy poles, 5,500 LF of Verizon underground, relocation of Washington Gas facilities totaling 5,600 LF, and 600 LF of AT&T conduit.

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

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

ATTACHMENT 4.2.6(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: Pacific Boulevard Design-Build Project Location: Loudoun County, Virginia	Name: Dewberry Engineers Inc.	Name of Client: VDOT 4975 Alliance Drive, Fairfax, VA 22030 Project Manager: Susan Shaw, PE, DBIA Phone: 703-259-1995 Email: Susan.Shaw@VDOT.Virginia.gov	8/2010	8/2010	\$18,977	\$19,294* *Difference due to Owner's added scope	\$19,294

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

	<p>PROJECT NARRATIVE AND SCOPE: In April 2008, the Shirley Design-Build Team was awarded the \$19 million Design-Build Project to design and construct 0.64 miles of 4-lane roadway to complete a critical segment of the Route 28 parallel road network along the west side of Route 28 between Auto World Circle and Severn Way. The project required close coordination with the Northern Virginia Regional Park Authority (NVRPA) to gain approval of the design concept, aesthetics and to minimize impacts to the regional park and Washington & Old Dominion (W&OD) Trail users. Our Team coordinated with NVRPA on design details including the minimum open area of the structure and the light well between bridges to maintain the NVRPA's desirable open feel of the park. An ashlar stone finish was utilized to all of the vertical faces of the MSE walls at both abutments of the trail to achieve the NVRPA's desirable aesthetic appeal. The project was segmented into three areas: south of the W&OD Trail; north of Cabin Branch; and between the two bridge crossings. The only access to the area between the two bridges within right-of-way was by crossing the W&OD Trail or installing an extensive temporary stream crossing of the environmentally sensitive Cabin Branch. To minimize environmental impacts at Cabin Branch and the avoid crossing the W&OD Trail, our Team worked closely with VDOT and Loudoun County to call in available proffered right-of-way and negotiate with property owners to minimize project costs. Our Team also coordinated the relocation of all utilities on the project. This included strategic planning with Dominion Virginia Power to maintain minimum clearance for Pacific Boulevard under the high voltage power transmission lines while also developing bridge construction and erection plans to maintain a safe working distance from these lines during bridge construction and setting beams.</p> <p>The scope of the Project included the following elements:</p> <ul style="list-style-type: none"> ▪ Dual 129' long single span bridges over the W&OD trail ▪ Two span 239' long bridge over Cabin Branch ▪ Five foot wide sidewalk along the east side of the roadway ▪ 10 foot wide trail on the west side of the roadway along with connections to the W&OD Trail ▪ 24" waterline betterment from Loudoun Water ▪ Modified design of MSE walls for the W&OD Trail Bridge ▪ 30" waterline for Loudoun Water ▪ Construction of sanitary sewer manholes and pipe for a future sanitary sewer line ▪ Empty conduits for future utilities and signals requested by adjacent property owners ▪ 0.64-miles of 4-lane divided roadway <p>SHIRLEY'S ROLE: Shirley as the Design-Builder and Lead Contractor was responsible for all aspects of the project's construction including roadway, bridge, maintenance of traffic, right-of-way acquisition, utility relocations, safety, public involvement, quality assurance and quality control, coordination with NVRPA, Loudoun County, local residents and businesses. Shirley also handled stakeholder coordination and public outreach, as well as overall project management, and coordination with other on-going projects within the corridor. Shirley was also the primary point of contact with the Owner, created and monitored the Project schedule, supported public outreach efforts, and had primary responsibility for environmental compliance.</p>	<p>DEMONSTRATED EXPERIENCE:</p> <p>MINIMIZING COSTS: The majority of right-of-way was required from a single property owner which owned 75% of the Project's length. Our Team and VDOT coordinated with the property owner to modify the design to accommodate the property owner's future site plan needs. These plan changes and accommodations for the property owner facilitated the dedication of all proffered and non-proffered right-of-way from the property owner at no cost to VDOT, resulting in a project savings of over \$3 million dollars. The Shirley Team with Diversified Property Services performing the right-of-way scope were able to obtain negotiated settlement with all of the other property owners on the project further minimizing VDOT right-of-way administration costs that would have been required to settle certificates.</p> <p>PEDESTRIAN FACILITY: The Project scope included construction of a 10-foot wide shared use trail on the west side of Pacific Boulevard including connections to the W&OD Trail and a 5-foot sidewalk along the east side of the roadway.</p> <p>UTILITY COORDINATION: Our Team negotiated an arrangement with Dominion Virginia Power to allow Shirley to construct manholes and duct bank for the undergrounding of Dominion's distribution lines under the W&OD Trail Bridges. Dominion provided materials and Shirley constructed the system allowing our Team to minimize the cost and schedule risks and ensured that the relocation was completed and overhead distribution lines removed to avoid delays to erection of the bulb-T beams at the W&OD Trail Bridges. Coordination with Loudoun Water for the relocation of a 30 inch watermain and a betterment for a 24 inch watermain.</p> <p>LIMITING IMPACTS TO THE PUBLIC: The Pacific Boulevard Project between Autoworld Circle and Severn Way was constructed on a new alignment with minimal impacts to the traveling public due to the greenfield nature of the Project. All work was coordinated with adjacent landowners to minimize any impacts. Additional coordination was conducted to limit impacts to users of the W&OD Trail including sequence of construction plans that were developed to ensure trail users were not impacted during construction of the Pacific Boulevard Bridge over the W&OD Trail.</p>
---	---	---

SIMILARITIES TO
FALL LINE TRAIL – NORTHERN SECTION
(SEGMENT 7C.2 – 7C.4)

- Construction of a Bridge Structure Spanning a Waterway
- Design-Build Delivery
- Shared-Use Path and Pedestrian Facilities
- Regional Trail Design and Construction
- Coordination with Overhead Transmission Utilities
- Environmental Permitting & Compliance
- Quality Assurance and Quality Control
- Utility Relocation and Coordination
- Right-of-Way Acquisition Administration
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Teamed with Lead Designer – Dewberry

ATTACHMENT 4.2.6(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: Gloucester Parkway Extension Location: Ashburn, VA	Name: Dewberry Engineers Inc.	Name of Client/ Owner: VDOT Project Manager: Tim Hartzell, PE Phone: (703) 259-2749 Email: timothy.hartzell@vdot.virginia.gov	8/2016	8/2016	\$26,277	\$26,037* *Difference due to Owner's reduced scope	\$26,037

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



- [SIMILARITIES TO FALL LINE TRAIL – NORTHERN SECTION \(SEGMENT 7C.2 – 7C.4\)](#)
- **Construction of a Bridge Over \$2 Million**
 - Design-Build Delivery
 - Shared-Use Path and Pedestrian Facilities
 - Environmental Permitting & Compliance
 - Quality Assurance and Quality Control
 - Utility Relocation and Coordination
 - Right-of-Way Acquisition Administration
 - Public Involvement and Outreach
 - Third Party Stakeholder Communication & Coordination
 - Teamed with Lead Designer – Dewberry

PROJECT NARRATIVE AND SCOPE: In February 2014, Shirley was awarded a \$26.3 million contract for the design-build delivery of the segment of Gloucester Parkway between Loudoun County Parkway and Pacific Boulevard. The 0.8 mile segment of new 4-lane divided roadway would provide the missing link connecting Route 28 to the Ashburn, Virginia suburb and provide much needed congestion relief for parallel commuter routes including Route 625 to the south and Route 7 to the north. Major project features included dual 1,320 LF bridges over Broad Run. The jointless bridges included a superstructure of concrete deck supported by 69” and 77” concrete bulb-T beams and a substructure of concrete column piers and Virginia Alternate abutments supported on 60” drilled shaft deep foundations. Roadway features included new signalized intersections at Loudoun County Parkway and Pacific Boulevard, 0.4 miles of widening of Loudoun County Parkway to accommodate new turn lanes to Gloucester Parkway, a shared use path along the north side of Gloucester Parkway and a concrete sidewalk along the south side.

- The scope of the Project included the following elements:
- 5,168 CY of Cast-In-Place Structural Concrete
 - 1,234 LF of 60” drilled shaft foundations
 - 1.6 million lbs. of reinforcing steel
 - 6,842 LF of 69” and 5,264 LF of 77” concrete bulb-T beams
 - 15,000 Tons of Asphalt Paving
 - 28,000 CY of Earthwork and Embankment
 - 4,300 LF of water, sanitary, and storm sewer utilities
 - SWM Treatment with Adjacent Project's Pond and 14 Filterra Structures

SHIRLEY'S ROLE: Shirley was the Design-Builder responsible for leading and integrating the design-build disciplines through all phases of the Project including project administration, design, environmental permitting, public relations, utility relocations, ROW acquisition, quality assurance & quality control, and construction. Shirley was the primary point of contact with the Owner and worked as the liaison between the owner and third party stakeholders including Loudoun County DOT, utility companies, property owners and developers. Shirley was also the Lead Contractor responsible for construction of the project including self-performing major elements including the structural concrete substructure and deck, erecting bridge beams, earthwork, drainage and stormwater management.

DEMONSTRATED EXPERIENCE:
MINIMIZING COST: Shirley implemented innovative SWM designs and extensive property owner coordination to minimize right-of-way (ROW) impacts and reduce ROW acquisition costs for VDOT. Although the RFP allowed the acquisition of over 0.5 acres of ROW for a SWM pond, our Team coordinated with an adjacent developer to obtain treatment in an adjacent project's facility and implemented 14 Filterra structures to eliminate the need for this ROW. Shirley also coordinated with the Loudoun County Sanitation Authority to widen their proposed entrance in exchange for dedication of the ROW needed for the Project. This ROW coordination resulted in a savings of over \$350,000 in ROW acquisition costs for VDOT.

Shirley and VDOT collaborated to focus on delivering the Project under budget. Shirley submitted one scope validation item for the Project, a communication duct bank that was installed within the Project limits under VDOT permit after submission of the Price Proposal and before Notice to Proceed for design. As this duct bank was in conflict with the new roadway at multiple locations, it had the potential to affect the both contract price and time. Shirley managed the utility relocation at no cost to VDOT and coordinated the relocation schedule to ensure that it could be completed within the contract time, resolving the scope validation issue at no cost to VDOT. This coordination played a significant role in enabling the Project to be delivered under budget.

PEDESTRIAN FACILITY: The Project scope included a 10-foot Shared Use Path along Gloucester Parkway and Loudoun County Parkway as well as a 5-foot sidewalk. The new Gloucester Parkway bridges included a 14-foot barrier separated shared use path on one side and a 7-foot path on the other.

UTILITY COORDINATION: Multiple utilities were impacted by the project requiring coordination in advance of relocation. Impacts included Dominion Energy electric facilities relocated underground, relocation of an underground Verizon fiber optic ductbank, Washington Gas 2” and 6” gas line relocations, Loudoun Water 12”, 16”, and 24” water main relocations, and construction of a protection slab over a sanitary sewer line owned by DCWASA.

LIMITING IMPACTS TO THE PUBLIC: The Project included a 0.8 mile extension of Gloucester Parkway that completed a missing segment of the road and as a result, did not have significant impacts to the traveling public. All work was coordinated with impacted and adjacent property owners to limit impacts and the Team, in coordination with VDOT, communicated proposed impacts to Loudoun County Parkway and Pacific Boulevard in advance of construction taking place.

ATTACHMENT 4.2.6(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 659 (Belmont Ridge Road) Reconstruct to 4-Lanes Design-Build Location: Ashburn, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: VDOT Project Manager: Sanjeev Suri, PE, PMP, CCM, DBIA Phone: 703-259-2232 Email: Sanjeev.Suri@VDOT.Virginia.gov	8/2015	12/2018	\$45,482	\$45,407* *Difference due to Owner Reduced Scope	\$2,550

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



**SIMILARITIES TO
FALL LINE TRAIL – NORTHERN SECTION
(SEGMENT 7C.2 – 7C.4)**

- **Construction of a Bridge Over \$2 Million**
- Design-Build Delivery
- Shared-Use Path and Pedestrian Facility Design
- Regional Trail Design & Construction
- Coordination with Overhead Transmission Utilities
- Bridge Structural Design
- Hydraulic Design
- Stormwater Management Facility Design
- Phased ESC Plan Development
- Comprehensive Field Surveys
- Environmental Permitting and Compliance Monitoring
- Coordination with Adjacent Projects
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley

PROJECT NARRATIVE AND SCOPE: In August 2015, the Shirley-Dewberry Design-Build Team was awarded the Route 659 (Belmont Ridge Road) Reconstruct to 4-lanes design-build project which reconstructed and widened Belmont Ridge Road from a 2-lane road to a 4-lane divided typical section between Gloucester Parkway and Hay Road. Shared-use path facilities were incorporated along both sides of the road, and the typical section was developed to accommodate a future widening to 6-lanes in the median without the need for additional right-of-way acquisition or utility relocations. In addition to the roadway widening, modifications were made to the intersections with Hay Road, Chesterton Street, Portsmouth Boulevard, Belmont Station Drive, and Gloucester Parkway. New parallel, single span bridges were completed to grade-separate the crossing at the Washington & Old Dominion (W&OD) Trail, and portions of both the gravel and paved W&OD Trail were realigned and reconstructed along with connections to the shared-use paths along Belmont Ridge Road. Finally, a new parking lot and “rest area” were completed adjacent to the W&OD Trail immediately west of Belmont Ridge Road. Noise barriers were installed adjacent to the residential community, and access modifications were incorporated adjacent to the Loudoun Water treatment plant immediately west of Belmont Ridge Road at the southern end of the project.

Completion of these improvements were coordinated with on-going improvements further to the north on Belmont Ridge Road as well as with the construction of a new residential community (Ashburn Overlook) immediately south of the W&OD Trail along the east side of Belmont Ridge Road. Sequencing of construction plans near the intersection of Gloucester Parkway were updated during construction to reflect the changes in traffic patterns implemented as part of the Route 7/659 Interchange improvements, which extended through the Gloucester Parkway intersection and into the Reconstruct project limits.

Dewberry's scope included:

- Field surveys and environmental permitting
- Roadway geometric design
- Bridge structural design
- Drainage and stormwater management design
- Traffic engineering design (traffic signals, signing & marking, and temporary traffic control);
- Utility relocation design
- Oversight of all engineering subconsultant services

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

DEMONSTRATED EXPERIENCE:

MINIMIZING COSTS: At the south end of the project, Loudoun Water was underway with installation of a new sanitary sewer facility which followed the proposed road alignment. To reduce utility relocation costs, Dewberry incorporated adjustments to the noise barrier alignment such that the sewer was spanned between posts in several locations, and the horizontal alignment was shifted to avoid linear conflicts. Through these adjustments, no sewer relocations were required, representing a significant savings to the project.

BRIDGE OVER \$2 MILLION DESIGN EXPERIENCE: This project included design of parallel, single-span bridges to carry northbound and southbound Belmont Ridge Road over the W&OD Trail. The cost of these new bridges, which included a light well in the median and shared use paths on the outsides of both bridges, exceeded \$2 million. The bridges included architectural treatment to address Section 4(f) commitments associated with viewshed impacts to the W&OD Trail, and the abutment locations were established to fully span the W&OD Trail property. The profile over the bridge was developed to provide adequate vertical clearance over the W&OD Trail while also avoiding impacts to or requiring relocation of the overhead Dominion Energy transmission lines which parallel the W&OD Trail on property owned by NOVA Parks.

PEDESTRIAN FACILITY DESIGN: The focal point of this project was the new bridges carrying Belmont Ridge Road over the W&OD Trail. These bridges included a barrier-separated shared-use path along the outside of both the northbound and southbound bridges, and connections from the shared-use paths along Belmont Ridge Road to the W&OD Trail were also provided. The pre-construction configuration of the W&OD Trail included an at-grade crossing of Belmont Ridge Road, and the location of the gravel trail switched from the north side of the paved trail to the south side of the paved trail at the intersection. As part of the improvements, the gravel trails under the bridge were reconfigured to intersect perpendicularly with the paved W&OD Trail and profiles were improved to eliminate steep sections and bifurcation between facilities.

UTILITY COORDINATION: Reconstruction and widening of Belmont Ridge Road required the relocation of a 24" watermain for the entire length of the project. In addition, overhead distribution power facilities were relocated, as were communication and distribution gas facilities. Dewberry prepared conceptual power and communication relocation alignments with utility companies to streamline relocation design efforts, and the watermain relocation was designed by Dewberry as an “in-plan” relocation. At the south end of the project, noise barrier alignments were adjusted to avoid relocation of a sanitary sewer force main which had been designed by Loudoun Water and was nearing construction completion. At the W&OD Trail, design was completed to avoid relocation of the overhead Dominion Energy transmission facilities.

LIMITING IMPACTS TO THE PUBLIC: Extensive efforts were implemented to reduce impacts to motorists and users of the W&OD Trail. Construction sequencing was developed which accelerated construction, reducing the duration of construction near the W&OD Trail at-grade crossing. Temporary flashing beacons were also installed to improve safety and operations at the at-grade intersection during construction. More than 14,000 vehicles per day were successfully accommodated through the project limits during construction, and construction sequencing was developed so that no long-term lane or intersection closures were required. In addition to limiting impacts to the public, this project provided enhancements which improved access to the W&OD Trail. A new parking lot immediately adjacent to the W&OD Trail was provided, as was on-road parking for horse trailers adjacent to the parking lot. A “rest area” including picnic benches and an informational kiosk was also installed adjacent to the parking lot to accommodate and inform trail users of the history of the area.

ATTACHMENT 4.2.6(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 Value (Original)	Contract Value (Actual or Estimated)	
Name: Pacific Boulevard Design-Build Location: Loudoun County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: VDOT Project Manager: Susan Shaw, PE, DBIA Phone: 703-259-1995 Email: Susan.Shaw@VDOT.Virginia.gov	4/2008	8/2010	\$18,977	\$19,294* *Difference due to Owner Added Scope	\$1,493

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



PROJECT NARRATIVE AND SCOPE: Dewberry was the lead designer for the Shirley led design-build team for the design and construction of the extension of Pacific Boulevard from Auto World Circle to Severn Way, a distance of approximately 0.6 miles. This new segment of Pacific Boulevard was designed as a 4-lane divided roadway with bridge crossings of the Washington & Old Dominion (W&OD) Trail (single span) and Cabin Branch (two-span). Through coordination with VDOT and the Northern Virginia Regional Park Authority (NVRPA, now NOVA Parks), the Shirley-Dewberry Team was able to reduce the original 3-span overpass of the W&OD Trail to a single span bridge while still providing the required Elevation Open Area (EOA) above the Trail and completely spanning the NVRPA property. Architectural treatment to the bridge abutments was incorporated based on previous experience in working with NOVA Parks staff for other bridge overpasses of the W&OD Trail. Adjacent to the roadway, pedestrian (sidewalk) and bicycle (shared-use path) facilities were incorporated and connections from both facilities were provided to the W&OD Trail. Significant coordination with the impacted property owner immediately north of the W&OD Trail resulted in dedication of all needed right-of-way and easements in return for incorporation of additional turn lane and intersection improvements which accommodated future development by the landowner.

- As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for the following scope:
- Field surveys
 - Environmental permitting and permit monitoring
 - Roadway design
 - Bridge and retaining wall structural design
 - Drainage and stormwater management design
 - Hydraulic & Hydrologic Analysis (H&HA) and scour analysis for the bridge crossing of Cabin Branch;
 - Traffic engineering design including sequence of construction plans for work over W&OD Trail and signing and pavement marking plans
 - Oversight of subconsultant services

DEWBERRY'S ROLE: As the engineer of record, Dewberry, was responsible for all final design of all roadway, bridge, and hydraulic improvements. Dewberry coordinated directly with NOVA Parks staff for the shared use path connections to the W&OD Trail and for design of the maintenance of traffic plans which maintained operation and use of the W&OD Trail during construction of the overpassing bridges. Dewberry completed the H&HA and scour analysis for the bridge over Cabin Branch, and completed the design for two (2) new stormwater management facilities to control runoff from the improvements. Landscaping was incorporated to screen the stormwater management basins and to reduce the visual impacts of the bridge over the W&OD Trail to trail users. Dewberry coordinated with several of the impacted property owners to incorporate modifications which allowed for right-of-way and easements to be dedicated at no cost for a majority of the project length. Subconsultant services which were completed under contract to Dewberry included updated aerial mapping, utility designations and test pits, and geotechnical investigations and recommendations.

- SIMILARITIES TO**
FALL LINE TRAIL – NORTHERN SECTION
(SEGMENT 7C.2 – 7C.4)
- **Construction of a Bridge Structure Spanning a Waterway**
 - Design-Build Delivery
 - Shared-Use Path and Pedestrian Facility Design
 - Regional Trail Design & Construction
 - Coordination with Overhead Transmission Utilities
 - Bridge Structural Design
 - Hydraulic Design and Floodplain Analysis
 - Stormwater Management Facility Design
 - Phased ESC Plan Development
 - Comprehensive Field Surveys
 - Environmental Permitting and Compliance Monitoring
 - Coordination with Adjacent Projects
 - Quality Assurance / Quality Control
 - Teamed with Lead Contractor – Shirley

DEMONSTRATED EXPERIENCE:

MINIMIZING COSTS: During development of final design, Dewberry prepared conceptual designs to incorporate entrances and intersections along Pacific Boulevard which were necessary for future development. These concepts were then discussed with VDOT and the developer who owned the majority of property which the project would pass through. As a result of these discussions and coordination, entrances and intersections were added to the plans, avoiding future reconstruction impacts and costs associated with median reconstruction and roadway widening to accommodate additional turn lanes. By adding the entrances and intersections to the design-build contract, all proffered and non-proffered right-of-way required from a single property owner, encompassing approximately 75% of the roadway length, was dedicated at no cost, resulting in a savings of over \$3 million to VDOT.

BRIDGE OVER WATERWAY DESIGN EXPERIENCE: This project included the design of a new, two-span bridge over a waterway (Cabin Branch), located near the northern termini of the improvements. Design of this bridge required close coordination between roadway, structural, and utility engineers due to the curvilinear roadway alignment required to reduce floodplain, stream channel, and utility impacts and to intersect Severn Way in-line with the existing segment of Pacific Boulevard further to the north. The bridge carries the 4-lane undivided roadway section as well as raised shared-use path and sidewalk facilities on each side of the road.

PEDESTRIAN FACILITY DESIGN: Along Pacific Boulevard, a raised shared-use path was provided on the west side of the improvements and a 5' wide sidewalk was provided on the east side, both extending the entire length of the project and connecting to adjacent existing pedestrian facilities. Near the middle of the project, the bridges over the W&OD Trail also included these sidewalk and shared-use path facilities, and connections to the W&OD Trail were provided just south of the parallel bridges. These connections, designed as 10' wide asphalt trails, also accommodated utility access for Dominion Energy to maintain the overhead transmission lines which extend on W&OD Trail property adjacent to the regional trail.

UTILITY COORDINATION: Construction of the new bridges over the W&OD Trail required close coordination with Dominion Energy to ensure adequate vertical clearance was provided between the existing transmission lines and the proposed bridge deck and associated fencing. The profile of Pacific Boulevard was developed to avoid relocation of the overhead transmission lines while also providing adequate vertical clearance over the W&OD Trail. Bridge abutment locations were selected to locate them outside of the W&OD Trail property as well as to facilitate girder installation and crane placement in close proximity to the overhead power lines. At the crossing of Cabin Branch, the bridge pier was located to minimize impacts to and relocation limits of the existing sanitary sewer facility adjacent to the stream.

LIMITING IMPACTS TO THE PUBLIC: The extension of Pacific Boulevard between Auto World Circle and Severn Way was completed on a "greenfield" alignment with virtually no impacts to the travelling public. Work was coordinated with adjacent property owners to minimize impacts to an existing auto dealership and to accommodate the construction of additional land development improvements west of the proposed roadway. At the W&OD Trail, sequence of construction plans were developed to facilitate safe construction of the bridges over the W&OD Trail while minimizing impacts to users of the regional facility.

ATTACHMENT 4.2.6(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/Belmont Ridge Road (Route 659) Interchange Location: Ashburn, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: Loudoun County Department of Transportation & Capital Infrastructure Project Manager: Don Bredice Phone: 703-737-8298 Email: Don.Bredice@loudoun.gov	3/2015	2/2019	\$48,386	\$51,427* *Difference due to Owner Added Scope	\$2,867

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the Offeror's Proposal may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO
FALL LINE TRAIL – NORTHERN SECTION
(SEGMENT 7C.2 – 7C.4)

- **Completed Coordination with VDHR for Section 106 as part of USACE Permit Process**
- Shared-Use Path and Pedestrian Facility Design
- Bridge Structural Design
- Hydraulic Design and Floodplain Analysis
- Stormwater Management Facility Design
- Phased ESC Plan Development
- Comprehensive Field Surveys
- Environmental Permitting and Compliance Monitoring
- VDHR Section 106 Coordination
- Coordination with Adjacent Projects
- Quality Assurance / Quality Control
- Worked with Lead Contractor – Shirley

PROJECT NARRATIVE AND SCOPE: In 2008, Dewberry's Fairfax office was selected by the Loudoun County Department of Transportation and Capital Infrastructure (DTCI) to develop conceptual plans for an interchange at the existing intersection of Route 7 and Belmont Ridge Road (Route 659). Dewberry's scope included traffic counts, projections, and analysis, field surveys, environmental investigations, and conceptual interchange development. As part of the conceptual interchange development, five (5) interchange alternatives were prepared and documented with respect to cost, level of operation, environmental impact, utility impact, and right-of-way impact so that a recommended/preferred interchange could be identified to and approved by the Loudoun County Board of Supervisors and VDOT. Based on the interchange operation, minimization and avoidance of impacts to adjacent properties (including the Belmont Slave Cemetery just east of Belmont Ridge Road and south of Route 7) and anticipated construction, utility relocation, and right-of-way acquisition costs, a Single Point Urban Interchange (SPUI) was the recommended interchange alternative. Upon endorsement of the SPUI by the Loudoun County Board of Supervisors, Dewberry prepared the Interchange Justification Report (IJR) along with a NEPA Environmental Assessment (EA) which were subsequently submitted to Loudoun County, VDOT, and FHWA for approval (as required) in advance of final design.

Following approval of the IJR and the EA, funding for final design and construction was identified by Loudoun County and VDOT. Concurrent with the interchange design, VDOT was preparing a separate project to widen and reconstruct Belmont Ridge Road within the interchange project limits. To eliminate potential project conflicts and avoid overlapping design and construction efforts, the widening and reconstruction of Belmont Ridge Road was added to the interchange project, extending the interchange project limits to a point just south of Gloucester Parkway.

Dewberry's scope included:

- Field surveys
- Environmental studies, investigations, and documentation
- Traffic data collection and analysis and Interchange Justification Report (IJR) development;
- Roadway geometric design
- Structural design
- Hydraulic design and analysis, including floodplain analysis and stormwater management design
- Traffic engineering design including temporary traffic control, signing & pavement marking, roadway and interchange lighting, and traffic signal design
- Utility relocation coordination and design of water & sewer relocation facilities
- Oversight of all subconsultant services
- Public outreach

DEWBERRY'S ROLE: Dewberry was the engineer of record, responsible for providing all engineering design services, field surveys, and environmental permitting and permit monitoring services. Dewberry prepared the NEPA EA document for review by Loudoun County, VDOT and Federal Highways, including coordination with all environmental agencies and the formal scoping process. Dewberry oversaw subconsultant services to provide aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, traffic counts and projections, and noise and air quality analysis as part of the NEPA documentation efforts. Dewberry also prepared all of the documentation and exhibits used for public outreach efforts, and attended each of the public outreach meetings and hearings. Dewberry also provided engineering support during construction and provided documentation to facilitate Street Acceptance by VDOT.

DEMONSTRATED EXPERIENCE:

MINIMIZING COSTS: As preliminary design efforts were underway by Dewberry to Loudoun County, VDOT was also preparing conceptual design for the widening of Belmont Ridge Road at the existing alignment and grade through the interchange limits. To avoid duplicative work, Loudoun County and VDOT authorized Dewberry to extend the interchange project limits to the south, simplifying temporary traffic control designs (since only a 2-lane road was maintained through construction). By extending the project limits, reconstruction of the existing road was eliminated, resulting in reduced costs for the overall Belmont Ridge Road widening.

VDHR AND SECTION 106 EXPERIENCE: Design of the interchange, including the preliminary and final design efforts, was funded by Loudoun County with only local funds. However, environmental documentation and studies were completed by Dewberry to facilitate use of State and Federal funds for right-of-way acquisitions, utility relocations, and construction. To accommodate this funding flexibility, Dewberry prepared environmental documentation in accordance with NEPA requirements including coordination with all necessary local, state and federal agencies. Extensive coordination was completed with VDHR for Section 106 impacts to document the avoidance of impacts at the Belmont Slave Cemetery. One of the primary reasons for selecting the SPUI as the recommended interchange configuration was due to the avoidance of the cemetery and providing the largest offset/buffer between the interchange, relocated Belmont Ridge Road, and the cemetery area. Based on the successful coordination and documentation completed by Dewberry, all required USACE and Department of Environmental Quality (DEQ) permits were obtained. Following construction of the interchange, additional coordination was also completed by Dewberry for development of a sidewalk connection which extended from Belmont Ridge Road to the old road and cul-de-sac which were maintained to accommodate access to the cemetery.

PEDESTRIAN FACILITY DESIGN: As identified on the Loudoun County Countywide Transportation Plan, the interchange improvements included 10' wide shared-use path facilities on each side of Belmont Ridge Road, extending for the full-length of the improvements. These facilities connected with existing sidewalks and trails at the north end of the project and along Gloucester Parkway. Following construction of the interchange and prior to VDOT Street Acceptance, the County authorized design of a sidewalk connection between Belmont Ridge Road and the old alignment of Route 659 to improve access to the Belmont Slave Cemetery. Dewberry completed the design of this facility which was constructed and accepted as part of the interchange improvements.

UTILITY COORDINATION: The interchange improvements and widening and realignment of Belmont Ridge Road required relocation of numerous utilities. Dewberry completed the utility coordination efforts for the relocation of overhead power and communication facilities, water and sewer facilities, and gas transmission and distribution infrastructure. Dewberry identified the required utility corridors for relocations, and prepared conceptual layouts of relocations which enabled the overlapping of utility easements to reduce the relocation footprint. The relocation of the waterlines along Belmont Ridge Road and crossing Route 7 were increased from a 20" main to a 36" main as part of a betterment funded by Loudoun Water. Finally, utility sleeves for water and sewer services to accommodate future adjacent development were included in the construction plan assembly.

LIMITING IMPACTS TO THE PUBLIC: Relocation of Belmont Ridge Road approximately 400' to the west of the existing signalized intersection at Route 7 was implemented to reduce impacts to the public during construction. This shift in horizontal alignment enabled the profile of Belmont Ridge Road to be raised to pass over Route 7 (avoiding extensive rock excavation had the profile passed below Route 7) and to eliminate flooding approximately 1,000' south of Route 7 where a large tributary to Goose Creek regularly overtopped the existing road. Dewberry developed a multi-stage temporary traffic control plan which ensured all turning movements and thru lanes were maintained during construction outside of short-term, temporary off-peak lane closures.

Response to Request for Proposals

State Project Nos.: 9999-166-294, P101, R201, C501 (UPC 121374)

9999-964-016, P101, R201, C501 (UPC 119599)

Contract ID Number: C00121374DB121



March 14, 2023 – Electronic Copy

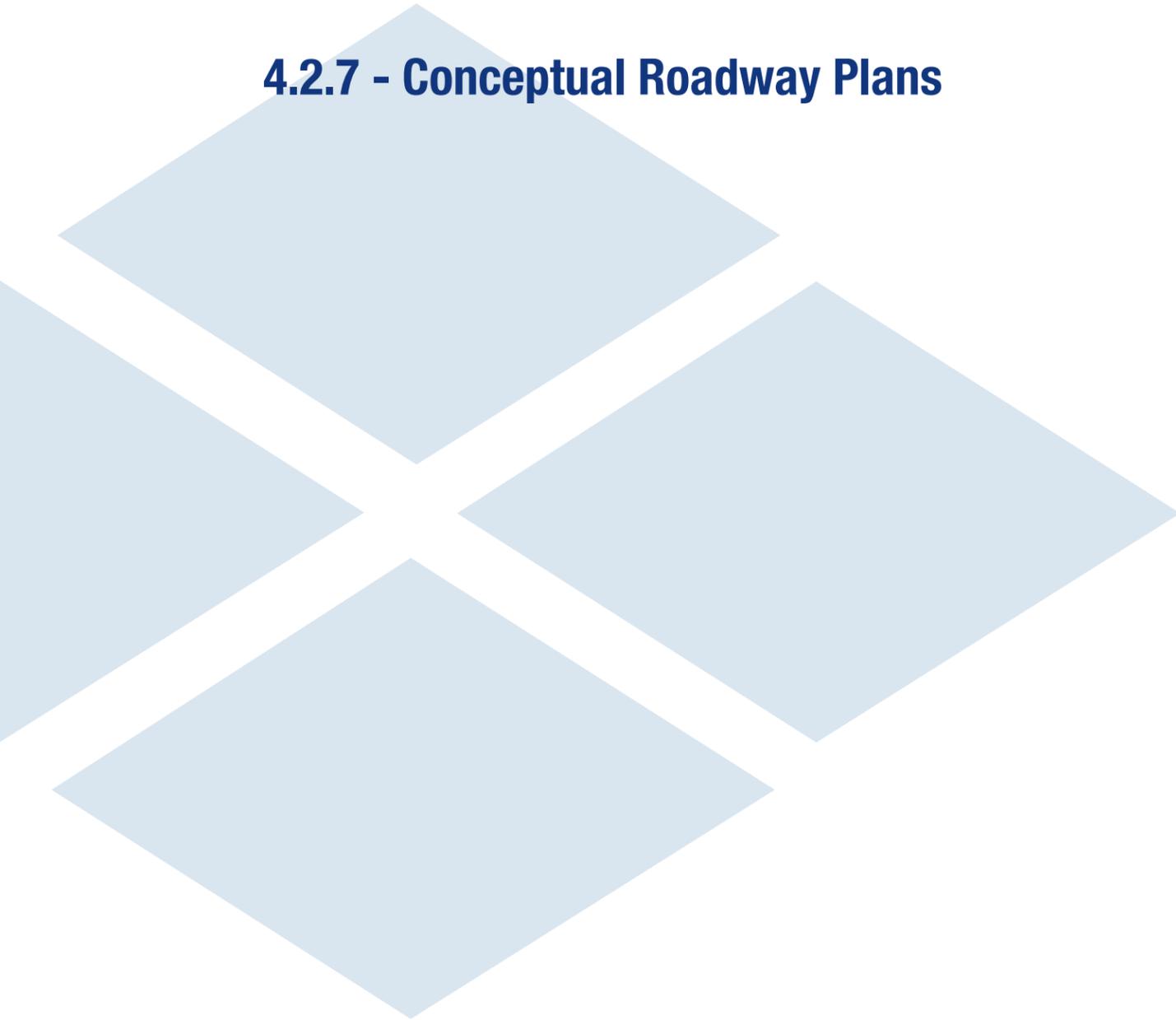
Fall Line Trail - Northern Section (Segment 7C.2 - 7C.4)

Town of Ashland, Hanover County and Henrico County, Virginia

Volume II: Design Concept



4.2.7 - Conceptual Roadway Plans

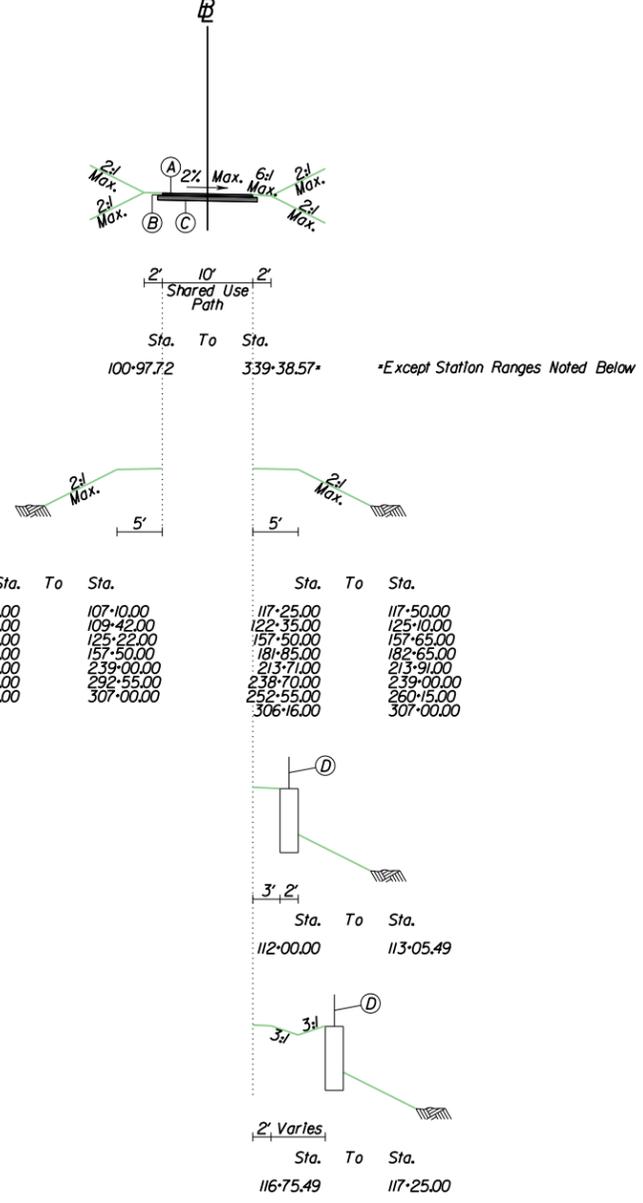


TYPICAL SECTIONS

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101, R201, C501 9999-964-016 P101, R201, C501	



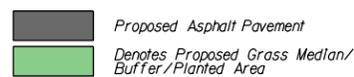
Fall Line Trail Shared Use Path



Sta.	To	Sta.	Sta.	To	Sta.
104+50.00		107+10.00	117+25.00		117+50.00
108+68.00		109+42.00	122+35.00		125+10.00
124+15.00		125+22.00	157+50.00		157+65.00
157+30.00		157+50.00	181+85.00		182+65.00
238+70.00		239+00.00	213+71.00		213+91.00
290+95.00		292+55.00	238+70.00		239+00.00
306+60.00		307+00.00	252+55.00		260+15.00
			306+16.00		307+00.00

LEGEND

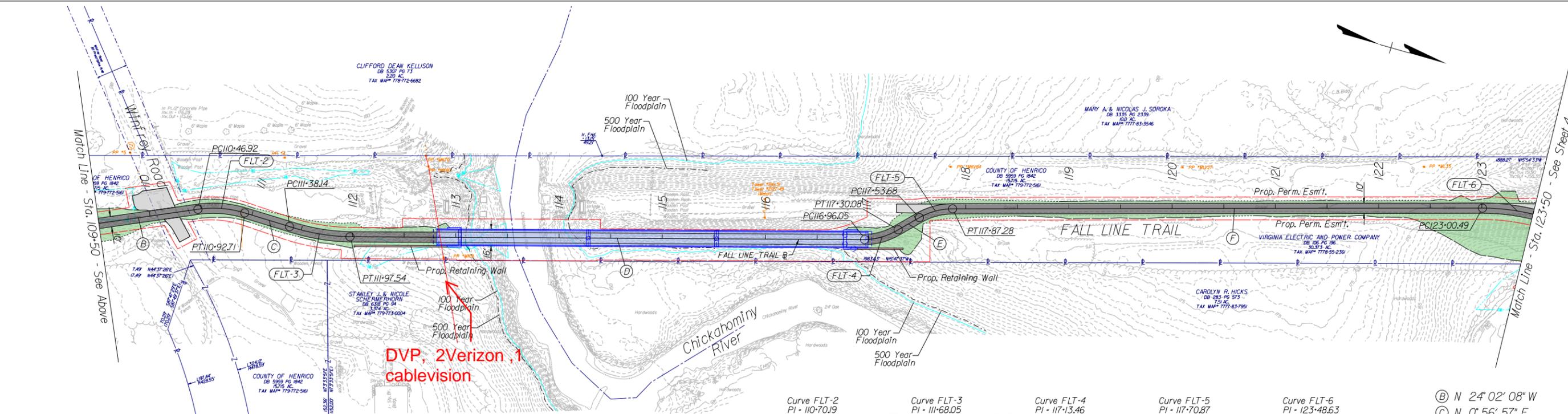
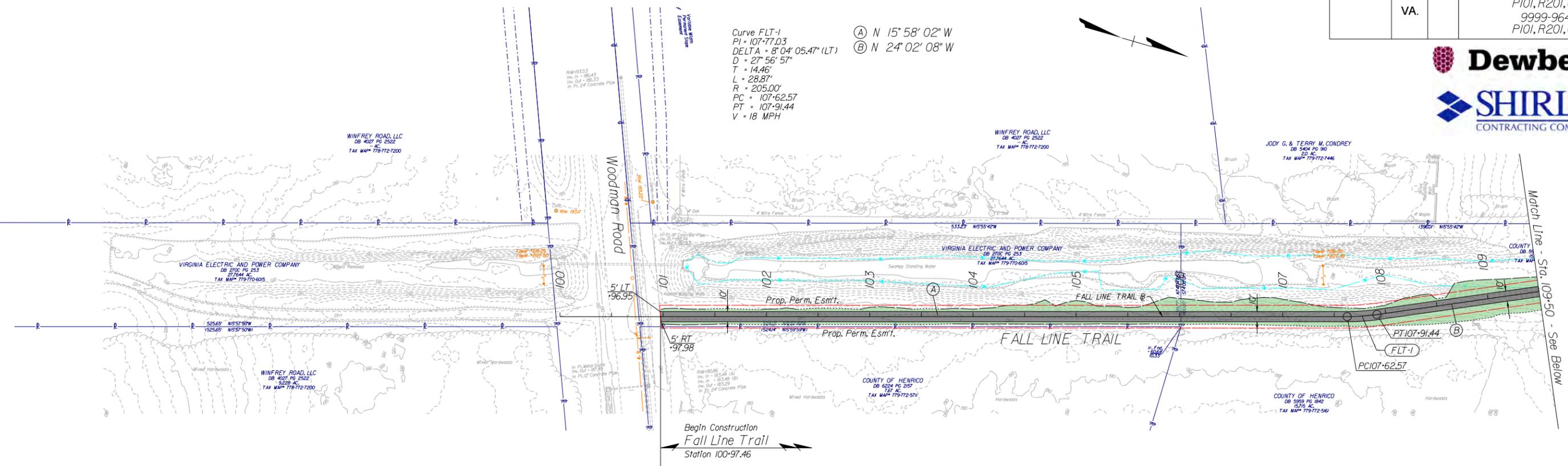
- (A) Surface Course, 1.5" Asphalt Concrete, Type SM-9.5A Req'd.
- (B) Intermediate Course, 2" Asphalt Concrete, Type SM-19.0A Req'd.
- (C) Base Course, 6.0" Aggregate Size No. 21B Req'd.
- (D) Handrail, HR-1 Type III Req'd.



PROJECT
9999-166-294
9999-964-016

SHEET NO.
Pg. 30

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 PI01, R201, C501 9999-964-016 PI01, R201, C501	



LEGEND

Denotes Proposed Trail	Denotes Minimum Pavement Section Asphalt	Denotes Existing R/W
Denotes Proposed Bridge	Denotes Demolition of Pavement	RFP Proposed Permanent Easement
Denotes Proposed Buffer/Construction Limits/Planted Area	Denotes Construction Limits in Cuts	Existing Utilities
Denotes Proposed Retaining Wall	Denotes Construction Limits in Fills	Existing Wetlands

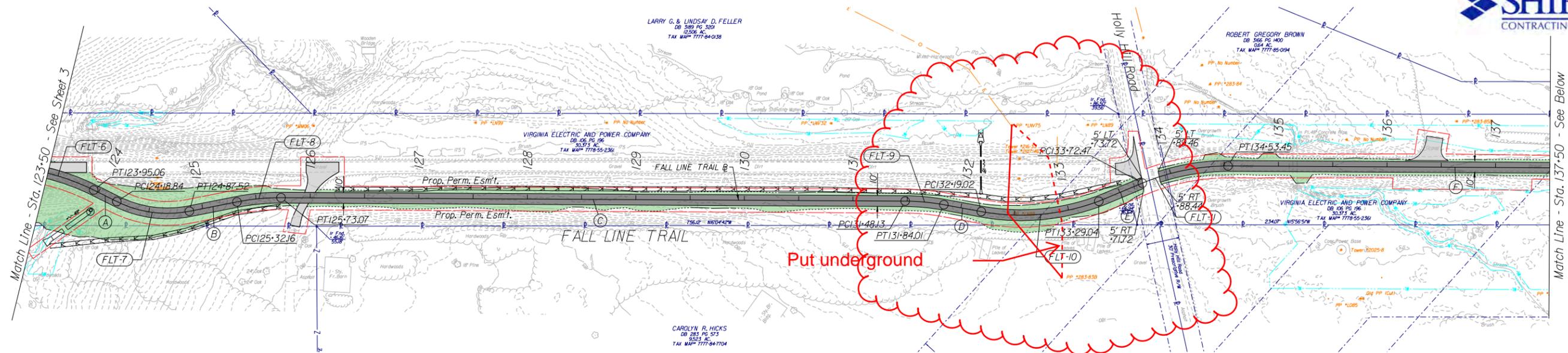
<p>Curve FLT-2 PI = 110+70.19 DELTA = 2°4'59"04.22" (RT) D = 54°34'03" T = 23.26' L = 45.79' R = 105.00' PC = 110+46.92 PT = 110+92.71 V = 18 MPH</p>	<p>Curve FLT-3 PI = 111+68.05 DELTA = 16°36'13.65" (LT) D = 27°56'57" T = 29.91' L = 59.41' R = 205.00' PC = 111+38.14 PT = 111+97.54 V = 18 MPH</p>	<p>Curve FLT-4 PI = 117+13.46 DELTA = 30°00'00.00" (LT) D = 88°08'50" T = 17.42' L = 34.03' R = 65.00' PC = 116+96.05 PT = 117+30.08 V = 18 MPH</p>	<p>Curve FLT-5 PI = 117+70.87 DELTA = 29°36'48.60" (RT) D = 88°08'50" T = 17.18' L = 33.60' R = 65.00' PC = 117+53.68 PT = 117+87.28 V = 18 MPH</p>	<p>Curve FLT-6 PI = 123+48.63 DELTA = 26°25'48.28" (RT) D = 27°56'57" T = 48.14' L = 94.56' R = 205.00' PC = 123+00.49 PT = 123+95.06 V = 18 MPH</p>
--	---	--	--	---

(B) N 24°02'08" W
(C) N 0°56'57" E
(D) N 15°39'17" W
(E) N 45°39'17" W
(F) N 16°02'28" W

REVISED	STATE	ROUTE	STATE	PROJECT	SHEET NO.
	VA.			9999-166-294 PI01,R201,C501 9999-964-016 PI01,R201,C501	

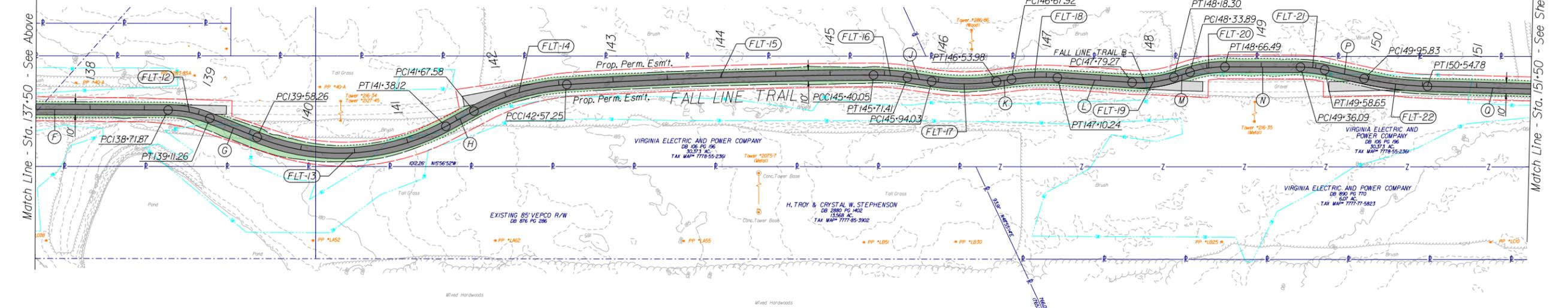


- Curve FLT-6
PI = 123-48.63
DELTA = 26° 25' 48.28" (RT)
D = 27' 56' 57"
T = 48.14'
L = 94.56'
R = 205.00'
PC = 123-00.49
PT = 123-95.06
V = 18 MPH
- Curve FLT-7
PI = 124-54.46
DELTA = 37° 28' 38.92" (LT)
D = 54' 34' 03"
T = 35.62'
L = 68.68'
R = 105.00'
PC = 124-18.84
PT = 124-87.52
V = 18 MPH
- Curve FLT-8
PI = 125-52.68
DELTA = 11° 26' 02.04" (RT)
D = 27' 56' 57"
T = 20.52'
L = 40.91'
R = 205.00'
PC = 125-32.16
PT = 125-73.07
V = 18 MPH
- Curve FLT-9
PI = 131-66.12
DELTA = 10° 01' 40.28" (RT)
D = 27' 56' 57"
T = 17.99'
L = 35.88'
R = 205.00'
PC = 131-48.13
PT = 131-84.01
V = 18 MPH
- Curve FLT-10
PI = 132-75.39
DELTA = 30° 44' 53.18" (LT)
D = 27' 56' 57"
T = 56.37'
L = 110.01'
R = 205.00'
PC = 132-19.02
PT = 133-29.04
V = 18 MPH
- Curve FLT-11
PI = 134-13.50
DELTA = 22° 37' 52.76" (RT)
D = 27' 56' 57"
T = 41.02'
L = 80.97'
R = 205.00'
PC = 133-72.47
PT = 134-53.45
V = 18 MPH



- (A) N 10° 23' 20" E
- (B) N 27° 05' 19" W
- (C) N 15° 39' 17" W
- (D) N 5° 37' 37" W
- (E) N 38° 24' 31" W
- (F) N 15° 38' 15" W

- Curve FLT-12
PI = 138-91.80
DELTA = 21° 29' 46.34" (RT)
D = 54' 34' 03"
T = 19.93'
L = 39.39'
R = 105.00'
PC = 138-71.87
PT = 139-11.26
V = 18 MPH
- Curve FLT-13
PI = 140-54.44
DELTA = 50° 16' 10.66" (LT)
D = 27' 56' 57"
T = 96.18'
L = 179.86'
R = 205.00'
PC = 139-58.26
PT = 141-38.12
V = 18 MPH
- Curve FLT-14
PI = 142-13.15
DELTA = 25° 03' 37.90" (RT)
D = 27' 56' 57"
T = 45.56'
L = 89.66'
R = 205.00'
PC = 141-67.58
PT = 142-57.25
V = 18 MPH
- Curve FLT-15
PI = 143-98.69
DELTA = 3° 14' 14.79" (RT)
D = 1° 08' 41"
T = 141.44'
L = 282.80'
R = 5,005.00'
PCC = 142-57.25
V = 18 MPH
- Curve FLT-16
PI = 145-55.76
DELTA = 8° 45' 55.15" (RT)
D = 27' 56' 57"
T = 15.71'
L = 31.36'
R = 205.00'
PCC = 145-40.05
PT = 145-71.41
V = 18 MPH
- Curve FLT-17
PI = 146-24.22
DELTA = 16° 45' 17.44" (LT)
D = 27' 56' 57"
T = 30.19'
L = 59.95'
R = 205.00'
PC = 145-94.03
PT = 146-53.98
V = 18 MPH



LEGEND

- Denotes Proposed Trail
- Denotes Proposed Bridge
- Denotes Proposed Buffer/Construction Limits/Planted Area
- Denotes Proposed Retaining Wall
- Denotes Minimum Pavement Section Asphalt
- Denotes Demolition of Pavement
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills
- Denotes Existing R/W
- RFP Proposed Permanent Easement
- Existing Utilities
- Existing Wetlands

- Curve FLT-18
PI = 146-89.16
DELTA = 11° 49' 43.59" (RT)
D = 27' 56' 57"
T = 21.24'
L = 42.32'
R = 205.00'
PC = 146-67.92
PT = 147-10.24
V = 18 MPH
- Curve FLT-19
PI = 147-99.01
DELTA = 11° 17' 53.01" (LT)
D = 54' 34' 03"
T = 19.74'
L = 39.03'
R = 105.00'
PC = 147-79.27
PT = 148-18.30
V = 18 MPH
- Curve FLT-20
PI = 148-50.32
DELTA = 17° 47' 14.59" (RT)
D = 54' 34' 03"
T = 16.43'
L = 32.60'
R = 105.00'
PC = 148-33.89
PT = 148-66.49
V = 18 MPH
- Curve FLT-21
PI = 149-47.42
DELTA = 12° 18' 42.30" (RT)
D = 54' 34' 03"
T = 11.32'
L = 22.56'
R = 105.00'
PC = 149-36.09
PT = 149-58.65
V = 18 MPH
- Curve FLT-22
PI = 150-25.40
DELTA = 11° 04' 23.69" (LT)
D = 18' 47' 08"
T = 29.56'
L = 58.95'
R = 305.00'
PC = 149-95.83
PT = 150-54.78
V = 18 MPH

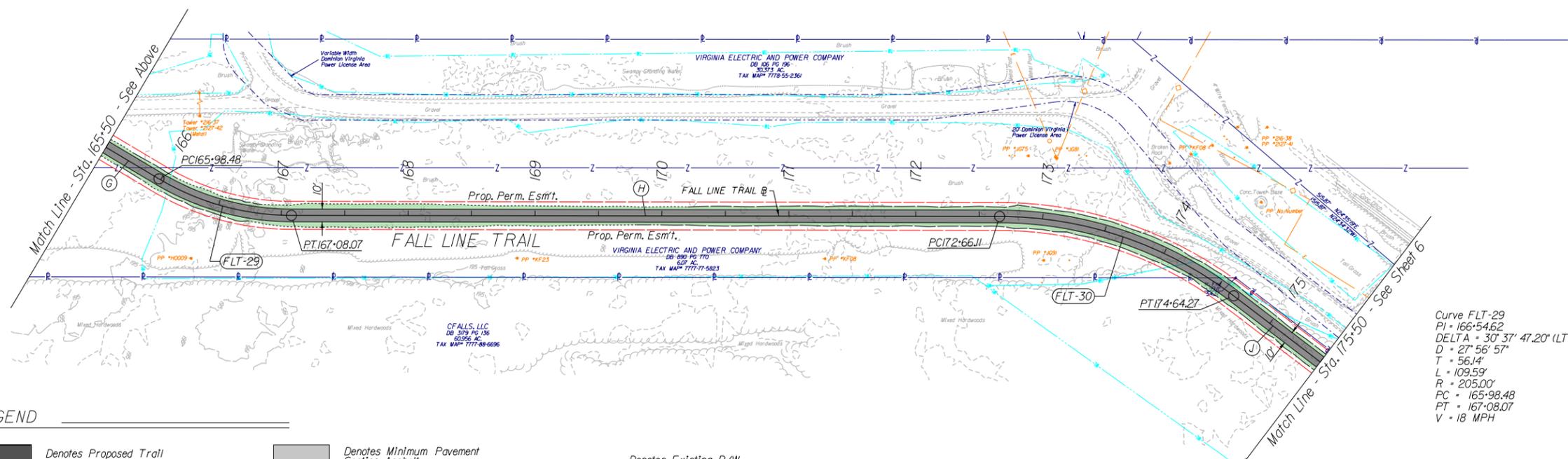
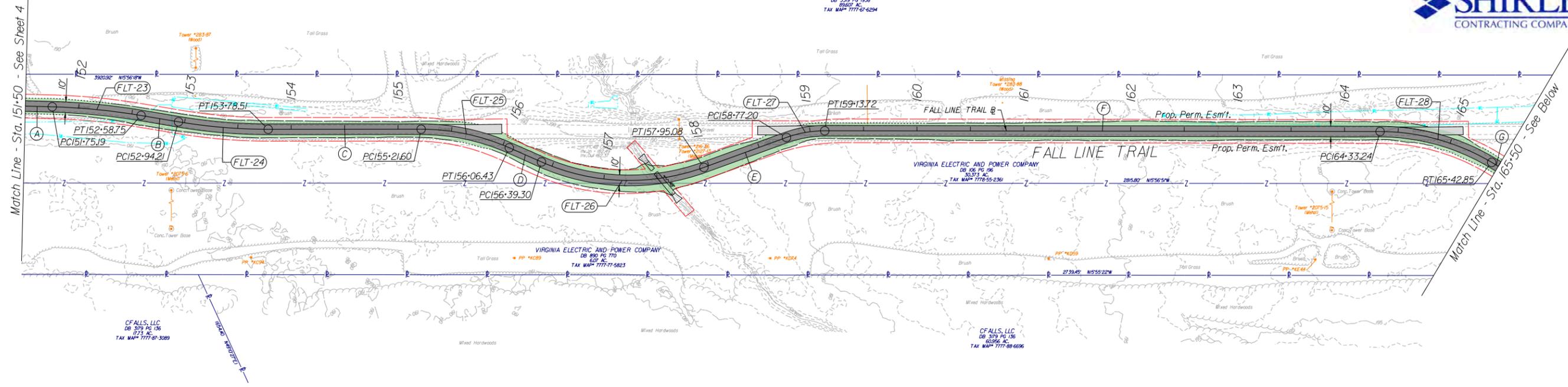
- (F) N 15° 38' 15" W
- (G) N 5° 51' 32" E
- (H) N 44° 24' 39" W
- (J) N 7° 20' 51" W
- (K) N 24° 06' 08" W
- (L) N 12° 16' 25" W
- (M) N 33° 34' 18" W
- (N) N 15° 47' 03" W
- (P) N 3° 28' 21" W
- (Q) N 14° 32' 45" W

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 PI01, R201, C501 9999-964-016 PI01, R201, C501	



- Curve FLT-23
PI = 152-17.04
DELTA = 7° 54' 49.16" (RT)
D = 9' 28' 13"
T = 41.85'
L = 83.56'
R = 605.00'
PC = 151-75.19
PT = 152-58.75
V = 18 MPH
- Curve FLT-24
PI = 153-36.46
DELTA = 9° 33' 51.04" (LT)
D = 11' 20' 45"
T = 42.25'
L = 84.30'
R = 505.00'
PC = 152-94.21
PT = 153-78.51
V = 18 MPH
- Curve FLT-25
PI = 155-64.63
DELTA = 23° 42' 34.28" (RT)
D = 27° 56' 57"
T = 43.03'
L = 84.83'
R = 205.00'
PC = 155-21.60
PT = 156-06.43
V = 18 MPH
- Curve FLT-26
PI = 157-21.77
DELTA = 43° 32' 20.42" (LT)
D = 27° 56' 57"
T = 81.87'
L = 155.78'
R = 105.00'
PC = 156-39.30
PT = 157-95.08
V = 18 MPH
- Curve FLT-27
PI = 158-95.65
DELTA = 19° 55' 49.26" (RT)
D = 54' 34' 03"
T = 18.45'
L = 36.52'
R = 205.00'
PC = 158-77.20
PT = 159-13.72
V = 18 MPH
- Curve FLT-28
PI = 164-89.39
DELTA = 30° 38' 03.97" (RT)
D = 27° 56' 57"
T = 56.15'
L = 109.61'
R = 205.00'
PC = 164-33.24
PT = 165-42.85
V = 18 MPH

- (A) N 14° 32' 45" W
- (B) N 6° 25' 29" W
- (C) N 15° 59' 20" W
- (D) N 7° 43' 14" E
- (E) N 35° 49' 07" W
- (F) N 15° 53' 17" W
- (G) N 14° 44' 47" E



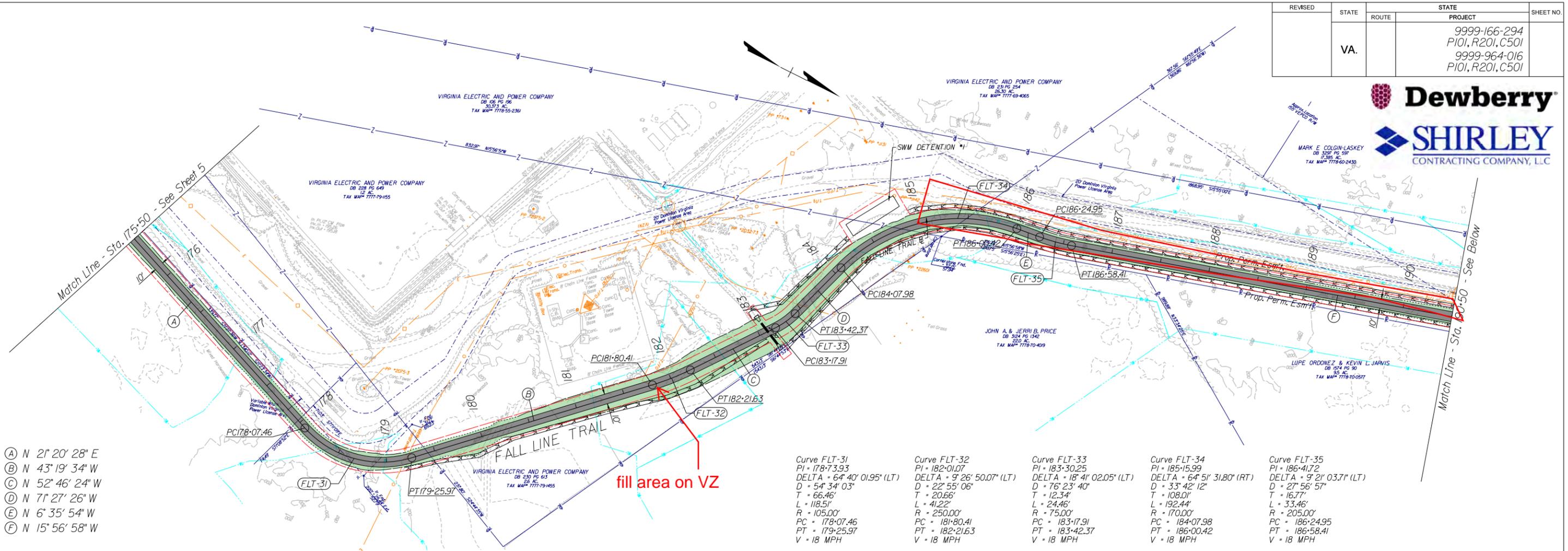
- Curve FLT-29
PI = 166-54.62
DELTA = 30° 37' 47.20" (LT)
D = 27° 56' 57"
T = 56.14'
L = 109.59'
R = 205.00'
PC = 165-98.48
PT = 167-08.07
V = 18 MPH
- Curve FLT-30
PI = 173-68.83
DELTA = 37° 13' 28.68" (RT)
D = 18' 47' 08"
T = 102.72'
L = 198.16'
R = 305.00'
PC = 172-66.11
PT = 174-64.27
V = 18 MPH

- (G) N 14° 44' 47" E
- (H) N 15° 53' 01" W
- (J) N 21° 20' 28" E

LEGEND

- Denotes Proposed Trail
- Denotes Proposed Bridge
- Denotes Proposed Buffer/Construction Limits/Planted Area
- Denotes Proposed Retaining Wall
- Denotes Minimum Pavement Section Asphalt
- Denotes Demolition of Pavement
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills
- Denotes Existing R/W
- RFP Proposed Permanent Easement
- Existing Utilities
- Existing Wetlands

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101, R201, C501 9999-964-016 P101, R201, C501	

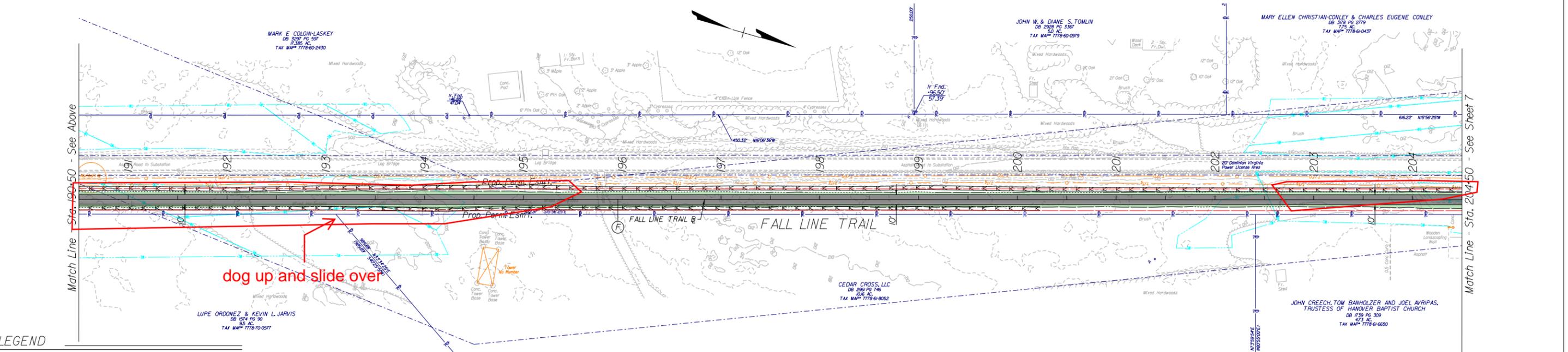


- (A) N 21° 20' 28" E
- (B) N 43° 19' 34" W
- (C) N 52° 46' 24" W
- (D) N 71° 27' 26" W
- (E) N 6° 35' 54" W
- (F) N 15° 56' 58" W

<p>Curve FLT-31 PI = 178+73.93 DELTA = 64° 40' 01.95" (LT) D = 54' 34" 0.3" T = 66.46' L = 118.51' R = 105.00' PC = 178+07.46 PT = 179+25.97 V = 18 MPH</p>	<p>Curve FLT-32 PI = 182+01.07 DELTA = 9° 26' 50.07" (LT) D = 22' 55" 06" T = 20.66' L = 41.22' R = 250.00' PC = 181+80.41 PT = 182+21.63 V = 18 MPH</p>	<p>Curve FLT-33 PI = 183+30.25 DELTA = 18° 41' 02.05" (LT) D = 76' 23' 40" T = 12.34' L = 24.46' R = 75.00' PC = 183+17.91 PT = 183+42.37 V = 18 MPH</p>	<p>Curve FLT-34 PI = 185+15.99 DELTA = 64° 51' 31.80" (RT) D = 33' 42' 12" T = 108.01' L = 192.44' R = 170.00' PC = 184+07.98 PT = 186+00.42 V = 18 MPH</p>	<p>Curve FLT-35 PI = 186+41.72 DELTA = 9° 21' 03.71" (LT) D = 27' 56' 57" T = 16.77' L = 33.46' R = 205.00' PC = 186+24.95 PT = 186+58.41 V = 18 MPH</p>
---	--	--	---	--

fill area on VZ

dog up and slide over



LEGEND

- | | | |
|--|--|---------------------------------|
| Denotes Proposed Trail | Denotes Minimum Pavement Section Asphalt | Denotes Existing R/W |
| Denotes Proposed Bridge | Denotes Demolition of Pavement | RFP Proposed Permanent Easement |
| Denotes Proposed Buffer/Construction Limits/Planted Area | Denotes Construction Limits in Cuts | Existing Utilities |
| Denotes Proposed Retaining Wall | Denotes Construction Limits in Fills | Existing Wetlands |

(F) N 15° 56' 58" W

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 PI01, R201, C501 9999-964-016 PI01, R201, C501	



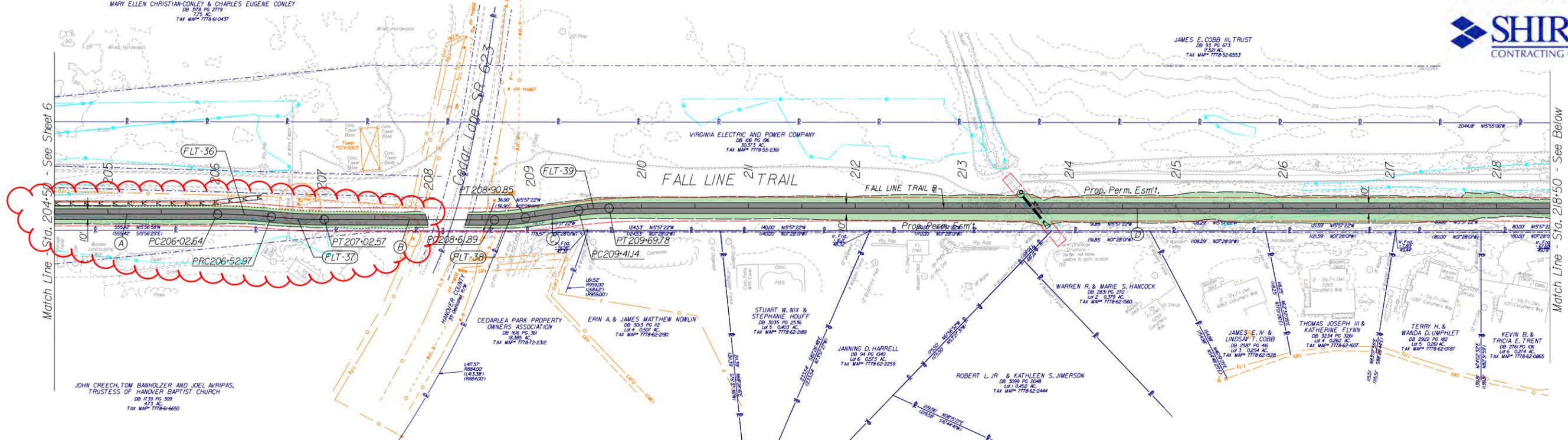
Curve FLT-36
PI = 206.27.83
DELTA = 5° 42' 37.60" (RT)
D = 11' 20' 45"
T = 25.19'
L = 50.33'
R = 505.00'
PC = 206+02.64
PRC = 206+52.97
V = 18 MPH

Curve FLT-37
PI = 206+77.79
DELTA = 5° 37' 39.26" (LT)
D = 11' 20' 45"
T = 24.82'
L = 49.60'
R = 505.00'
PRC = 206+52.97
PT = 207+02.57
V = 18 MPH

Curve FLT-38
PI = 208+76.39
DELTA = 8° 05' 43.12" (LT)
D = 27° 56' 57"
T = 14.51'
L = 28.96'
R = 205.00'
PC = 208+61.89
PT = 208+90.85
V = 18 MPH

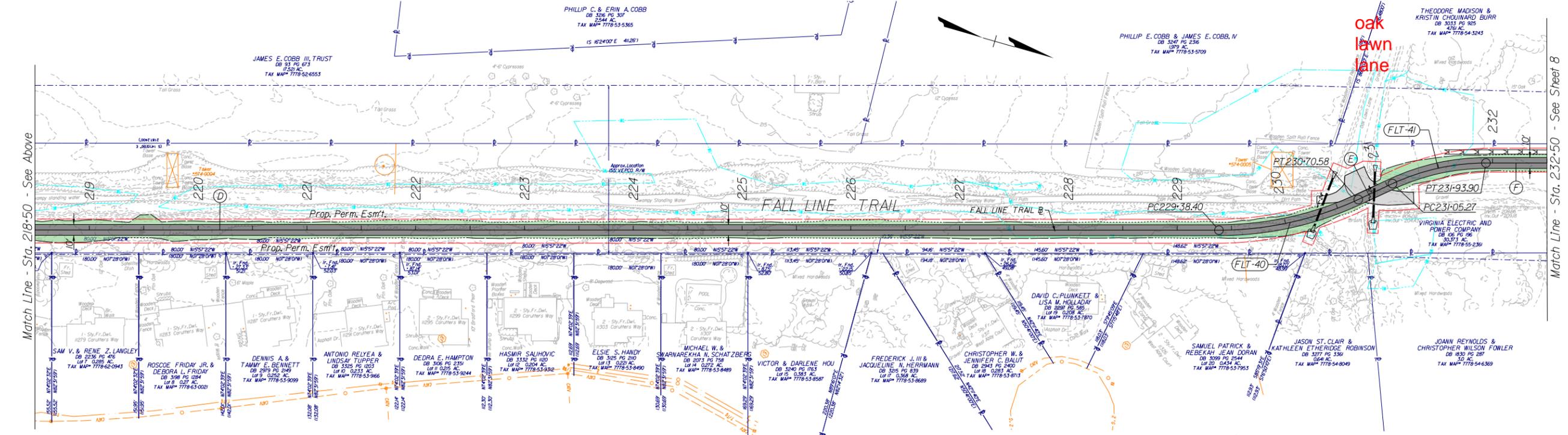
Curve FLT-39
PI = 209+55.48
DELTA = 8° 00' 21.03" (RT)
D = 27° 56' 57"
T = 14.35'
L = 28.64'
R = 205.00'
PC = 209+41.14
PT = 209+69.78
V = 18 MPH

(A) N 15° 56' 58" W
(B) N 15° 52' 00" W
(C) N 23° 57' 43" W
(D) N 15° 57' 22" W



Match Line - Sta. 218+50 - See Above

Match Line - Sta. 232+50 - See Sheet 8



LEGEND

- Denotes Proposed Trail
- Denotes Proposed Bridge
- Denotes Proposed Buffer/Construction Limits/Planted Area
- Denotes Proposed Retaining Wall
- Denotes Minimum Pavement Section Asphalt
- Denotes Demolition of Pavement
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills
- Denotes Existing R/W
- RFP Proposed Permanent Easement
- Existing Utilities
- Existing Wetlands

Curve FLT-40
PI = 230+05.55
DELTA = 24° 49' 47.12" (LT)
D = 18' 47' 08"
T = 67.14'
L = 132.18'
R = 305.00'
PC = 229+38.40
PT = 230+70.58
V = 18 MPH

Curve FLT-41
PI = 231+50.29
DELTA = 24° 46' 16.24" (RT)
D = 27° 56' 57"
T = 45.02'
L = 88.63'
R = 205.00'
PC = 231+05.27
PT = 231+93.90
V = 18 MPH

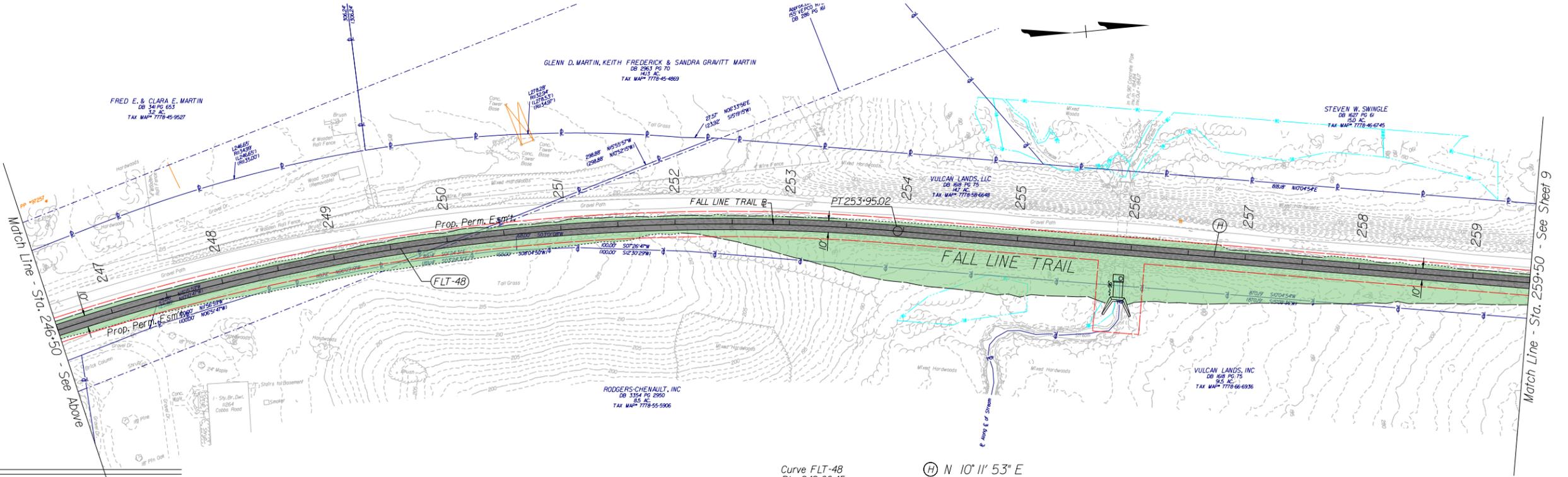
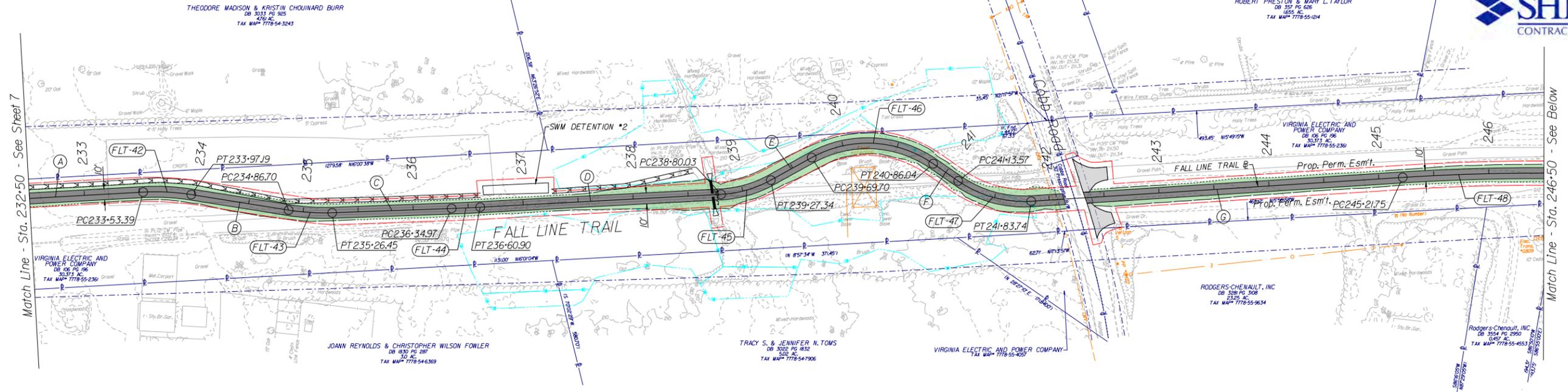
(D) N 15° 57' 22" W
(E) N 40° 47' 09" W
(F) N 16° 00' 52" W

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 PI01, R201, C501 9999-964-016 PI01, R201, C501	



- Curve FLT-42
PI = 233.75.37
DELTA = 12° 14' 34.64" (RT)
D = 27' 56' 57"
T = 21.99'
L = 43.80'
R = 205.00'
PC = 233.53.39
PT = 233.97.19
V = 18 MPH
- Curve FLT-43
PI = 235.06.64
DELTA = 11° 06' 32.82" (LT)
D = 27' 56' 57"
T = 19.94'
L = 39.75'
R = 205.00'
PC = 234.86.70
PT = 235.26.45
V = 18 MPH
- Curve FLT-44
PI = 236.47.93
DELTA = 0° 59' 14.74" (LT)
D = 3' 48' 25"
T = 12.97'
L = 25.94'
R = 1,505.00'
PC = 236.34.97
PT = 236.60.90
V = 18 MPH
- Curve FLT-45
PI = 239.04.09
DELTA = 25° 49' 05.48" (LT)
D = 54' 34' 03"
T = 24.07'
L = 47.31'
R = 105.00'
PC = 238.80.03
PT = 239.27.34
V = 18 MPH
- Curve FLT-46
PI = 240.34.66
DELTA = 63° 29' 09.76" (RT)
D = 54' 34' 03"
T = 64.96'
L = 116.34'
R = 105.00'
PC = 239.69.70
PT = 240.86.04
V = 18 MPH
- Curve FLT-47
PI = 241.50.02
DELTA = 38° 17' 13.10" (LT)
D = 54' 34' 03"
T = 36.45'
L = 70.16'
R = 105.00'
PC = 241.13.57
PT = 241.83.74
V = 18 MPH
- Curve FLT-48
PI = 249.66.45
DELTA = 26° 41' 07.17" (RT)
D = 3' 03' 21"
T = 444.71'
L = 873.28'
R = 1,875.00'
PC = 245.21.75
PT = 253.95.02
V = 18 MPH

- (A) N 16° 00' 52" W
- (B) N 3° 46' 18" W
- (C) N 14° 52' 51" W
- (D) N 15° 52' 05" W
- (E) N 41° 41' 11" W
- (F) N 21° 47' 59" E
- (G) N 16° 29' 14" W



LEGEND

- Denotes Proposed Trail
- Denotes Proposed Bridge
- Denotes Proposed Buffer/Construction Limits/Planted Area
- Denotes Proposed Retaining Wall
- Denotes Minimum Pavement Section Asphalt
- Denotes Demolition of Pavement
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills
- Denotes Existing R/W
- RFP Proposed Permanent Easement
- Existing Utilities
- Existing Wetlands

- Curve FLT-48
PI = 249.66.45
DELTA = 26° 41' 07.17" (RT)
D = 3' 03' 21"
T = 444.71'
L = 873.28'
R = 1,875.00'
PC = 245.21.75
PT = 253.95.02
V = 18 MPH

- (H) N 10° 11' 53" E

SCALE: 0 50' 100'

PROJECT: 9999-166-294, 9999-964-016

SHEET NO. Pg. 36

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101, R201, C501 9999-964-016 P101, R201, C501	



Curve FLT-49
PI = 259+65.14
DELTA = 6° 59' 56.41" (RT)
D = 27' 56' 57"
T = 12.54'
L = 25.04'
R = 205.00'
PC = 259+52.61
PT = 259+77.65
V = 18 MPH

Curve FLT-50
PI = 260+67.81
DELTA = 24° 55' 56.63" (LT)
D = 27' 56' 57"
T = 45.32'
L = 89.21'
R = 205.00'
PC = 260+22.49
PT = 261+11.69
V = 18 MPH

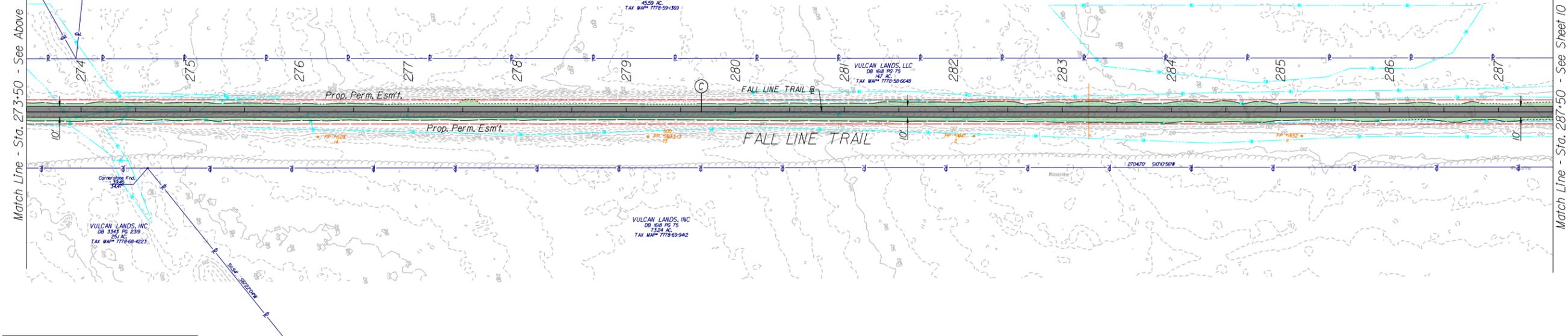
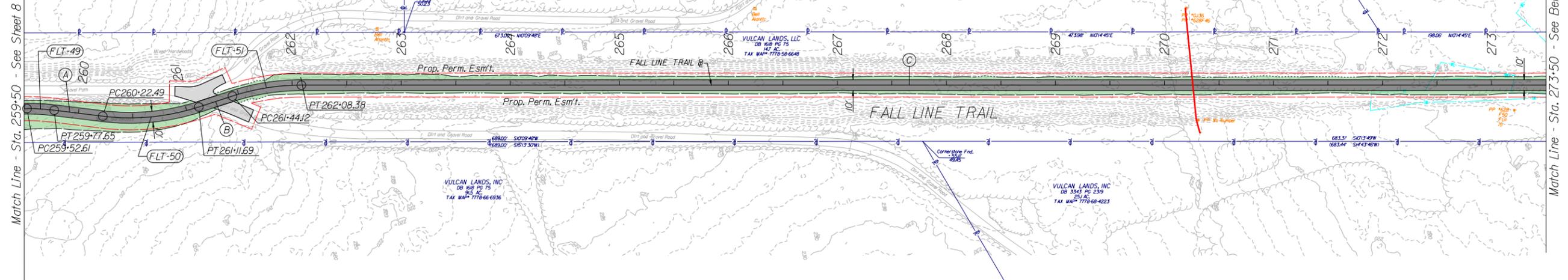
Curve FLT-51
PI = 261+76.52
DELTA = 17° 57' 35.82" (RT)
D = 27' 56' 57"
T = 32.40'
L = 64.26'
R = 205.00'
PC = 261+44.12
PT = 262+08.38
V = 18 MPH

(A) N 17° 11' 49" E
(B) N 7° 44' 07" W
(C) N 10° 13' 29" E

TIMOTHY R. & CAROLYN D. SWINGLE
DB 1627 PG 61
15.916 AC
TAX MAP 7778-47-8489

STEVEN W. SWINGLE
DB 1627 PG 61
50 AC
TAX MAP 7778-46-6145

TIMOTHY R. & CAROLYN D. SWINGLE
DB 2380 PG 3263
2.286 AC
TAX MAP 7778-58-0711



LEGEND

- Denotes Proposed Trail
- Denotes Proposed Bridge
- Denotes Proposed Buffer/Construction Limits/Planted Area
- Denotes Proposed Retaining Wall
- Denotes Minimum Pavement Section Asphalt
- Denotes Demolition of Pavement
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills
- Denotes Existing R/W
- RFP Proposed Permanent Easement
- Existing Utilities
- Existing Wetlands

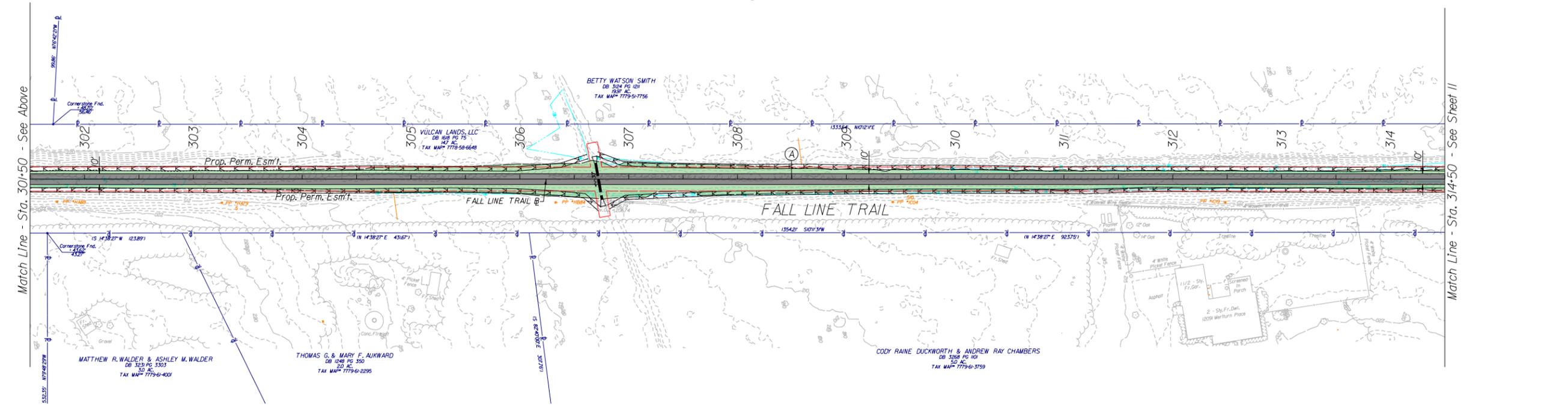
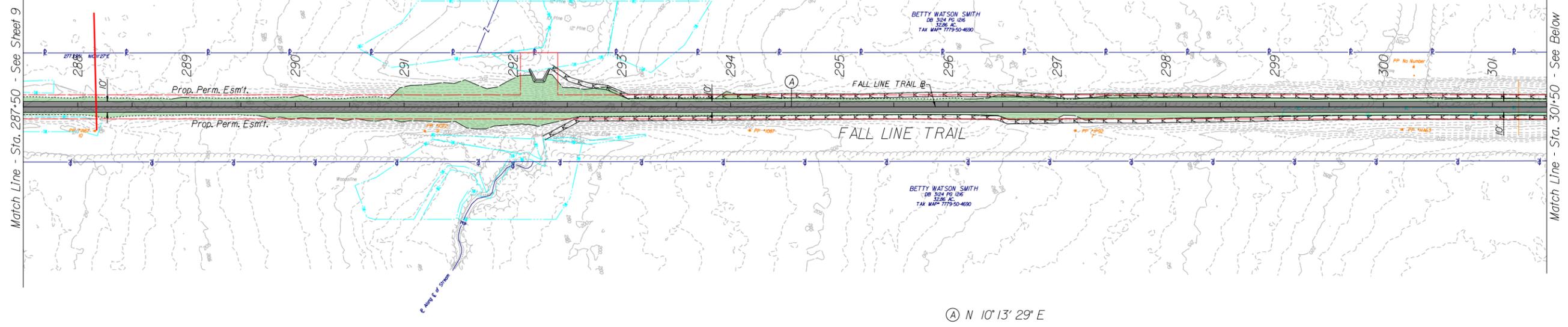
(C) N 10° 13' 29" E



PROJECT
9999-166-294
9999-964-016

SHEET NO.
Pg. 37

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 P101, R201, C501 9999-964-016 P101, R201, C501	



LEGEND

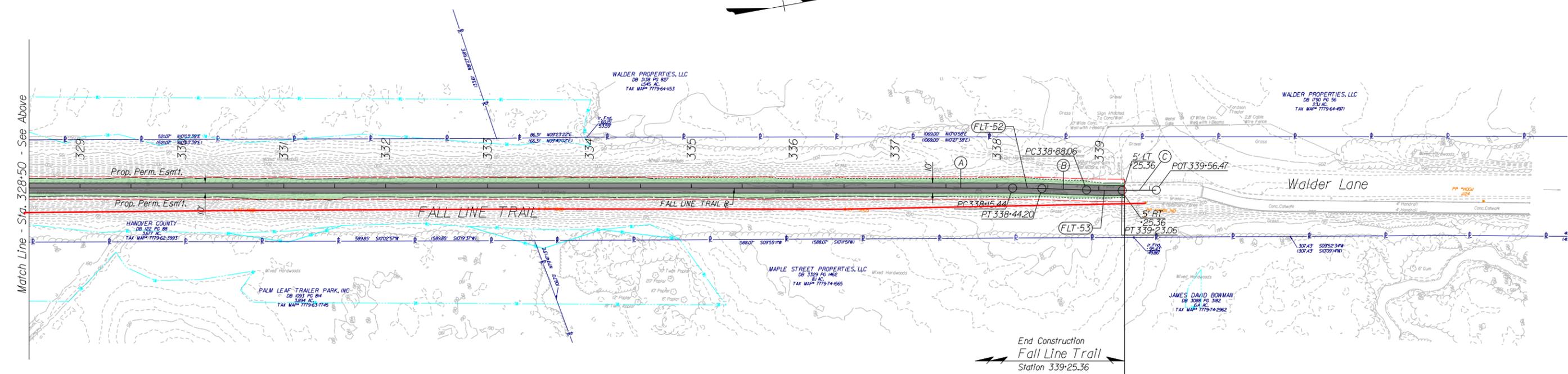
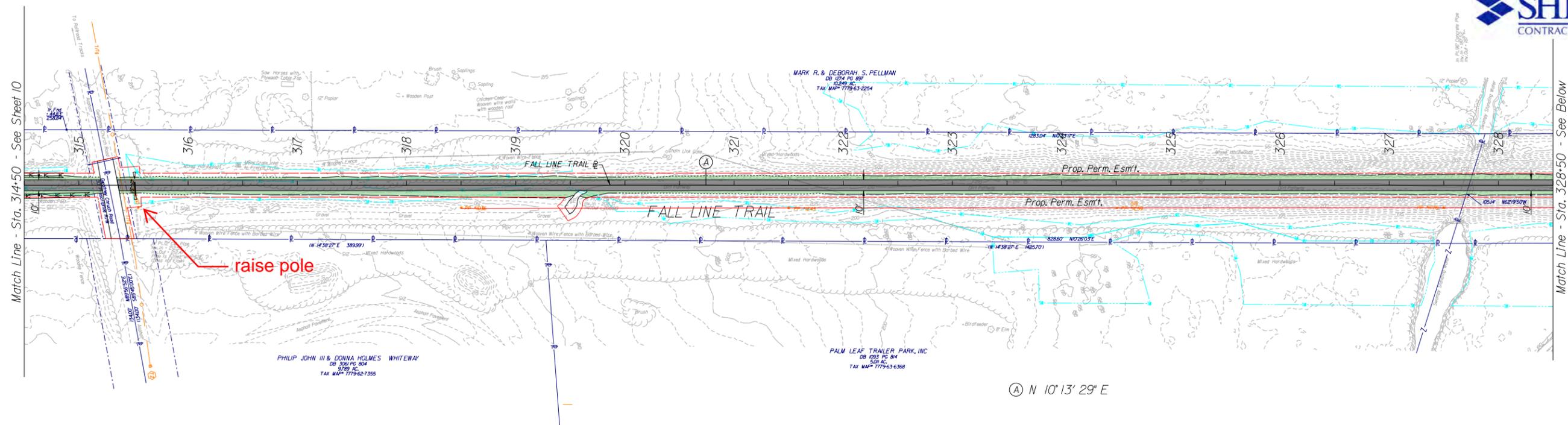
- Denotes Proposed Trail
- Denotes Proposed Bridge
- Denotes Proposed Buffer/Construction Limits/Planted Area
- Denotes Proposed Retaining Wall
- Denotes Minimum Pavement Section Asphalt
- Denotes Demolition of Pavement
- Denotes Construction Limits in Cuts
- Denotes Construction Limits in Fills
- Denotes Existing R/W
- RFP Proposed Permanent Easement
- Existing Utilities
- Existing Wetlands

SCALE: 0 50' 100'

PROJECT: 9999-166-294, 9999-964-016

SHEET NO. Pg. 38

REVISED	STATE	ROUTE	STATE PROJECT	SHEET NO.
	VA.		9999-166-294 PI01, R201, C501 9999-964-016 PI01, R201, C501	



LEGEND

	Denotes Proposed Trail		Denotes Minimum Pavement Section Asphalt		Denotes Existing R/W
	Denotes Proposed Bridge		Denotes Demolition of Pavement		RFP Proposed Permanent Easement
	Denotes Proposed Buffer/Construction Limits/Planted Area		Denotes Construction Limits in Cuts		Existing Utilities
	Denotes Proposed Retaining Wall		Denotes Construction Limits in Fills		Existing Wetlands

Curve FLT-52
 PI = 338+29.82
 DELTA = 7°49'15.35" (RT)
 D = 6'19'52"
 T = 14.38'
 L = 28.76'
 R = 905.00'
 PC = 338+15.44
 PT = 338+44.20
 V = 18 MPH

Curve FLT-53
 PI = 339+05.56
 DELTA = 2°12'57.71" (LT)
 D = 6'19'52"
 T = 17.50'
 L = 35.00'
 R = 905.00'
 PC = 338+88.06
 PT = 339+23.06
 V = 18 MPH

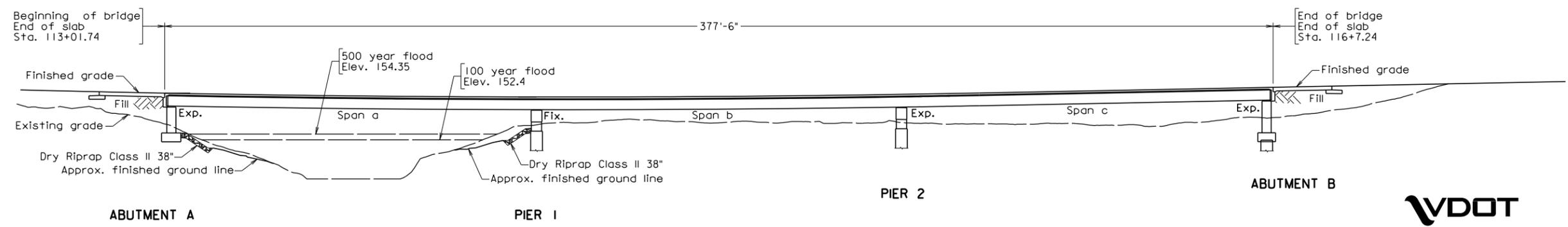
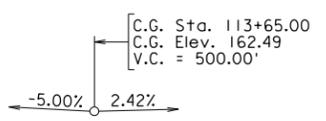
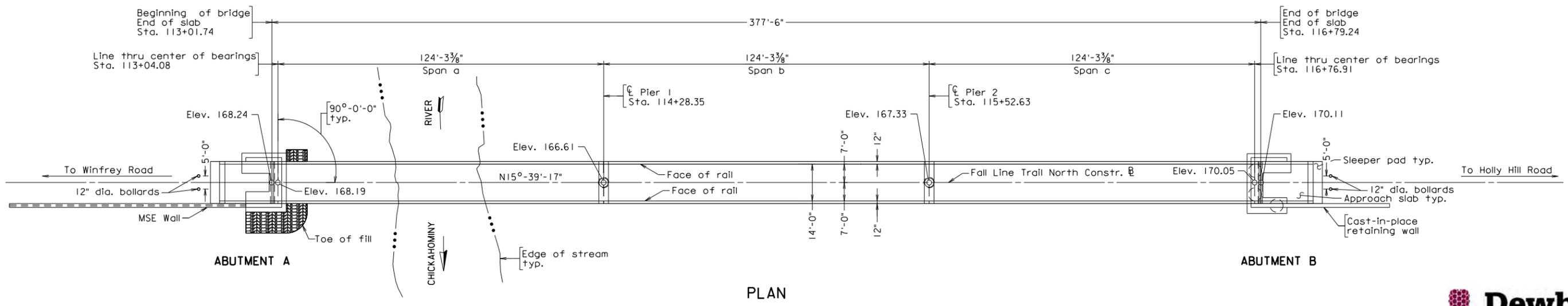
(A) N 10°13'29" E
 (B) N 12°02'44" E
 (C) N 9°49'46" E

4.2.8 - Conceptual Bridge Plans

STATE	FEDERAL AID	STATE	SHEET NO.
VA.	PROJECT	PROJECT	1
Federal Structure No. TBD		9999-964-016, B...	
Federal Stewardship and Oversight Code: N/A		FHWA Construction and Scour Code: TBD	
		UPC No. 119599	

DESIGN EXCEPTION(S):
None.

GENERAL NOTES:
See sheet 2 of 2.



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSED BRIDGE ON

FALL LINE TRAIL NORTH OVER
CHICKAHOMINY RIVER
HENRICO-HANOVER COUNTY LINE
PROJ. 9999-964-016, B...

Recommended for Approval: _____ Date _____
(Developer)

Approved: _____ Date _____
Chief Engineer

Date: March 14, 2023 © 2023, Commonwealth of Virginia

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED
FOR CONSTRUCTION

Scale: 1" = 20'

No.	Description	Date
REVISIONS		
For Table of Revisions, see Sheet 2.		

XXX-XX
Sheet 1 of 2

01-General Plan and Elevation.dgn

DEWBERRY ENGINEERS INC. FAIRFAX, VA STRUCTURAL ENGINEER	
PLANS BY:	Dewberry Engineers Inc.
COORDINATED:	
SUPERVISED:	
DESIGNED:	
DRAWN:	
CHECKED:	

STATE	FEDERAL AID		STATE	SHEET
ROUTE	PROJECT	ROUTE	PROJECT	NO.
VA.		-	9999-964-016 B---	

GENERAL NOTES:

The original approved sheet, including original signatures, is filed in the VDOT Central Office. Any misuse of electronic files, including scanned signatures is illegal. Violators will be prosecuted to the full extent of the applicable laws.

Widths: 14'-0" face to face of rails.

Span layout: 124'-3³/₈" - 124'-3³/₈" - 124'-3³/₈" continuous steel plate girder spans.

Capacity: 90 psf Pedestrian Live Loading or H-10 (20,000 lb) vehicle defined as a front axle load of 4,000 lbs and a rear axle of 16,000 lbs, with axle spacing of 14'-0", wheel spacing of 6'-0".

Drainage area: 33.6 sq. mi.

Specifications:

Construction: Virginia Department of Transportation Road and Bridge Specifications, 2020.

Design: AASHTO LRFD Bridge Design Specifications, 8th Edition, 2017; and VDOT Modifications.

LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Edition, 2009; and VDOT Modifications.

Standards: Virginia Department of Transportation Road and Bridge Standards, 2016; including all current revisions.

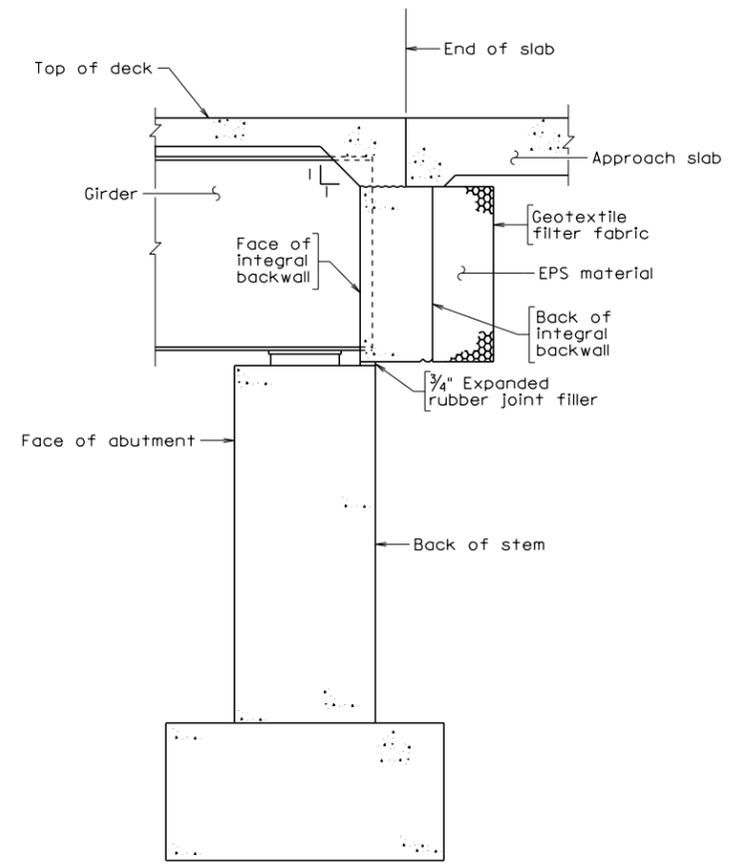
These plans are incomplete unless accompanied by the Supplemental Specifications and Special Provisions included in the contract documents.

Design loading includes 20 psf allowance for construction tolerances and construction methods.

Design loading includes 15 psf allowance for future wearing surface.

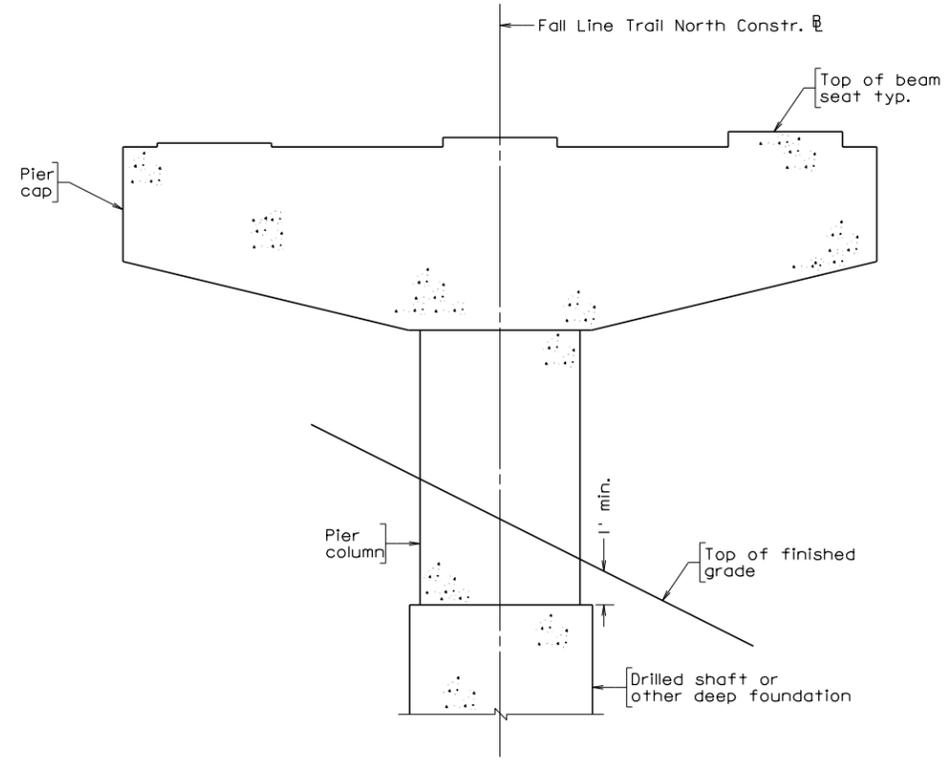
All structural steel, including bearings, shall be ASTM A709 Grade 50W and shall be unpainted.

Concrete in superstructure, rails, shall be Low Shrinkage Class A4 Modified in accordance with Section 217.12(a); in substructure, Class A3.

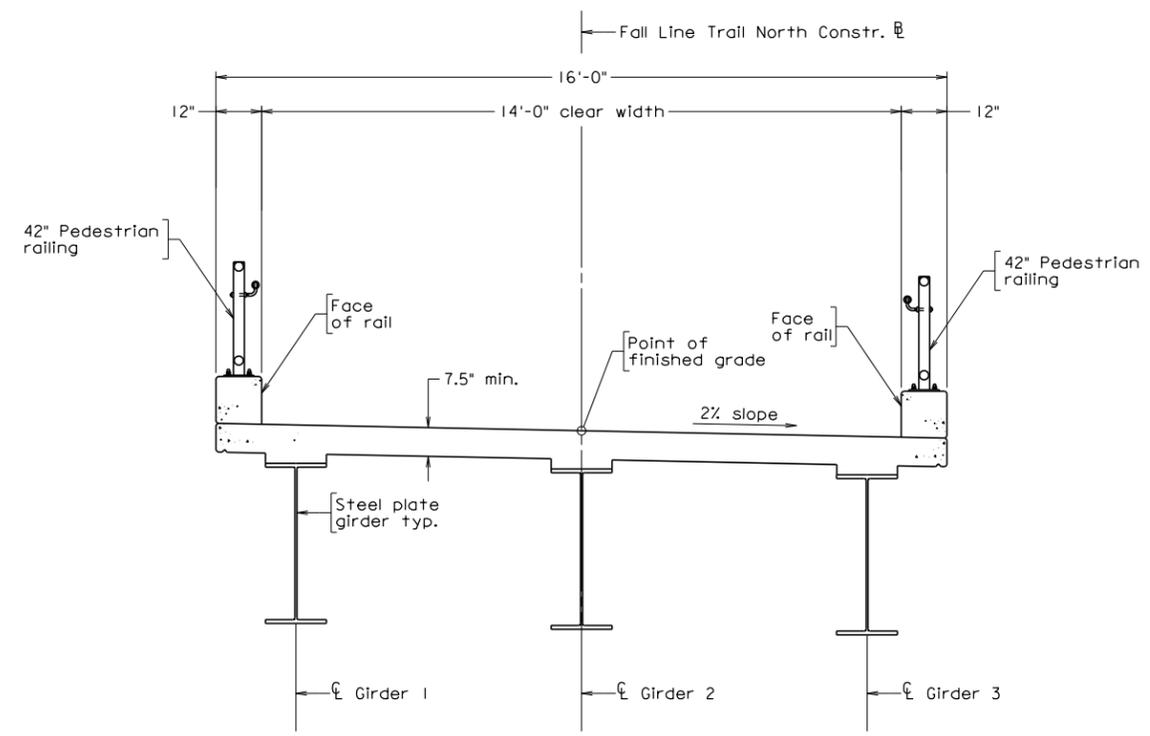


SEMI-INTEGRAL ABUTMENT TYPICAL SECTION

Note:
Foundation not shown for clarity. Foundation type to be determined by geotechnical conditions.



TYPICAL PIER ELEVATION



TRANSVERSE SECTION

PRELIMINARY PLANS
THESE PLANS NOT TO BE USED FOR CONSTRUCTION



06_Details.dgn

DEWBERRY ENGINEERS INC.
FAIRFAX, VA
STRUCTURAL ENGINEER

COMMONWEALTH OF VIRGINIA DEPARTMENT OF TRANSPORTATION			
STRUCTURE AND BRIDGE DIVISION			
TRANSVERSE SECTION, ABUTMENT, AND PIER DETAILS			
No.	Description	Date	Designed: Drawn: Checked:
Revisions		Date	Plan No. Sheet No.
		Mar 2023	XXX-XX 2 of 2

Response to Request for Proposals

State Project Nos.: 9999-166-294, P101, R201, C501 (UPC 121374)
9999-964-016, P101, R201, C501 (UPC 119599)

Contract ID Number: C00121374DB121

March 14, 2023 – Electronic Copy



Fall Line Trail - Northern Section (Segment 7C.2 - 7C.4)

Town of Ashland, Hanover County and Henrico County, Virginia

Price Proposal



4.0.1.2 - Design-Build Price Proposal Checklist



ATTACHMENT 4.0.1.2

**DESIGN-BUILD PRICE PROPOSAL
CHECKLIST**

**Project Name: Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)
Contract ID Number: C00121374DB121**

➤ **Contents of Price Proposal:**

- Cost Breakdown Summary in whole numbers and the Proposal Price, in both numbers and words (Part 1, Attachment 4.3.1)**
 - Price Adjustment Information and Forms for Asphalt, Fuel and Steel, including identification of pay items and associated quantities eligible for adjustment (Part 3, Section 6.3, Attachments 6.3(a), 6.3(c), and 6.3(d))**
 - Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications**
 - Sworn Statement Forms C-104 and C-105 (Part 1, Attachments 4.3.4(a) and 4.3.4(b))**
-

4.3.1 Cost Breakdown Summary/ Price Proposal



ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

4.3.1 Offeror shall specify the pricing information for the items below, the dollars amount shall be in whole numbers:

Price Proposal Cost Breakdown Summary;

Design Services, LS	\$ <u>3,350,000.00</u>
Construction Services (exclude QA/QC), LS	\$ <u>14,745,000.00</u>
Quality Assurance (QA) (Construction), LS	\$ <u>1,100,000.00</u>
Quality Control (QC) (Construction), LS	\$ <u>675,000.00</u>

Proposal Price; (Specify the Total Lump Sum price in both numbers and words, this price shall **equal** to the total sum of the items listed above)

Lump Sum (LS): Nineteen million eight hundred seventy thousand dollars
(\$ 19,870,000.00)

Signature:  Date: March 14, 2023

Design-Builder: Shirley Contracting Comapny, LLC

Vendor No.: S018

4.3.2

Adjustments to Asphalt, Steel & Fuel Prices



EXHIBIT 6.3(a)
ADJUSTMENT FOR ASPHALT

SPECIAL PROVISION FOR
ASPHALT MATERIAL PRICE ADJUSTMENT for DESIGN-BUILD PROJECTS

June 26, 2018

All asphalt material listed in the attached “Asphalt Material Items Eligible for Price Adjustment” will be adjusted in accordance with the provisions as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract. Any item added through a Work Order which contains asphalt material will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

Each month, the Department will publish an average state-wide PG 64S-22 f.o.b. price per ton and an average PG 64E-22 f.o.b. price per ton developed from the average terminal prices provided to the Department from suppliers of asphalt cement to contractors doing work in Virginia. The Department will collect terminal prices from approximately 12 terminals each month. These prices will be received once each month from suppliers on or about the last weekday of the month. The high and low prices will be eliminated and the remaining values averaged to establish the average statewide price for the following month. That monthly state-wide average price will be posted on the Construction Division website on or about the first weekday of the following month. In the event the average prices were to change 10 percent or more of the Base Index during the middle of the month, the Design Builder can submit a letter to the Department and the supplier that provides evidence of the difference in price. Upon receipt of the letter consideration will be given to extend additional adjustments as deemed necessary.

This monthly statewide average price will be the Base Index for all contracts on which Price Proposals are received during the calendar month of its posting and will be the Current Index for all asphalt placed during the calendar month of its posting. In the event an index changes radically from the apparent trend, as determined by the Engineer, the Department may establish an index which is determined to best reflect the trend.

The amount of adjustment applied will be based on the difference between the Price Proposal/Contract Base Index and the Current Index for the applicable calendar month during which the work is performed. Calculations must be done for each type of Asphalt Material put in place each month, whether the Current Index is higher or lower than the Base Index. The calculation for the adjustment shall be shown as follows:

$$A = Q \times \%AC \times IC$$

Where: A = Asphalt Adjustment Dollar Amount

Q = Quantity of Asphalt Material put in place during the month

%AC = % of Asphalt Cement in the Asphalt Material as specified in the Job Mix Formula

IC = Numeric Dollar Difference, either positive or negative, between the Base Index and Current Index

Example Calculation for Negative Price Adjustment (Credit back to VDOT):

7,500 Tons of SM-12.5A put in place during the month (Q), Job Mix is 6.1% Asphalt Cement for SM-12.5A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$500/Ton, Difference of - \$15.00/Ton (IC)

$$7,500 \text{ Tons SM-12.5A} \times 6.1\% \times - \$15.00/\text{Ton} = - \$6,862.50 \text{ Adjustment Amount}$$

Example Calculation for Positive Price Adjustment (Paid to the Design-Builder):

10,000 Tons of BM-25.0A put in place during the month (Q), Job Mix is 5.2% Asphalt Cement for BM-25.0A (%AC), Base Index for the Contract is \$515/Ton, Current Index is \$560/Ton, Difference of + \$45.00/Ton (IC)

$$10,000 \text{ Tons BM-25.0A} \times 5.2\% \times \$45.00/\text{Ton} = + \$23,400.00 \text{ Adjustment Amount}$$

Adjustment of any asphalt material other than PG 64S-22 and PG 64E-22 will be based on the indexes for PG 64S-22. The quantity of asphalt cement for asphalt concrete pavement to which adjustment will be applied will be the quantity based on the percent of asphalt cement shown on the appropriate approved job mix formula.

The quantity of asphalt emulsion for surface treatments to which adjustment will be applied will be the quantity based on 65 percent residual asphalt.

Price adjustment will be shown as a separate entry on the monthly application of payment for work packages completed; however, such adjustment will not be included in the total cost of the work for progress determination or for extension of contract time. Items the Design-Builder claims in its application of payment for asphalt adjustments must include supporting calculations certified by the Quality Assurance Manager (QAM). These calculations shall be completed relative to the calendar month under which the work was performed and shall be submitted for either positive or negative adjustment.

Any apparent attempt to unbalance bids in favor of items subject to price adjustment or failure to submit required cost and price data as noted hereinbefore may result in rejection of items for asphalt adjustment.

**VIRGINIA DEPARTMENT OF TRANSPORTATION
MASTER LISTING OF
ASPHALT MATERIAL ITEMS ELIGIBLE FOR PRICE ADJUSTMENT**

ITEM	DESCRIPTION	UNITS	SPECIFICATION
10062	Asphalt-Stab. Open-Graded Material	Ton	313
10416	Liquid Asphalt	Gal	311 312
10417	Tack Coat	Gal	310
10420	Blotted Seal Coat Ty. B	Sy	ATTD
10422	Blotted Seal Coat Ty. C	Sy	ATTD
10423	Blotted Seal Coat Ty. C-1	Sy	ATTD
10424	Blotted Seal Coat Ty. D	Sy	ATTD
10598	NS Asphalt Concrete	Ton	315
10603	Asphalt Concrete Ty. SM-19.0A	Ton	315
10604	Asphalt Concrete Ty. SM-19.0D	Ton	315
10605	Asphalt Concrete Ty. SM-19.0E (64E)	Ton	315
10606	Asphalt Concrete Ty. SM-9.5	Ton	315
10607	Asphalt Concrete Ty. SM-12.5A	Ton	315
10608	Asphalt Concrete Ty. SM-12.5D	Ton	315
10609	Asphalt Concrete Ty. SM-12.5E (64E-22)	Ton	315
10610	Asphalt Concrete Ty. IM-19.0A	Ton	315
10611	Asphalt Concrete Ty. IM-19.0D	Ton	315
10612	Asphalt Conc. Base Cr. Ty. BM-25.0	Ton	315
10614	Asphalt Concrete Ty. IM-19.0E (64E)	Ton	315
10613	Asphalt Concrete Ty. BM-37.5	Ton	315
10635	Asphalt Concrete Ty. SM-9.5A	Ton	315
10636	Asphalt Concrete Ty. SM-9.5D	Ton	315
10637	Asphalt Concrete Ty. SM-9.5E (64E-22)	Ton	315
10639	Asphalt Concrete Ty. SM-19.0	Ton	315
10642	Asphalt Concrete Ty. BM-25.0A	Ton	315
10643	Asphalt Concrete Ty. BM-25.0D	Ton	315
10650	Stone Matrix Asphalt SMA-9.5(64H-22)	Ton	317
10651	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	317
10652	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	317
10653	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	317
10654	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	317
10655	Stone Matrix Asphalt SMA-19.0(64E-22)	Ton	317
10701	Liquid Asphalt Coating	Sy	ATTD
12505	Asphalt Concrete Curb Backup Material	Ton	315
13240	Asphalt Concrete Sidewalk	Ton	504
16110	Emul. Asph. Slurry Seal Type A	Sy	ATTD
16120	Emul. Asph. Slurry Seal Type B	Sy	ATTD
16130	Emul. Asph. Slurry Seal Type C	Sy	ATTD
16144	Latex Mod. Emul. Treat. Type B	Ton	ATTD
16145	Latex Mod. Emul. Treat. Type C	Ton	ATTD

16146	Latex Mod. Emul. Treat. Rutfilling	Ton	ATTD
16161	Modified Single Seal	Sy	ATTD
16162	Modified Double Seal	Sy	ATTD
16249	Nontracking Tack Coat	Gal.	ATTD
16250	Liquid Asphalt Matl. CMS-2 (Mod)	Gal	ATTD
16251	Liquid Asphalt Matl. CMS-2	Gal	ATTD
16252	Liquid Asphalt Matl. CRS-2	Gal	ATTD
16253	Liquid Asphalt Matl. CRS-2H	Gal.	ATTD.
16254	Liquid Asphalt Matl. RC-250	Gal	ATTD
16256	Liquid Asphalt Matl. RC-800	Gal	ATTD
16257	Ns Liquid Asphalt Matl.	Gal	ATTD
16260	Liquid Asphalt Matl. CRS-2L	Gal	ATTD
16325	NS Asphalt Concrete	Ton	N/A
16326	Asphalt Concrete Ty. SM-4.75A	Ton	315
16327	Asphalt Concrete Ty. SM-4.75D	Ton	315
16328	Asphalt Concrete Ty. SM-4.75E	Ton	315
16330	Asphalt Concrete Ty. SM-9.0A	Ton	315
16335	Asphalt Concrete Ty. SM-9.5A	Ton	315
16337	Asph. Conc. Ty. SM-9.5ASL (Spot Level)	Ton	315
16340	Asphalt Concrete Ty. SM-9.5D	Ton	315
16342	Asph. Conc. Ty. SM-9.5DSL (Spot Level)	Ton	315
16345	Asphalt Concrete Ty. SM-9.5E (64E-22)	Ton	315
16350	Asphalt Concrete Ty. SM-12.5A	Ton	315
16352	Asph. Con. Ty. SM-12.5ASL (Spot Level)	Ton	315
16355	Asphalt Concrete Ty. SM-12.5D	Ton	315
16357	Asph. Con. Ty. SM-12.5DSL (Spot Level)	Ton	315
16360	Asphalt Concrete Ty. SM-12.5E (64E-22)	Ton	315
16364	Asphalt Concrete Ty. SM-19.0E (64E)		
16365	Asphalt Concrete Ty. IM-19.0A	Ton	315
16370	Asphalt Concrete Ty. IM-19.0D	Ton	315
16371	Asphalt Concrete Ty. IM-19.0E (64E)		
16373	Asphalt Concrete Ty. IM-19.0A (T)	Ton	315
16374	Asphalt Concrete Ty. IM-19.0D (T)	Ton	315
16377	Asphalt Concrete Ty. BM-37.5	Ton	315
16379	Asphalt Concrete Ty. IM-19.0T	Ton	315
16390	Asphalt Concrete Ty. BM-25.0A	Ton	315
16392	Asphalt Concrete Ty. BM-25.0D	Ton	315
16395	Asphalt Concrete Ty. BM-25.0A (T)	Ton	315
16397	Asphalt Concrete Ty. BM-25.0D (T)	Ton	315
16400	Stone Matrix Asphalt SMA-9.5(64H-22)	Ton	ATTD
16401	Stone Matrix Asphalt SMA-9.5(64E-22)	Ton	ATTD
16402	Stone Matrix Asphalt SMA-12.5(64H-22)	Ton	ATTD
16403	Stone Matrix Asphalt SMA-12.5(64E-22)	Ton	ATTD
16404	Stone Matrix Asphalt SMA-19.0(64H-22)	Ton	ATTD
16405	Stone Matrix Asphalt SMA-19.0(64E-22)	Ton	ATTD
16490	Hot Mix Asphalt Treatment	Ton	ATTD

16500	Surf.Preparation & Restoration Type I	Ton	ATTD
16502	Surf.Preparation & Restoration Type II	Ton	ATTD
16504	Surf.Preparation & Restoration Type III	Ton	ATTD
67201	NS Asphalt Concrete Overlay	Ton	315
67210	NS Asphalt Concrete	Ton	315
68240	NS Asphalt Concrete	Ton	315

**EXHIBIT 6.3 (c)
ADJUSTMENT FOR FUEL**

**VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
OPTIONAL ADJUSTMENT FOR FUEL
DESIGN-BUILD PROJECTS**

June 26, 2018

In the event the Design-Builder elects to seek adjustment for fuel items designated in the Price Proposal/Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract.

The Design-Builder shall submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in fuel used on specific items of work identified in this provision. The optional fuel item listing eligible for fuel adjustment is provided by the Department at this website: <http://www.virginiadot.org/business/const/resource.asp>. The listing on the web site also includes the corresponding fuel factor for each item. The fuel usage factor for each item is considered inclusive of all fuel usage.

In order to be eligible for fuel adjustment under this provision, the Design-Builder shall clearly identify in the Schedule of Items those pay items and the associated quantities it chooses to have fuel adjustment applied to in its work packages. Items the Design-Builder claims in its application of payment for fuel adjustments must be properly designated in order to be considered for adjustment. Items not properly designated or left out of the Design-Builder's Schedule of Items shall not be considered for adjustment.

The monthly index price to be used in the administration of this provision will be calculated by the Department from the Diesel fuel prices published by the U. S. Department of Energy, Energy Information Administration on highway diesel prices, for the Lower Atlantic region. The monthly index price will be the price for diesel fuel calculated by averaging each of the weekly posted prices for that particular month.

For the purposes of this provision, the base index price will be calculated using the data from the month preceding the receipt of bids. The base index price will be posted by the Department at the beginning of the month for all bids received during that month.

The current index price will be posted by the Department and will be calculated using the data from the month preceding the particular estimate being vouchered for payment.

The current monthly quantity for eligible items of work selected by the Design-Builder for fuel adjustment in its work packages will be multiplied by the appropriate fuel factor to determine the gallons of fuel to be cost adjusted. The amount of adjustment per gallon will be the net difference between the current index price and the base index price. Computation for adjustment will be made as follows:

$$S = (E - B) QF$$

Where; S = Monetary amount of the adjustment (plus or minus)
B = Base index price
E = Current index price
Q = Quantity of individual units of work
F = Appropriate fuel factor

Adjustments will not be made for work performed beyond the original contract time limit unless the original time limit has been changed by an executed Work Order.

If new pay items are added to this contract by Work Order and they are listed in the Department's master listing of eligible items, the Work Order must indicate which of these individual items will be fuel adjusted; otherwise, those items will not be fuel adjusted. If applicable, designating which new pay items will be added for fuel adjustment must be determined during development of the Work Order and clearly shown on the Work Order form. The Base Index price on any new eligible pay items added by Work Order will be the Base Index price posted for the month in which bids were received for that particular project. The Current Index price for any new eligible pay items added by Work Order will be the Index price posted for the month preceding the estimate on which the Work Order is paid.

When quantities differ between the last monthly application of payment prepared upon final acceptance and the final application of payment, adjustment will be made using the appropriate current index for the period in which that specific item of work was last performed.

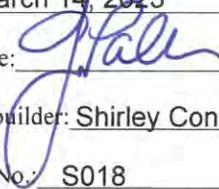
In the event any of the base fuel prices in this contract increase more than 100 percent (i.e. fuel prices double), the Department will review each affected item of work and give the Design-Builder written notice if work is to stop on any affected item of work. The Department reserves the right to reduce, eliminate or renegotiate the price for remaining portions of affected items of work.

Any amounts resulting from fuel adjustment will not be included in the total cost of work for determination of progress or for extension of contract time.

I elect to use this provision

I elect not to use this provision

Date: March 14, 2023

Signature: 

Design-builder: Shirley Contracting Comapny, LLC

Vendor No.: S018

**EXHIBIT 6.3(d)
ADJUSTMENT FOR STEEL**

**VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
PRICE ADJUSTMENT FOR STEEL
DESIGN-BUILD PROJECTS**

June 6, 2018

In the event the Design-Builder elects to seek adjustment for steel items designated in the Price Proposal/Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. If new pay items which involve steel are established by Work Order, they will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in steel used on specific items of work identified in the Price Proposal/contract in accordance with this provision. Provided at the end of this provision is a master listing of standard bid items the Department has determined are eligible for steel price adjustment. Only items on this listing will be eligible for steel price adjustment. Generally, non-standard pay items will not be eligible for steel price adjustment unless such steel items are project-specific modifications of items normally eligible and the quantities present on the project constitute major items of the work. Inventoried materials from the listing of eligible items are specifically excluded for consideration. This provision also does not allow for price adjustment for embedded steel where the steel item is a component of the finished bid item and there is no separate or distinct payment for the steel item or for steel used for pre-tensioned or post-tensioned precast components where furnishing steel is included in the unit price of the finished bid item. This includes items such as (but not limited to) drop inlets, median barriers, sound barrier walls, bridge railing and parapets, are not eligible for consideration under this provision.

The requirements of this provision shall apply only to material cost changes that occur between the date of the opening of the Price Proposal and the date the material is shipped to the fabricator. To be eligible for this price adjustment, Design-Builder is required to fill out the accompanying Form for Price Adjustment for Eligible Steel Items on Design-Build Projects and submit the same with its Price Proposal for the Project. By signing the Form and submitting it with its Price Proposal Design-Builder declares its intention to participate in the price adjustment in its contract with the Department. For the purposes of this provision, the prices listed on the Form for Price Adjustment for Eligible Steel Items on Design-Build projects are fixed for cost and adjustment calculations regardless of quantities incorporated into final design. Further, in order for steel items to be eligible for adjustment, once shipped to the fabricator, the items shall be specifically stored, labeled, or tagged, recognizable by color marking, and identifiable by project for inspection and audit verification immediately upon arrival at the fabricator.

Design-Builder shall upon request furnish documentation supporting the price per pound for eligible steel items as shown on the Form for Price Adjustment for Eligible Steel Items on Design-Build Projects furnished with its Price Proposal. Design-Builder must use the format as shown with this Form; no other format for presenting this information will be permitted. Design-Builder shall certify that all items of documentation are original and were used in the computation of the price per pound amount for the represented eligible pay items for the month the Price Proposal was opened. This documentation shall support the base line material price ("Base Price") of the steel item only. Base price per pound shall not include the following cost components: fabrication, shipping, storage, handling, and erection.

Failure to submit all documentation required or requested supporting the per pound prices on eligible steel items will result in Design-Builder being ineligible for a price adjustment of any or all steel items.

Price adjustment of each qualifying item will only be considered if there is an increase or decrease in the cost of eligible steel materials in excess of 10 percent up to a maximum of 60 percent from the Base Price when compared with the latest published price index ("Price Index") in effect at the time material is shipped to the fabricator.

The Price Index the Department is using is based on The U.S. Department of Labor, Bureau of Labor Statistics, Producers Price Index (PPI) which measures the average price change over time of the specific steel eligible item from the perspective of the seller of goods. The Master List table provided at the end of this provision indicates the Producers Price Index (PPI) steel category index items and the corresponding I.D. numbers to which VDOT items will be compared. **Please note:** The Producers Price Index (PPI) is subject to revision 4 months after original publication, therefore, price adjustments and payments will not be made until the index numbers are finalized.

Items under consideration for price adjustment will be compared to the steel category index items and the corresponding I.D. numbers shown in the table attached to the end of this provision.

The price adjustment will be determined by computing the percentage of change in index value beyond 10 percent above or below the index on the date of opening of Design-Builder's Price Proposal to the index value on the date the steel material is shipped to the fabricator (Please see included sample examples). Weights and date of shipment must be documented by a bill of lading provided to the Department. The final price adjustment dollar value will be determined by multiplying this percent increase or decrease in the index (after 10%) by the represented quantity of steel shipped, by the Base Price per pound subject to the limitations herein.

Price increase/decrease will be computed as follows:

$$A = B \times P \times Q$$

- Where;
- A = Steel price adjustment in lump sum dollars
 - B = Average weighted price of steel submitted in Design-Builder's Price Proposal for project in price per pound as listed on the Form for Price Adjustment for Eligible Steel Items on Design-Build Project
 - P = Adjusted percentage change in PPI average from shipping date to date of opening of Price Proposal minus 10% (0.10) threshold
 - Q = Total quantity of steel in pounds shipped to fabricator for specific project

This price adjustment is capped at 60 percent. This means the maximum "P" value for increase or decrease that can be used in the above equation is 50% (60%-10% threshold).

Calculations for price adjustment shall be shown separate from the monthly progress payment for work packages and will not be included in the total cost of work for determination of progress or for extension of contract time.

Upon Department review and due process consideration for redress by Design-Builder, any apparent evidence to unbalance the price supplied by Design-Builder in favor of items subject to price adjustment will result in ineligibility for Department participation under this provision.

Sample Calculation of a Price Adjustment (increase)

Project bid on April 28, 2004.

Project has 450,000 lb. of eligible structural steel.

Design Builder's *f.o.b. supplier price for structural steel submitted in the Price Proposal is \$0.2816 per pound.

*free on board

Adjusted** BLS Producers Price Index (PPI) most recently published average at time of opening of the Price Proposal is 139.6.

All eligible steel shipped to fabricator in same month, October 2004.

Adjusted BLS Producers Price Index (PPI) most recently published average for month of October is 161.1

Adjustment formula is as follows:

$$A = B \times P \times Q$$

- Where;
- A = Steel price adjustment in lump sum dollars
 - B = Average weighted price of steel submitted in the Price Proposal for Design-Build project in \$ per pound
 - P = Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus 10% (0.10) threshold
 - Q = Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds

$$B = \$0.2816$$

$$P = (161.1 - 139.6) / 139.6 - 0.10 = 0.054$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.054 \times 450,000$$

$$A = \$6,842.88 \text{ pay adjustment to Design-Builder}$$

Sample Calculation of a Price Adjustment (decrease)

Project bid on April 28, 2004.

Project has 450,000 lb. of eligible structural steel.

Design-Builder's *f.o.b. supplier price for structural steel submitted in the Price Proposal is \$0.2816 per pound.

*free on board

Adjusted BLS Producers Price Index (PPI) most recently published average at time of opening of the Price Proposal is 156.6.

All eligible steel shipped to fabricator in same month, October 2004.

Adjusted BLS Producers Price Index (PPI) most recently published average for month of October is 136.3

Adjustment formula is as follows:

$$A = B \times P \times Q$$

- Where;
- A = Steel price adjustment in lump sum dollars
 - B = Average weighted price of steel submitted in the Price Proposal for Design-Build project in \$ per pound
 - P = Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus 10% (0.10) threshold
 - Q = Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds

$$B = \$0.2816$$

$$P = (156.6 - 136.3)/156.6 - 0.10 = 0.030$$

$$Q = 450,000 \text{ lb.}$$

$$A = 0.2816 \times 0.030 \times 450,000$$

$$A = \$3,801.60 \text{ credit to Department}$$

MASTER LISTING

STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT

June 8, 2018

BLS Series I. D.

ITEM NUMBER	ITEM DESCRIPTION	UNITS	Number WPU used in \$ adjust.
00519	SHEET PILE, STEEL	SF	avg. 1017 & 101
00540	REINF. STEEL	LB	101704
00560	STRUCTURAL STEEL JB-1	LB	avg. 1017 & 101
11030	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
13545	REINF. STEEL	LB	101704
14502	REINFORCING STEEL	LB	101704
45522	4" STEEL ENCASE. PIPE	LF	101706
45532	6" STEEL ENCASE. PIPE	LF	101706
45562	16" STEEL ENCASE. PIPE	LF	101706
45572	18" STEEL ENCASE. PIPE	LF	101706
45582	24" STEEL ENCASE. PIPE	LF	101706
45584	24" JACKED STEEL ENCASUREMENT PIPE	LF	101706
45592	30" STEEL ENCASE. PIPE	LF	101706
60452	REINF. STEEL BRIDGE APPR. SLAB	LB	101704
61700	REINF. STEEL	LB	101704
61704	CORROSION RESISTANT REINF. STEEL	LB	101704
61750	STRUCT. STEEL HIGH STRG. PLT. GIRDERS	LB	avg. 1017 & 101
61811	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61812	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
61813	STR. STEEL PLATE GIRDER ASTM A709 GRADEHPS50W	LB	avg. 1017 & 101
61814	STR. STEEL PLATE GIRDER ASTM A709 GRADEHPS70W	LB	avg. 1017 & 101
61820	STR. STEEL ROLLED BEAM ASTM A709 GRADE 36	LB	avg. 1017 & 101
61821	STR. STEEL ROLLED BEAM ASTM A709 GRADE50	LB	avg. 1017 & 101
61822	STR. STEEL ROLLED BEAM ASTM A709 GRADE50W	LB	avg. 1017 & 101
61990	STEEL GRID FLOOR	SF	avg. 1017 & 101
64110	STEEL PILES 10"	LF	avg. 1017 & 101
64112	STEEL PILES 12"	LF	avg. 1017 & 101
64114	STEEL PILES 14"	LF	avg. 1017 & 101
64768	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101
64778	DRIVING TEST FOR 14" STEEL PILE	LF	avg. 1017 & 101
65200	REINF. STEEL	LB	101704
65204	CORROSION RESISTANT REINF. STEEL	LB	101704
68100	REINF. STEEL	LB	101704
68104	CORROSION RESISTANT REINF. STEEL	LB	101704
68107	STR. STEEL PLATE GIRDER ASTM A709 GRADE50	LB	avg. 1017 & 101
68108	STR. STEEL PLATE GIRDER ASTM A709 GR50W	LB	avg. 1017 & 101
68109	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS50W	LB	avg. 1017 & 101
68110	STR. STEEL PLATE GIRDER ASTM A709 GR.HPS70W	LB	avg. 1017 & 101
68112	STR. STEEL ROLLED BEAM ASTM A709 GR.36	LB	avg. 1017 & 101
68113	STR. STEEL ROLLED BEAM ASTM A709 GR.50	LB	avg. 1017 & 101
68114	STR. STEEL ROLLED BEAM ASTM A709 GR. 50W	LB	avg. 1017 & 101
68115	STRUCT. STEEL	LB	avg. 1017 & 101
68270	REINF. STEEL BRIDGE APPR. SLAB	LB	101704

Request for Proposals
Part 3
Instructions for Offerors
December 13, 2022

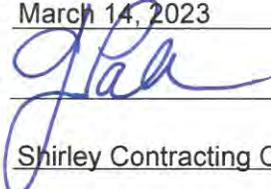
Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4)
Town of Ashland, Hanover and Henrico Counties, Virginia
State Project Nos. 9999-166-294, P101, R201, C501 (UPC #121374),
9999-964-016, P101, R201, C501 (UPC #119599)
Contract ID # C00121374DB121

69060	SHEET PILES, STEEL	SF	avg. 1017 & 101
69100	REINF. STEEL	LB	101704
69104	CORROSION RESISTANT REINF. STEEL	LB	101704
69110	STEEL PILES 10"	LF	avg. 1017 & 101
69112	STEEL PILE 12"	LF	avg. 1017 & 101
69113	DRIVING TEST FOR 12" STEEL PILE	LF	avg. 1017 & 101

I elect to use this provision

I elect not to use this provision

Date: March 14, 2023

Signature: 

Design-Builder: Shirley Contracting Comapny, LLC

Vendor No.: S018

4.3.3 Proposal Guaranty (C-24)



**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY**

KNOW ALL MEN BY THESE PRESENTS, THAT WE Shirley Contracting Company, LLC As principal, and Travelers Casualty and Surety Company of America Surety, are held and firmly bound unto the Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly by these presents.

SIGNED, sealed and dated this 9th Day of March, 20 23

WHEREAS, the above said principal is herewith submitting its proposal for:

PROJECT NUMBER: C00121374DB121, A Design-Build Project - Fall Line Trail – Northern Section (Segment 7C.2 – 7C.4) From: Walder Lane, Town of Ashland To: 0.2 Miles South of Winfrey Road, Henrico County, Town of Ashland, Hanover County and Henrico County, Virginia

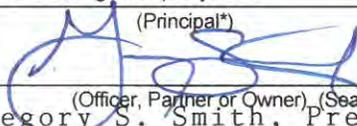
NOW, THEREFORE, the condition of the above obligee is such, that if the aforesaid principal shall be awarded the contract upon said proposal and shall within the time specified in the Specifications after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void; otherwise to remain in full force and effect and the principal and surety will pay unto the obligee the difference in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the said work if the latter amount be in excess of the former; but in no event shall the liability exceed the penal sum hereof.

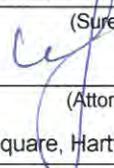
Shirley Contracting Company, LLC

Travelers Casualty and Surety Company of America

(Principal*)

(Surety Company)

By: 
(Officer, Partner or Owner) (Seal)
Gregory S. Smith, President

By: 
(Attorney-in-Fact**) (Seal) Karen C. Bowling
One Tower Square, Hartford, CT 06183

(Principal*)

(Address)

By: _____
(Officer, Partner or Owner) (Seal)

By: _____
(Surety Company)

(Principal*)

(Attorney-in-Fact**) (Seal)

By: _____
(Officer, Partner or Owner) (Seal)

By: _____
(Address)

*Note: If the principal is a *joint venture*, each party thereof must be named and execution made by same hereon. If there is more than one surety to the bid bond, each surety must be named and execution shall be made by same hereon.

Electronic Bid Only: In lieu of completing the above section of the Contract Performance Bond, the Principal shall file an Electronic Bid Bond when bidding electronically. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the Commonwealth of Virginia under the same conditions of the bid bond as shown above.

Electronic Bid Bond ID# _____ Company/Bidder Name _____ Signature and Title _____

**Attach copy of Power of Attorney



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

POWER OF ATTORNEY

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

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



State of Connecticut

City of Hartford ss.

By:
 Robert L. Raney, Senior Vice President

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

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

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



Anna P. Nowik, Notary Public

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

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

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

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

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

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

Dated this 9th day of March, 2023



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.

4.3.4 Sworn Statements (C-104, C-105)



**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

PROJECT: 9999-166-294, P101, R201, C501 (UPC 121374)/9999-964-016, P101, R201, C501 (UPC 119599)

FHWA: N/A

This form must be completed, signed and returned with bid; and failure to do so may result in the rejection of your bid. **THE CONTRACTOR SHALL AFFIRM THE FOLLOWING STATEMENT EITHER BY SIGNING THE AFFIDAVIT AND HAVING IT NOTARIZED OR BY SIGNING THE UNSWORN DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES.** A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.

STATEMENT. In preparation and submission of this bid, I, the firm, corporation or officers, agents or employees thereof did not, either directly or indirectly, enter into any combination or arrangement with any persons, firm or corporation or enter into any agreement, participate in any collusion, or otherwise take any action in the restraint of free, competitive bidding in violation of the Sherman Act (15 U.S.C. Section 1) or Article 1.1 or Chapter 12 of Title 18.2 (Virginia Governmental Frauds Act), Sections 59.1-9.1 through 59.1-9.17 or Sections 59.1-68.6 through 59.1-68.8 of the Code of Virginia.

AFFIDAVIT

The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at Fairfax (Lorton), Virginia this 10th day of March, 20 23
County (City), STATE

Shirley Contracting Company, LLC By: [Signature] PRESIDENT
(Name of Firm) (Signature) Title (print)

STATE of Virginia COUNTY (CITY) of Fairfax (Lorton)

To-wit:

I Christianne Goldman Chambers, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Gregory S. Smith

personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 10th day of March, 20 23
My Commission expires 07/31/2026

Notary Public

**OR
UNSWORN DECLARATION**

The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board

Signed at _____, this _____ day of _____
County (City), STATE

By: _____
(Name of Firm) (Signature)



**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT**

PROJECT: 9999-166-294, P101, R201, C501 (UPC 121374)/9999-964-016, P101, R201, C501 (UPC 119599)

FHWA: N/A

This form must be completed, signed, notarized and returned with bid; and failure to do so, may result in the rejection of your bid. A separate form must be submitted by each principal of a joint venture bid.

1. I, the firm, corporation or officers, agents or employees thereof have neither directly nor indirectly entered into any combination or arrangement with any person, firm or corporation or entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract, the effect of which is to prevent competition or increase the cost of construction or maintenance of roads or bridges.

During the preceding twelve months, I (we) have been a member of the following Highway Contractor's Associations, as defined in Section 33.1-336 of the Code of Virginia (1970). (If none, so state).

NAME	Location of Principal Office
VTCA	620 Moorefield Park Drive, Richmond, VA 23236
HCCA	10756B Ambassador Drive, Manassas, VA 20010

2. I (we) have , have not , participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, and that I/We have , have not , filed with the joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

Note: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor [41 CFR 60-1.7(b)(1)], and must be submitted by bidders and proposed subcontractors only in connection with contracts and subcontracts which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contract or subcontracts of \$10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7(b) (1) prevents the award of contract and subcontract unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

(Continued)

ORDER NO.:
CONTRACT ID. NO.:

3. The bidder 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 judgement rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation 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 above; and
 - (d) Where the bidders is unable to certify to any of the statements in this certification, the bidder shall show an explanation below.

Explanations will not necessarily result in denial of award, but will be considered in determining bidder responsibility. For any explanation noted, indicate below to whom it applies, initiating agency, and dates of action. Providing false information may result in federal criminal prosecution or administration sanctions. The bidder shall provide immediate written notice to the Department if at any time the bidder learns that its certification was erroneous when submitted or has become erroneous by reason of change circumstances.

The undersigned is duly authorized by the bidder to make the foregoing statements to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at Fairfax, Virginia, this 10th day of March, 20 23
County (City), STATE
Shirley Contracting Company, LLC
 (Name of Firm)
 STATE of Virginia
 By: [Signature] PRESIDENT
 (Signature) Title (print)
COUNTY (CITY) of Fairfax (Lorton)

To-wit: I Christianne Goldman Chambers, a Notary Public in and for the State and
County(City) aforesaid, hereby certify that this day Gregory S. Smith

personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 10th day of March, 20 23
[Signature] My Commission expires 07/31/2026
 Notary Public

