

RESPONSE TO REQUEST FOR QUALIFICATIONS

Interstate 64 Capacity Improvements Segment I

A DESIGN-BUILD PROJECT

FROM: 0.50 MILES EAST OF ROUTE 238 (YORKTOWN ROAD)

TO: 1.55 MILES WEST OF ROUTE 143 (JEFFERSON AVE)

NEWPORT NEWS, VIRGINIA

State Project No.: 0064-965-264, P101, R201, C501,
B616, B617, B618, B619, B620, B621, D601, D602

Federal Project No.: NHS-064-3

Contract ID Number: C00104905DB75



SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:





April 17, 2014

Mr. Joseph A. Clarke, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: Interstate 64 Capacity Improvements-Segment I
From: 0.50 miles east of Route 238 (Yorktown Road)
To: 1.55 miles west of Route 143 (Jefferson Ave)
Newport News, Virginia
Contract ID Number: C00104905DB75
3.2 Letter of Submittal

Dear Mr. Clarke:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our Letter of Submittal in response to your Request for Qualifications for the Interstate 64 Capacity Improvements-Segment I Design-Build Project (the Project). For this pursuit, we have assembled a Team with unparalleled experience and expertise in the industry to assure VDOT that the Project will exceed all expectations.

3.2.1 The full legal name and address of the Offeror is as follows:

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

3.2.2 Our Point of Contact is:

Mr. 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

3.2.3 Our Principal Officer is:

Mr. Michael E. Post
President/CEO/Manager
Shirley Contracting Company, LLC
8435 Backlick Road
Lorton, Virginia 22079
(P) 703-550-8100 (F) 703-550-3558
mpost@shirleycontracting.com

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

3.2.5 The Lead Contractor for the Project will be Shirley Contracting Company, LLC and the Lead Designer will be Dewberry Consultants LLC.

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

3.2.7 Signed Certification Regarding Debarment Forms for Primary and Lower Tiered Covered Transactions are included as an attachment.

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

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

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

3.2.11 I am providing the following statement demonstrating our commitment to the project's DBE goals:

I personally commit to VDOT that Shirley will achieve a DBE participation goal of 2% for the entire value of the contract:



Michael E. Post
President/CEO/Manager
Shirley Contracting Company, LLC

On behalf of our Team, we thank the Virginia Department of Transportation for the opportunity to submit this SOQ to the Request for Qualifications and we look forward to your review of our submittal.

Sincerely,



**Michael E. Post President/CEO/Manager
Shirley Contracting Company, LLC**

Attachments:

- Affiliates and Subsidiaries 3.2.6
- Certification Regarding Debarment Forms
- Evidence of Prequalification
- Surety Letter
- SCC Registrations
- DPOR Registrations

3.3 Offeror's Team Structure

INTRODUCTION

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to effectively manage all the design-build elements of the Interstate 64 Capacity Improvements-Segment I Project (the Project). Shirley is committing Team Members and Key Personnel to the Project that have been responsible for successfully completing more than \$500 million of design-build roadway and bridge projects in Virginia, including the Route 28 Corridor Improvements, Dulles Greenway Capital Improvements, Battlefield Parkway, Route 50, Routes 27/244, Pacific Boulevard, Fairfax County Parkway - Phase III, and Waxpool Road/Loudoun County Parkway Intersection Improvement Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry Consultants LLC (formerly Dewberry & Davis, LLC) was the Lead Designer. Each of these design-build projects has been, or will be, completed ahead of schedule, at a fixed price, and without a single claim or other outstanding issue. Our Team members and Key Personnel have worked together on these critical design-build projects for more than 12 years and we have developed close working relationships with each other. Having a thorough understanding of each other's abilities allows us to efficiently manage each discipline and reduce project risk.

3.3.1 KEY PERSONNEL

Information for Key Personnel are included as Attachment 3.3.1 - Key Personnel Resume Forms.

<i>Design-Build Project Manager:</i>	Chuck Smith	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM):</i>	Richard M. Allen, PE	Quinn Consulting Services, Inc.
<i>Design Manager:</i>	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
<i>Construction Manager</i>	Tony Jefferys	Shirley Contracting Company, LLC
<i>Lead Structural Engineer:</i>	Jim Davidson, PE, DBIA	Dewberry Consultants LLC
<i>Lead Roadway Engineer:</i>	Tim Belcher, PE	Dewberry Consultants LLC
<i>Public Relations Manager:</i>	Lynn Polizos	Pulsar Advertising, Inc.

As the resumes indicate, each individual we have selected for the Key Personnel roles has extensive experience in the design, construction and administration of VDOT design-build projects, as well as significant overall design and construction expertise.

With design-build projects requiring a higher level of coordination and integration among the various disciplines, it is crucial that the Key Personnel of the Design-Build Team have an extended history of working together and a clear understanding of how all project disciplines interact. In addition to the design, construction, and quality assurance/quality control aspects of a design-build project, a successful team must also integrate the right-of-way, utility, permitting, safety, third-party coordination, and public relations disciplines into a single, cohesive project. To that end, our Team is also committing two additional key managers to the Project who will play a significant role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT. These additional key managers include:

Right-of-Way Manager - A critical service that our Team brings to the Project and VDOT, is our in-house capability of managing the acquisition of the right-of-way and easements needed to clear the Project for construction. While most other firms bring in an outside consultant, Shirley can provide this service and expertise in-house, eliminating any inefficiency regarding the right-of-way process. If the needs of the Project dictate changing the order of acquisitions, having this function in-house allows us to react quickly and maintain the goals and schedule. It also provides a much greater level of coordination between the design, utility, permitting, and construction disciplines. Our Right-of-Way Manager, Ryan Marrah will be involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching available proffers, and keeping landowners informed. As the Project progresses through the acquisition phase, Ryan will manage our VDOT prequalified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

As we progress through the design phase, we will provide continuous review of the potential impacts of the various design components and provide feedback to the Design Team in order to keep impacts to an absolute minimum. Concurrently, the impacts to and relocation of utilities will be coordinated with the right-of-way to minimize these costs as well. Budgets will be prepared, constantly monitored, and communicated with VDOT. Property acquisitions will be prioritized to meet the overall Project schedule, and once right-of-way plans are approved, we will release appraisals and title reports. Offer packages will be prepared and after approval by VDOT, offers will be made to landowners and negotiations undertaken. We will handle settlements in the case of voluntary settlements, or, if one cannot be reached, we will prepare certificate of take packages for VDOT approval and acquire the property through eminent domain. After filing of certificate of take, our Team will continue to assist VDOT in reaching a settlement with the landowner.

Utility Manager - A design-build project as important as the Interstate 64 Capacity Improvements-Segment I Project cannot be successful without effectively managing the utility impacts associated with the Project. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. In addition to his 25 years of construction management experience, our Utility Manager, Todd Kief has managed the utility relocations for Shirley's design-build work for more than 12 years. More importantly, his relationship with the individual utility owners will be a significant benefit to the Project. Todd's experience and these close relationships with multiple utility owners enables him to maintain a thorough understanding of the relocation process, risks, costs, schedule, and interaction with other Project disciplines.

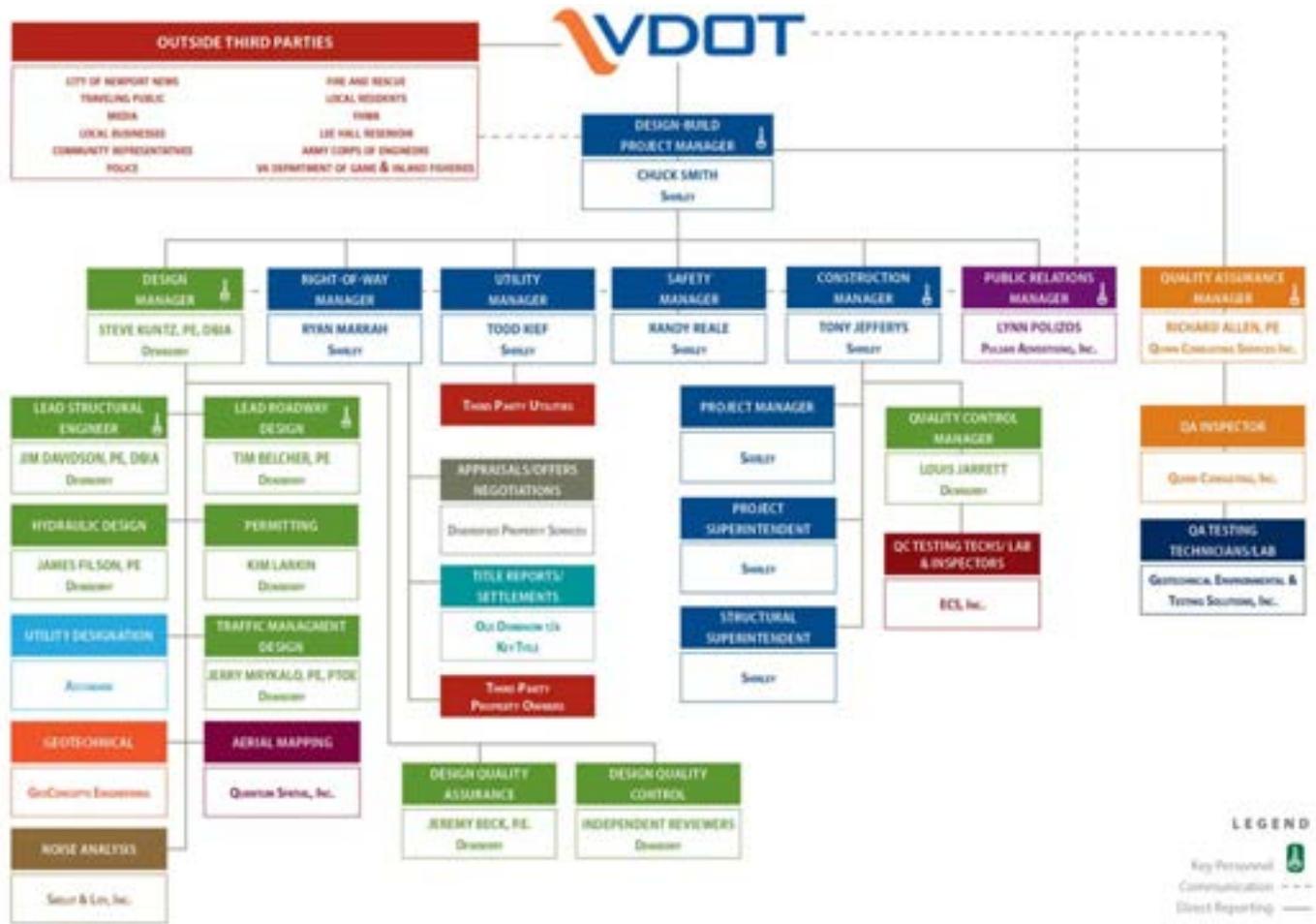
Todd will be tasked with overseeing all aspects of the utility coordination process on the Project. This process starts with accurately identifying the existing utilities impacted and making contact with each utility owner. Our first priority is to review these utilities with the Design and Construction Teams to create a solution that avoids the utilities altogether. If not possible, we will look at design alternatives that serve to minimize the utility relocations. If relocation is required, we will meet with each utility owner to review the impacts, determine prior rights and cost responsibility, and obtain relocation designs and cost estimates. The relocations will then be coordinated with the acquisition of right-of-way, permit approval, and construction schedule. We will then manage the utility relocation construction activities to conclusion, including coordinating with the construction activities in the field and tracking and updating the CPM schedule to ensure that the relocation work proceeds on schedule.



The keys to a successful utility relocation management on the Interstate 64 Capacity Improvements-Segment I Project will be to have a team that has performed this function on time and on budget on previous design-build projects and to have a Team in place that has established positive relationships with the utility companies. The Shirley Team excels at both of these criteria.

3.3.2 ORGANIZATIONAL CHART

The Shirley Team’s Organizational Chart for the Project is described narratively and graphically below. The “chain of command” is depicted on the chart by solid lines, which represent the primary reporting relationships, and by dashed lines, which represent communication relationships, between the major project disciplines and participants.



Major Project Disciplines include:

VDOT: As the Owner, VDOT will maintain oversight responsibility for all aspects of the Project to ensure compliance with the Contract Documents and to take final acceptance when complete. We anticipate that VDOT will also want to be the primary liaison between certain outside third-party stakeholders and the Project Team.

***Design-Build Project Manager (Chuck Smith):** This Key Personnel position is tasked with full and complete authority over all aspects of the Shirley Team’s responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, the Design-Build Project Manager has ultimate responsibility for Contract Management and to coordinate and integrate the various project disciplines,

including design, construction, quality control, right-of-way, utilities, and safety. The Design-Build Project Manager will also serve as the primary support to VDOT's efforts to communicate with certain third-party stakeholders, and at VDOT's discretion, can take the lead effort in communicating and coordinating with these third parties.

****Quality Assurance Manager (Richard M. Allen, PE):*** In this Key Personnel role, the Quality Assurance Manager (QAM) reporting to the Design-Build Project Manager, is completely independent from the construction operations and QC inspections. The QAM has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and will direct the QA inspections by the QA inspector and independent QA testing technicians from Geotechnical Environmental & Testing Solutions, Inc. This position is unique in that the QAM has the autonomy to report findings directly to VDOT in addition to the Design-Build Project Manager. If work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment. As required, the QAM will be on-site full-time during construction operations.

****Design Manager (Steve Kuntz, PE, DBIA):*** Reporting to the Design-Build Project Manager, this Key Personnel position has overall responsibility for management on all aspects of the design process including roadway, structural, ITS, hydraulic, permitting, traffic, and geotechnical. Of vital importance is the Design Manager's role in integrating the various design disciplines with the construction, right-of-way, utility, and safety elements. The Design Manager will establish and oversee the Design QA/QC program. He will ensure that the design QA and QC functions shall be exclusively designated to such and shall not be assigned to perform conflicting duties or production work, as outlined in the updated version (January 2012) of the *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*.

****Construction Manager (Tony Jefferys):*** Reporting to the Design-Build Project Manager, this Key Personnel position has the responsibility to manage all aspects of project construction and the Quality Control process. Prior to construction commencing, the Construction Manager will facilitate all constructability reviews for each aspect of the design, work closely with the Utility Manager to plan for necessary relocations, and coordinate with the Right-of-Way Manager to prioritize and schedule the acquisition process. During construction, he will be on site at all times, and will maintain the project schedule, coordinate with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract Documents. Additionally, the Construction Manager will communicate with the Design Manager to arrange for design engineer's review of construction activities through the witness and hold points. As required, the Construction Manager will be on-site full-time during the construction of the Project.

****Lead Structural Engineer (Jim Davidson, PE, DBIA):*** Reporting directly to the Design Manager, he is responsible for the structural design and integration of bridges and retaining walls. Additional responsibilities include reviewing structural designs, verification of modifications to designs, reviewing structural RFI's and shop drawings, and the preparation of load ratings for VDOT project acceptance.

****Lead Roadway Engineer (Tim Belcher, PE):*** Reporting to the Design Manager, the Lead Roadway Engineer will be responsible for the day-to-day engineering design of the proposed roadway improvements. This will include oversight of horizontal and vertical geometric design, roadway storm drainage design,



typical sections, and all plan and profile detailed design. Additionally, he will be responsible for review of all roadway related shop drawings including noise barrier details and special design drainage structures (drainage component), and will coordinate directly with each of the other lead engineers.

****Public Relations Manager (Lynn Polizos):*** Reporting to the Design-Build Project Manager, the Public Relations Manager will be responsible for managing all external project communications with stakeholders, the media, and the general public during the design and construction of the Project. The Public Relations Manager in coordination with VDOT will have a critical role in disseminating information to the public in advance of and during project construction so that drivers will be familiar with the proposed roadway improvements. Ms. Polizos brings over 26 years of experience and has extensive knowledge providing public relations, community outreach, and marketing on VDOT projects to include the I-564 Intermodal Connector and the I-64/I-264 Pavement Rehabilitation Projects.

Right-of-Way Manager (Ryan Marrah): Reporting to the Design-Build Project Manager, the Right-of-Way (ROW) Manager will manage the process to acquire all ROW and easements needed to construct the Project. Reporting to the ROW Manager will be the VDOT Prequalified sub-consultants performing appraisals, appraisal reviews, title reports, offers, negotiations, and settlements. The ROW Manager will facilitate communication with the affected landowners and will maintain the status of the process for VDOT. The ROW Manager will coordinate closely with the design, utility, and construction disciplines.

Utility Manager (Todd Kief): The Utility Manager plays a vital role in achieving completion of the Project on time and within budget. Reporting to the Design-Build Project Manager, the Utility Manager will actively coordinate existing and proposed utilities with the Design, Right-of-Way, Safety, and Construction Managers and disciplines. He will serve as the liaison with each individual utility company to ensure that utilities are integrated into the overall project scope. Working with the Design Team, the Utility Manager's first priority is to avoid relocations. If not possible, the focus will be to minimize these relocations to the greatest extent practical. When relocations are unavoidable, he will ensure that they are coordinated with construction and completed within schedule.

Safety Manager (Randy Reale): Reporting to the Design-Build Project Manager, the Safety Manager will review the plans and all field activities to provide a safe environment for VDOT, the construction workers, and the traveling public. The Safety Manager will train and inform those engaged on the Project, of specific safety hazards and will enforce all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan. Working closely with the Construction Manager, the Safety Manager will monitor the field activities and crews and has full and complete authority to halt or suspend any activity not in compliance with the applicable safety standards.

Design QA (Jeremy Beck, PE): Mr. Jeremy Beck, PE will report directly to the Design Manager to lead the Design QA efforts and will not be involved in the design production or QC efforts for the Project. Following completion of the Design QC reviews and prior to submission to the Department, Mr. Beck will complete a QA review of each design document.

Design QC: For each design discipline the Design Manager will assign a qualified independent QC reviewer, who is not involved in the production of the design document, to complete a detailed QC review to ensure technical accuracy and conformance with the contract requirements.

****Denotes Key Personnel***



3.4 Experience of Offeror's Team

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

3.5 Project Risks

INTRODUCTION

The Shirley Team, with more than 12 years of experience on VDOT design-build projects and over 40 years of highway construction experience, believes risk assessment and their mitigation to be one of the more important aspects that determine a project's success. With our Team's extensive experience completing complicated design-build projects, we understand that a proactive approach is key when identifying risks, understanding their impacts, and developing a strategy to avoid or mitigate each risk. Our methodology has proven to reduce the risk for VDOT and the public and is demonstrated by the fact that all of our design-build projects have been completed on-time and within budget. The results have been a reduction of costs to VDOT with respect to right-of-way, utility relocations, and construction, while satisfactorily addressing the needs and concerns of the affected stakeholders.

In preparation of this Statement of Qualifications (SOQ), we have carefully reviewed all of the documents provided with the RFQ package, as well as recognizing the concerns that have been raised in the past by the public during the preliminary development of this Project. As requested for each risk, we have identified why the risk is critical, the impact it could have on the Project, discussed our Team's strategies to minimize or eliminate the risk, and the role we anticipate VDOT or other agencies may have in addressing these risks.

CRITICAL RISK #1 – HYDRAULICS AND STORMWATER

Hydraulics and stormwater are a critical risk to the Project because of the topography of this area. The entire Project is below Elevation 70' which will make adequate outfall challenging. In addition, the proposed widening off of the existing longitudinal profile grade is relatively flat in several areas. A particular area of concern is between the future Atkinson Boulevard overpass and the existing Route 173/Denbigh Boulevard overpass where the RFQ typical sections call for proposed median barrier. Insufficient drainage along the barrier or variations on the proposed edge of pavement elevations could create ponding of water, which is a safety hazard and long-term maintenance problem.

The Project consists of approximately 5.6-miles of widening of I-64 from four to six lanes towards the median and within existing right-of-way. In review of the Phased Approach for Implementation in the Final Environmental Impact Statement (FEIS), the Project must be carefully designed and constructed to minimize impacts to offsite properties. Impacts to offsite properties associated with temporary culvert extensions, pipe relocations, ditch grading, and stormwater management improvements will try to be avoided during final design in an effort to avoid modifications to the FEIS and potential delays associated with added public input, agency review, and property acquisition. This up-front understanding of the limits of the environmental document and allowable environmental impacts will partially dictate how we complete final design. Based on the preliminary design provided with the RFQ documents, there are several culverts draining to open channels in the median. Following construction of the pavement widening, these channels will need to be eliminated, and the pipes connected. Due to the increased culvert length, and the potential for additional bend losses in the system, the ultimate drainage system could increase the backwater condition adjacent to and upstream of the culvert/system which could require the acquisition of additional easements or re-grading of the inflow ditches to avoid flooding concerns. To

avoid the off-site impact concerns for this element, our Team will analyze each crossing to determine which ones will be adequate for extension and connection when the widening is completed. We understand the time impacts with revising the FEIS and will not introduce conditions which would require a modification. Crossings which are not adequate for extension and connection, will be plugged and abandoned, replaced, or drainage divides will be adjusted so that culverts receive only the flow which can be adequately accommodated.

A second risk associated with the existing drainage facilities is the condition of the existing pipes and the ability to reuse them in the proposed design. The inability to reuse the existing pipes could introduce several concerns. First, if the existing pipes are not adequate based on condition or capacity, a new crossing would need to be installed. Since new pipes would need to be located in slightly different locations than the existing pipes (for maintenance of drainage purposes during construction), headwalls and end sections may need to be located in areas where existing right-of-way or easements are not adequate, and drainage ditches may need to be re-graded to tie to the new pipe entrance location. The second concern related to pipe adequacy is with the installation of new pipes across the existing roadway. Installation of new pipes could introduce significant additional maintenance of traffic impacts as necessary to open cut and install the new pipes. To avoid these concerns, our Team will investigate different ways to install proposed cross pipes, including jack and bore methods where adequate cover exists above the proposed facility, or open cut installation where travel lanes can be shifted to maintain the required number of lanes at all times, while the cross pipes are installed in phases. Our Team has extensive experience with these types of installations, having recently completed several box culvert and large pipe culvert phased installations on I-66 in Gainesville, Virginia, as well as several deep jack and bore crossings of the same facility. The phased installation of cross culverts will be completed in coordination with the pavement widening, so that travel lanes can be shifted partially onto the new pavement to allow for installation of pipes under the existing pavement. Temporary pavement widening will be kept to a minimum, and located such that temporary construction easements are not required from adjacent properties.

Finally, this Project will need to be analyzed for stormwater management needs and potential impacts to several FEMA-regulated floodplains including the City of Newport News Lee Hall Reservoir and Stony Run. With respect to stormwater management needs, we will analyze the Project to understand what Best Management Practices (BMPs) are required. We understand that since this Project will not have an approved SWPPP before July 1, 2014, design to the “IIB” criteria will be required. Dewberry will follow the requirements of the VDOT Stormwater Management Program Advisory (SWPA) 12-01 through 12-04 for final design of stormwater management elements of the Project. We will identify stormwater management strategies and enhancements to minimize the need for additional off-site easements or additional right-of-way. This can be completed through design of grass swales or other narrow and minimal designs which are linear in nature and don’t require excavation of the large area that is typical for stormwater management basin construction. The treatment of stormwater adjacent to the Lee Hall Reservoir, which is a source of drinking water for thousands of people, has to be carefully planned. The Shirley Team has experience in design and construction next to reservoirs on both the Dulles Greenway Capital Improvements and Loudoun Water Access Road Projects. Both projects cross over or were adjacent to the Goose Creek Reservoir, which serves thousands of Loudoun County residents. Also, Warwick River has a Total Maximum Daily Load (TMDL) for fecal coliform and the Lower James for

Phosphorus, Nitrogen and Total Suspended Solids (TSS). Our Team will address how the Project is not contributing to existing watershed problems.

On the preliminary plans provided by VDOT, several areas of potential additional right-of-way and easements are shown, likely for stormwater management purposes. As stated before, our Team will minimize the need for those areas because they are likely to have significant environmental impacts which would delay the Project. For instance, one proposed right-of-way area is just east of the bridge over the reservoir. If a stormwater feature were to be placed here, it would require the relocation of the existing unimproved access road to Newport News Park and likely affect a 4(f) “de minimus” finding. Also, several of these proposed areas are shown in existing wetlands or resource protection areas despite the Corps of Engineers’ FEIS comment regarding avoidance. These wetlands could harbor breeding populations for State Endangered species.

With respect to the crossing of the FEMA floodplains, our Team will investigate them and develop existing models of the floodplain, and use it to compare to the model developed for the proposed condition to ensure that no increase to the floodplain elevation is introduced. HEC-RAS modeling software will be utilized for both models, and we will follow VDOT’s no rise policy which implies that “no rise” has a 0.05’ to 0.1’ tolerance depending on adjacent impacts. To avoid impacts to the floodplain as a result of the roadway and bridge improvements, construction features such as channel grading modifications will be investigated to ensure that a rise in the floodplain is not introduced and off-site easements are not required. It is our Team’s goal to complete as many elements as possible within the existing right-of-way and to minimize the need for a modification to the FEIS document. Also, any required noise walls that are crossing floodplains will be carefully coordinated among our in-house roadway, structural, and hydraulic staff to not cause adverse impacts.

Throughout the design process, VDOT’s role will be to facilitate our understanding of prior commitments with respect to environmental impacts and areas of required avoidance. We will also look to VDOT to provide any inspection information relative to the existing drainage facilities (if they exist) so we can better determine if existing structures are in a condition adequate for reuse. Finally, we will work with VDOT to review inspection results for existing drainage facilities, and discuss the results to determine if reuse of the pipes is acceptable or if replacement will be required.

The Shirley Team will coordinate with the VDOT District Environmental staff to ensure that the commitments in the FEIS are followed and the proper forms (such as the EQ-103 checklist) are filled out at the appropriate milestones.

CRITICAL RISK #2 – PROJECT SAFETY VIA MAINTENANCE OF TRAFFIC AND MOBILITY DURING CONSTRUCTION

I-64 is a crucial east-west artery for commuters, commerce, and tourists traveling to and from Richmond and Hampton Roads, carrying an estimated 96,000 vehicles per day within the limits of this Project. The combination of high traffic volumes and high travel speeds increases the importance of implementing a proper traffic operations plan and maintaining a safe work zone. Negative impacts resulting from improper implementation range from traffic delays to motorists, driver frustration, construction delays, and safety issues for the public and construction personnel. Our Team recognizes the importance of this risk, and is

planning to design and implement a maintenance of traffic (MOT) program focused on maximizing both safety and mobility throughout construction.

We are well versed in the development of Transportation Management Plans (TMPs) for Type B and Type C “significant” projects, as well as the development of site-specific Temporary Traffic Control (TTC) plans per VDOT’s IIM-LD-241.5 (Work Zone Safety and Mobility) process. We are also well versed in the principals and requirements of both the new 2009 MUTCD and the new 2011 Virginia Work Area Protection Manual. The development of the TMP and TTC plans will also be supervised by designers certified in VDOT Advanced Work Zone Traffic Control with significant experience in interstate widening design. Additionally, all of our design engineers are VDOT certified in the development of TTC and TMP plans based on successful completion of our in-house Work Zone Traffic Control Training program.

We understand the principles of safe interstate work zone design such as avoiding abrupt lane shifts and tapers by designing to the full recommended “L” length for the posted speed limit (double the minimum length). Also we recognize the dangers of improper pavement drop-off protection within the clear zone, which is especially important along linear projects on high speed roadways due to potential vehicle rollover. In addition, we know that the maintenance of sight distance is critical, as substandard sight distance is one of the leading contributors to work zone crashes. Our Team has extensive experience on past projects maintaining the necessary construction access while ensuring sight distance is not blocked by work zone features such as barrier, equipment, and materials.

For the maintenance of mobility throughout construction, we know the importance of limiting temporary lane closures to hours where the traffic volumes are less than the capacity of the open lane(s) along I-64 at the Project site, as the implementation of typical lane closure hours can result in significant interstate delay as well as safety degradation. Our Team is experienced in verifying that acceptable operations will be maintained for off-peak temporary lane closures and for long-term shoulder closures as part of the work zone traffic analysis included in the Transportation Operations Plan section of the TMP. We will analyze all potential maintenance of traffic operations using software such as Quick Zone, HCS+, and Synchro to ensure construction efficiency while also limiting motorist delay. In addition, we know the importance of maintaining the existing right shoulder on I-64 in order to not inhibit traffic during vehicle breakdown, accidents, or during police enforcement.

We also understand the unique challenges of maintaining safe access to and from median work areas on interstates, as speed differentials between work vehicles and the traveling public is a contributing factor in work zone crashes. This condition requires careful consideration, as the vast majority of the construction will take place in the median between the eastbound and westbound lanes of I-64. To mitigate the risks introduced by construction vehicles traveling slowly in the left thru lane on I-64, our maintenance of traffic will be staged in such a manner that construction vehicles will be able to decelerate and accelerate along a left shoulder (instead of the left thru lane) wherever possible. This can be accomplished by utilizing segmented construction, areas of permanent pavement widened in earlier operations for acceleration/deceleration, and by utilizing median emergency pull-offs that are combined with construction entrances.

Another element which impacts maintenance of traffic is the strength of the existing shoulder pavement section. In order to place barrier on the edge of the roadway to facilitate removal of the shoulder and widening of the travel lanes, traffic may need to be shifted to the opposite shoulder, which is the outside shoulder in the case of the I-64 Capacity Improvements. Depending on the thickness and material section of the existing shoulder, temporary pavement strengthening or build-up may be necessary prior to shifting traffic and placing temporary barrier. The risk associated with this element is in properly identifying the shoulder section up front, planning for the placement, and properly implementing the operation to improve the shoulder. To mitigate this risk, our Team will, as an early design activity, investigate the existing pavement section through as-built information and pavement cores. Loading on the pavement will be determined based on traffic volumes and construction duration, and if needed a pavement improvement or strengthening will be identified. Based on our experience, temporary build-up of shoulders can be planned during night time activities. The operation on the existing shoulder would mill and remove stone to a specified depth, and immediately replace it with a thickened asphalt section during the same night time activity. This can be done through a temporary lane closure in off-peak and/or night time hours without significant impacts to the traveling public. Critical to this operation is proper implementation of shoulder and lane closure devices, proper advance signage, and work zone lighting. Each of these elements will be identified and detailed by our Team prior to implementation in the field if temporary pavement improvements are necessary.

Crash Prevention – Critical to the success of this Project, will be implementing improvements to reduce the frequency and severity of crashes not only after the final design improvements are constructed, but also during construction. Our Team has considerable experience in expediting the implementation of safety and operational improvements in an interim condition prior to the final design solutions being constructed. Our Team believes that we can improve corridor safety during construction and reduce crashes by utilizing enhanced site-specific temporary traffic control devices such as raised pavement markers (reflectors). Additionally, our Team believes we can reduce the consequences of run-off-road crashes during construction for both the traveling public and construction personnel by providing for a more forgiving roadside design. These enhancements can be economically implemented early in the design and construction stage in an effort to improve safety during construction.

In addition to addressing the above as we plan the work on the Interstate itself, portions of the Project will impact adjacent primary and secondary roads as we construct the bridge widenings. Many of the same considerations will apply to these roads; however, each will be integrated into the TMP and will require specific TCC plans to effectively plan for the public's safety.

Finally, our Team fully understands the importance of a comprehensive public awareness campaign in order to effectively communicate project information to the local community, as well as long distance travelers thru the work zone. In order to effectively address this important requirement, we have added Public Relations Manager Lynn Polizo of Pulsar Advertising, Inc. to the Team. Lynn's extensive public relations experience will be invaluable to our effort to manage the Project's external communications with project stakeholders, the media and the general public. Her past public relations experience on multiple VDOT projects in the Hampton Roads area is unmatched.

From our past successful design-build experience, we know that keeping the public informed is best accomplished by using a teamed approach with VDOT through a combination of outreach methods. At the Project level, our Team is experienced in the significant use of Intelligent Transportation System devices such as Portable Changeable Message Signs (PCMS). These PCMS are an excellent way to communicate directly with the traveling public, and will be installed in advance of work zones and changes in travel patterns on affected roadways. Our Team also knows the importance of keeping the public and stakeholders informed of project progress. Our Public Relations Manager, in coordination with VDOT will prepare information for public distribution, and we anticipate seeking VDOT's assistance in distributing this information on their existing VA 511 network, on the official VDOT project website, and through the Hampton Roads District press release system. Information prepared by our Team will include, but not be limited to, a schedule for lane closures and traffic switches, diagrams detailing new or changed traffic patterns, and draft press releases to highlight items more critical in nature. With the shared maintenance of traffic experience of our Team and by implementing the strategies described above, we believe our Team has unmatched qualifications for maximizing both mobility and safety throughout construction.

During development of the TTC and TMP plans, we expect VDOT's role to be associated with review and approval of the plans. We recognize that lane closure times and restrictions will be identified as part of the RFP documents, and we will work with VDOT during final plan development to determine if those closure times are appropriate, or if additional restrictions are necessary based on updated traffic volume counts. We anticipate that VDOT will also remain involved in the public outreach process during design and construction as deemed appropriate. During construction, we anticipate that VDOT will remain active on site, and will coordinate with our Team to ensure that collectively a safe work site for motorists, construction, and inspection staff is maintained.

CRITICAL RISK #3—GEOTECHNICAL AND PAVEMENT

Geotechnical and Pavement Section considerations are a critical risk to the Project because of its location in the Tidewater region and the requirements to provide a quality project with the most efficient lifecycle costs following completion. The Geotechnical Data Report (GDR) provided with the RFQ documents notes that the shallow soils in the area predominately consist of lean clays, clayey sands and a large share of inorganic high plasticity clays. All soils exhibit a high moisture content. These wet and cohesive soils require additional considerations to avoid long-term settlement after construction.

Throughout the I-64 Project limits, it consists of four through lanes (two in each direction) of existing concrete pavement with asphalt shoulders. It is our understanding that the existing concrete pavement was constructed in the late 1960's, and major patching was conducted in 2007 and 2008. With the age of the pavement, and based on experiences on the I-264 in 2012 in Virginia Beach and Chesapeake, some major rehabilitation work may be required in the next five years. Additional evaluation of the existing concrete pavement will be necessary to analyze the actual condition and remaining useful life. Also, it is our understanding that VDOT is in the process of determining if the widened lanes will be asphalt or concrete. Special attention will be required between the joint of the new and existing pavement as most long-term maintenance problems will occur there. Our Team also understands that maintaining good ride ability on the interstate is very important to the Hampton Roads District from a public relations standpoint.

Mitigation of this risk begins with an aggressive geotechnical program focused on gathering the field data at the earliest moment in the schedule. Our Team will consider all alternatives to deal with the marginal soils encountered. In our efforts to reduce the amount of earthwork movement on the Project, our Team will focus on the treatment of the existing soils through cement or lime stabilization. Our Team has successful relevant experience with these applications on several recent Design-Build Projects: on the Fairfax County Parkway - Phase III Design-Build Project, our Team used an 8" cement-stabilized subgrade treatment program; on the University Boulevard/Hornbaker Road Design-Build Project in Prince William County, a 12" deep lime-stabilized subgrade program was used to treat the clayey expansive soils. These methods have a secondary benefit to each Project by reducing the amount of dump truck trips entering and leaving the work zone in the median; thus increasing the safety to the public. The technology and methods used will be tailored to the field conditions specifically encountered. Our QC inspectors will closely observe excavation work and coordinate with the QC testing lab to test samples according to the guidelines in the *2012 VDOT Minimum Requirements for Quality Assurance and Quality Control on Design Build and Public-Private Transportation Act Projects* (VDOT QA/QC Manual). If it is visually observed by the QC inspector during construction that the material is changing, then additional tests would be run and the program adapted accordingly.

Finally, the risk of unexpected delays to the schedule could be realized if these soil conditions are not identified early in the design process. Doing so will permit the Team to prepare an appropriate treatment program that can be incorporated in the overall Project CPM and integrated with all other Project disciplines.

Our Team has performed numerous widenings on interstate and other limited access facilities and understand the importance of the interface between the new and existing pavement sections. From pavement structure information provided in the GDR, the existing pavement appeared to consist of a 9-inch concrete layer with aggregate base and soil cement subgrade. Under current traffic volumes and weights, it is expected that the widened lanes will most likely to require thicker pavement surface layer and thus might create a drainage problem when water gets into the pavement structure. To prevent water getting trapped underneath the existing and the new pavements and causing damage to the pavement, we will design a proper drainage system, such as open graded drainage layer with edge drains and/or other adequate systems. Also, it is not clear if the pavement type will be determined by VDOT. If the design-builder has the responsibility, the team has the expertise and experiences in designing the most appropriate pavement structures. Factors to be considered in the design will include existing pavement type and structure, traffic condition, minimal disruption to traveling public, construction and life cycle costs, etc.

VDOT's role will be limited to the Independent Assurance testing required as the Owner. Having completed numerous Design-Build projects for VDOT, our Team fully understands the QC and QA (Quality Assurance) roles to minimize additional oversight required by the Department.

ATTACHMENT 2.10**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**RFQ NO. C00104905DB75PROJECT NO.: 0064-965-264**ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA**

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

By signing this Attachment 2.10, the Offeror acknowledges receipt of the RFQ and/or following revisions and/or addenda to the RFQ for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of RFQ 03/14/2014
(Date)
2. Cover letter of RFQ Addendum No. 1 03/28/2014
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

4/16/2014

DATE

PRINTED NAME

TITLE

ATTACHMENT 3.1.2

Project: 0064-965-264

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0064-965-264

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	2
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	N/A
Key Personnel Resume – Lead Roadway Engineer	Attachment 3.3.1	Section 3.3.1.6	no	N/A
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.7	no	N/A

ATTACHMENT 3.1.2

Project: 0064-965-264

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	5-7
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	N/A
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	9-15

ATTACHMENT 3.2.6

State Project No. 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, B621, D601, D602

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	Atkinson Construction	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Atkinson Contractors, LP	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Shirley Design/Build, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	SCC Infrastructure	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Enterprises	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Civil Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Concrete Contractors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction International, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Design/Build, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Facility Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Foundations, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Global Technologies, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Real Estate Advisors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814

ATTACHMENT 3.2.6

State Project No. 0064-965-264, P101, R201, C501, B616, B617, B618,B619, B620, B621, D601, D602

Affiliated and Subsidiary Companies of the Offeror

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Clark Strategic Operations Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark/Balfour Beatty NCE, A Joint Venture	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Edgemoor Real Estate Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Innovative Infrastructure, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Loudoun County Transportation Networks, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Metro Earthworks,	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Route 28 Corridor Improvements, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Shirley Pentagon Constructors,, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Shirley/Clark Loudoun Infrastructure, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Charlottesville Bypass Constructors, A Joint Venture	8435 Backlick Road, Lorton, Virginia 22079

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0064-965-264

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 form.

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

April 17, 2014
Date

President/CEO/Manager
Title

Shirley Contracting Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

- 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 form.

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

Dave Maloney 4/14/14 Executive Vice President
Signature Date Title

Dewberry CasuHants L.L.C.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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 form.

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

April 9, 2014
Date

President
Title

Quinn Consulting Services, Inc.
Name of Firm

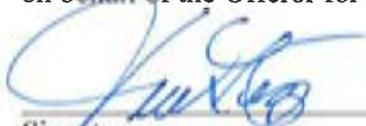
ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

- 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 form.

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.

 4/8/14 President
Signature Date Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

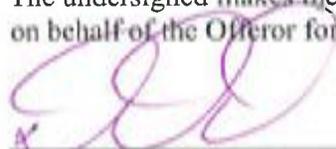
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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 form.

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

April 9, 2014
Date

VICE
President
Title

G E T Solutions, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

- 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 form.

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

R. R. P. P.
Signature

4-7-14
Date

Settlement Officer
Title

OID Dominion Settlements, Inc. T/A Key Title
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

- 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 form.

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.

A. B. Blum *04/09/14* *Vice President*
Signature Date Title

Accumak, Incorporated
Name of Firm

ATTACHMENT NO. 3.2.7(b)

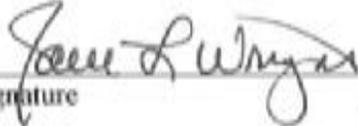
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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 form.

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.

 4/9/2014
Signature Date

Partner
Title

Pulsar Advertising, Inc
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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 form.

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 _____ Date 4/7/2014

President _____
Title

Diversified Property Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

- 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 form.

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	4/11/14 _____ Date	Treasurer _____ Title
Skelly and Loy, Inc. _____ Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0064-965-264

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 form.

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	4/15/14 Date	Vice President Title
ECS Mid-Atlantic, LLC Name of Firm		

TRNSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 04/04/2014
- S -

04/04/2014
2:07 PM
PAGE 388

=====

S018
SHIRLEY CONTRACTING COMPANY, LLC
PREQ. EXP : 09/30/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
8435 BACKLICK RD. 002 - GRADING
LORTON, VA 22079-1403 003 - MAJOR STRUCTURES
PHONE : 703-550-8100 007 - MINOR STRUCTURES
FAX : 703-550-7897 045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: CLYMORE, DANIEL EDWARD
EMAIL: DCLYMORE@SHIRLEYCONTRACTING.COM

-----DBE INFORMATION-----

DBE TYPE : N/A
DBE CONTACT: N/A

=====

S1305
HARLAND J. SHOEMAKER & SON, INC.
PREQ. EXP : 09/30/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
P.O. BOX 733 011 - CLEARING AND GRUBBING
NEW MARKET, MD 21774 033 - ROADSIDE DEVELOPMENT
PHONE : 301-865-2062 036 - SOIL STABILIZATION
FAX : 301-865-4085 044 - UNDERDRAINS
101 - EXCAVATING

BUSINESS CONTACT: BURDETTE, III, MAYNARD LEE
EMAIL: MAYNARD@HARLANDSHOEMAKER.COM

-----DBE INFORMATION-----

DBE TYPE : N/A
DBE CONTACT: N/A

=====



One Tower Square
Hartford, CT 06183

April 11, 2014

Joseph A. Clarke, PE
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00104905DB75 - A Design-Build Project
Interstate 64 Capacity Improvements – Segment I - From: 0.50 miles east of Route 238 (Yorktown Road)
To: 1.55 miles west of Route 143 (Jefferson Ave), Newport News, Virginia
Estimated Contract Value: \$125,000,000

Dear Mr. Clarke:

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 \$150,000,000 with an aggregate of \$5,000,000,000.

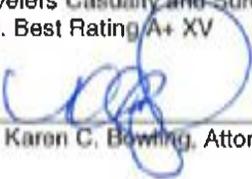
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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

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

Sincerely,

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

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



POWER OF ATTORNEY

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company

Attorney-In Fact No. 219657

Certificate No. 005780996

KNOW ALL MEN BY THESE PRESENTS: That Farmington Casualty Company, St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company are corporations duly organized under the laws of the State of Connecticut, that Fidelity and Guaranty Insurance Company is a corporation duly organized under the laws of the State of Iowa, and that Fidelity and Guaranty Insurance Underwriters, Inc., is a corporation duly organized under the laws of the State of Wisconsin (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint

Diana L. Parker, and Karen C. Bowling

of the City of Columbia, State of Maryland, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, 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 30th day of January, 2014.

Farmington Casualty Company
Fidelity and Guaranty Insurance Company
Fidelity and Guaranty Insurance Underwriters, Inc.
St. Paul Fire and Marine Insurance Company
St. Paul Guardian Insurance Company

St. Paul Mercury Insurance Company
Travelers Casualty and Surety Company
Travelers Casualty and Surety Company of America
United States Fidelity and Guaranty Company



State of Connecticut
City of Hartford ss.

By: [Signature]
Robert L. Raney, Senior Vice President

On this the 30th day of January, 2014, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2016.



[Signature]
Marie C. Tetreault, Notary Public

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

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

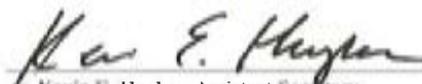
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing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

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

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

I, Kevin E. Hughes, the undersigned, Assistant Secretary, of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 14th day of April, 2014


Kevin E. Hughes, Assistant Secretary



To verify the authenticity of this Power of Attorney, call 1-800-421-3880 or contact us at www.travelersbond.com. Please refer to the Attorney-In-Fact number, the above-named individuals and the details of the bond to which the power is attached.

3.2.10 SCC & DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, D601, D602

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-2	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Business Entity-Class A Contractor	2705071652	October 31, 2014
Dewberry Consultants LLC	S044733-6	Limited Liability Co.	Active	8410 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2015
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Ste. 220 Chantilly, VA. 20171	Business Entity	0407003733	December 31, 2015
ECS Mid Atlantic, LLC	S120821	Limited Liability Co.	Active	14026 Thunderbolt Pl, Ste 100 Chantilly, VA 20151	Business Entity Branch Office	0411000382	February 29, 2016
GeoConcepts Engineering, Inc.	516767-1	Corporation	Active	19955 Highland Vista Drive Ste.170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2015
Geotechnical Environmental & Testing Solutions, Inc.	0541847-0	Corporation	Active	204-B Grayson Road Virginia Beach, VA 23462	Business Entity	0407004018	December 31, 2015
Quantum Spatial, Inc.	F113594-8	Corporation	Active	45180 Business Court, Ste. 800 Dulles, VA 23005	Business Entity	0407005489	December 31, 2015
Accumark, Inc.	044075-8	Corporation	Active	9500 King Air Court Ashland, VA. 23005	Business Entity	0407005172	December 31, 2015
Diversified Property Services, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Timonium, MD 20193	Real Estate Appraiser Business	4008001190	November 30, 2014
Skelly & Loy, Inc.	F113636	Corporation	Active	Bank of America Center 16th Floor 1111 East Main Street Richmond, VA 23219	Business Entity	0407001402	December 31, 2015
Old Dominion Settlements, Inc. (Key Title)	0243891	Corporation	Active	n/a			
Pulsar Advertising, Inc.	F160855	Corporation	Active	n/a			

ATTACHMENT 3.2.10

State Project No. 0064-965-264, P101, R201, C501, B616, B617, B618, B619, B620, D601, D602

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, VA 20169	Professional Engineer	0402039440	June 30, 2014
Dewberry Consultants LLC	Timothy Belcher	Fairfax, Va.	13808 Fount Beattie Court Centerville, VA 20121	Professional Engineer	0402041949	June 30, 2014
Dewberry Consultants LLC	Jim Davidson	Fairfax, Va.	5213 Lighthorne Road Burke, VA 22015	Professional Engineer	040202665	January 31, 2016
Quinn Consulting Services, Inc.	Richard Allen	Chantilly, Va.	10128 Elliston Court Bristow, VA 20136	Professional Engineer	0402036809	November 30, 2015



Commonwealth of Virginia
State Corporation Commission

Virg

04/07/14

LLCM3220

LLC DATA INQUIRY

10:10:39

LLC ID: 8082038 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/01/02
 LLC NAME: Shirley Contracting Company, LLC

DATE OF FILING: 08/01/2002 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR: Y

P R I N C I P A L O F F I C E A D D R E S S

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

RTN MAIL:

CITY: GLEN ALLEN STATE: VA ZIP: 23060-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 10/04/13 LOC: 143 HENRICO COUNTY

YEAR FEES PENALTY INTEREST BALANCE

13 50.00

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

04/07/14

LLCM3220

LLC DATA INQUIRY

10:11:24

LLC ID: 8044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09
 LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor
 1111 East Main Street

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 04/29/11 LOC: 216 RICHMOND CITY

YEAR FEES PENALTY INTEREST BALANCE

14 50.00

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

04/07/14

CISM0180

CORPORATE DATA INQUIRY

10:13:52

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08
 CORP NAME: QUINN CONSULTING SERVICES INCORPORATED

DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202 2134
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
 ACCEPTED AR#: 213 12 8953 DATE: 08/21/13 ARLINGTON COUNT
 CURRENT AR#: 213 12 8953 DATE: 08/21/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



04/15/14

08:40:26

LLCM3220

LLC DATA INQUIRY

LLC ID: 8120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04
LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

P R I N C I P A L O F F I C E A D D R E S S

STREET: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R E G I S T E R E D A G E N T I N F O R M A T I O N

R/A NAME: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR	FEES	PENALTY	INTEREST	BALANCE
14	50.00			50.00

(Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



04/07/14

CISM0180

CORPORATE DATA INQUIRY

10:13:19

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99
 CORP NAME: GEOCONCEPTS ENGINEERING, INC.

DATE OF CERTIFICATE: 02/25/1999 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: VIVIAN LEWIS

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
 19955 HIGHLAND VISTA DR #170
 CITY: ASHBURN STATE : VA ZIP: 20147
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
 ACCEPTED AR#: 214 03 2483 DATE: 02/03/14 LOUDOUN COUNTY
 CURRENT AR#: 214 03 2483 DATE: 02/03/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



04/10/14

CISM0180

CORPORATE DATA INQUIRY

14:39:09

CORP ID: 0541847 - 0 STATUS: 00 ACTIVE STATUS DATE: 08/04/04
CORP NAME: Geotechnical Environmental and Testing Solutions, Inc.

DATE OF CERTIFICATE: 06/16/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: TERENCE MURPHY

STREET: KAUFMAN & CANOLES PC AR RTN MAIL:
150 W MAIN ST STE 2100

CITY: NORFOLK STATE : VA ZIP: 23510 1609

R/A STATUS: 4 ATTORNEY EFF. DATE: 07/17/02 LOC : 212

ACCEPTED AR#: 213 09 1311 DATE: 05/24/13 NORFOLK CITY

CURRENT AR#: 213 09 1311 DATE: 05/24/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00				100.00	5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



04/07/14

CISM0180

CORPORATE DATA INQUIRY

10:15:16

CORP ID: F113594 - 0 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
 CORP NAME: Quantum Spatial, Inc.

DATE OF CERTIFICATE: 02/09/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: WI WISCONSIN STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 214 03 2477 DATE: 02/03/14 HENRICO COUNTY
 CURRENT AR#: 214 03 2477 DATE: 02/03/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission



04/07/14

CISM0180

CORPORATE DATA INQUIRY

13:58:20

CORP ID: 0440745 - 0 STATUS: 00 ACTIVE STATUS DATE: 02/22/11

CORP NAME: ACCUMARK, INC.

DATE OF CERTIFICATE: 01/30/1995 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: S CRAIG MARTIN

STREET: 9500 KING AIR CT AR RTN MAIL:

CITY: ASHLAND STATE : VA ZIP: 23005

R/A STATUS: 2 OFFICER EFF. DATE: 01/05/12 LOC : 142

ACCEPTED AR#: 214 01 0566 DATE: 11/18/13 HANOVER COUNTY

CURRENT AR#: 214 01 0566 DATE: 11/18/13 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	100.00					500

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

VIRG

04/07/14

CISM0180

CORPORATE DATA INQUIRY

10:14:38

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 07/01/09
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)
 DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: BRENDAN R HANTZES
 STREET: 3771 VERMACCHIA DR AR RTN MAIL:
 CITY: CHANTILLY STATE : VA ZIP: 20151
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
 ACCEPTED AR#: 213 10 8592 DATE: 07/05/13 FAIRFAX COUNTY
 CURRENT AR#: 213 10 8592 DATE: 07/05/13 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 13 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)



04/15/14

CISM0180

CORPORATE DATA INQUIRY

09:16:52

CORP ID: F113636 - 7 STATUS: 00 ACTIVE STATUS DATE: 05/24/10
 CORP NAME: SKELLY AND LOY, INC.

DATE OF CERTIFICATE: 04/05/1993 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: PA PENNSYLVANIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor AR RTN MAIL:
 1111 East Main Street

CITY: RICHMOND STATE : VA ZIP: 23219

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216
 ACCEPTED AR#: 214 51 8483 DATE: 04/08/14 RICHMOND CITY
 CURRENT AR#: 214 51 8483 DATE: 04/08/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
14	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

VIRG

04/07/14

CISM0180

CORPORATE DATA INQUIRY

10:14:58

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 05/22/97
CORP NAME: OLD DOMINION SETTLEMENTS, INC.

DATE OF CERTIFICATE: 07/08/1983 PERIOD OF DURATION: INDUSTRY CODE: 35
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: RONALD H. LAZARUS

STREET: 7010 LITTLE RIVER TURNPIKE, SUITE 240 AR RTN MAIL:

CITY: ANNANDALE STATE : VA ZIP: 22003
R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129
ACCEPTED AR#: 213 08 5532 DATE: 05/16/13 FAIRFAX COUNTY
CURRENT AR#: 213 08 5532 DATE: 05/16/13 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
13 220.00 25,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/15/14

08:45:16

CORP ID: F160855 - 5 STATUS: 00 ACTIVE STATUS DATE: 02/03/14
 CORP NAME: PULSAR ADVERTISING, INC.

DATE OF CERTIFICATE: 11/22/2004 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 213 56 4621 DATE: 02/03/14 HENRICO COUNTY
 CURRENT AR#: 213 56 4621 DATE: 02/03/14 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
13	100.00	10.00				200

(Screen Id:/Corp_Data_Inquiry)

Details of license number 2705071652

Name:	SHIRLEY CONTRACTING COMPANY LLC	print
License Number:	2705071652	
License Description:		
Class Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+cod+54.1-1100)	Contractor Class A	
Business Type:	LLC	
Address:	8435 BACKLICK ROAD LORTON, VA 22079	
Specialties/Classifications:		
Classification Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20)	Highway / Heavy (H/H)	
Specialty Definitions (http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30)		
Initial Certification Date:	2002-10-08	
Expiration Date:	2014-10-31	

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

Details of license number 0407003966

Name: DEWBERRY CONSULTANTS LLC
 License Number: 0407003966
 License Description: Business Entity Registration
 Business Type: LLC
 Address: 8401 ARLINGTON BLVD
 FAIRFAX, VA 22031
 Initial Certification Date: 2000-03-14
 Expiration Date: 2015-12-31

[print](#)

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0401008756 (licenseDetail.cfm?lrn=0401008756)	BEIGHT, JAMES LADEN	Architect License	2015-08-31
0402026519 (licenseDetail.cfm?lrn=0402026519)	STONE, DONALD EDWARD JR	Professional Engineer License	2015-09-30
0403001932 (licenseDetail.cfm?lrn=0403001932)	ROBINSON, BRYANT L	Land Surveyor License	2015-01-31
0406001718 (licenseDetail.cfm?lrn=0406001718)	CENA, JANICE MARIE	Landscape Architect License	2015-01-31

Showing 1 to 4 of 4 entries

[First](#)
[Previous](#)
[1](#)
[Next](#)
[Last](#)

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-06.

Details of license number 0407003733

Name: QUINN CONSULTING SERVICES INC
 License Number: 0407003733
 License Description: Business Entity Registration
 Address: 4094 MAJESTIC LN # 281
 FAIRFAX, VA 22033
 Initial Certification Date: 1998-03-05
 Expiration Date: 2015-12-31

print

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402026380 (licenseDetail.cfm? lrn=0402026380)	VICINSKI, JOHN KEVIN	Professional Engineer License	2015-08-31
0402039004 (licenseDetail.cfm? lrn=0402039004)	VYAS, KAUSHIKKUMAR BHUPENDRAPRASAD	Professional Engineer License	2014-06-30

Showing 1 to 2 of 2 entries

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-06.

Details of license number 0411000382

Name: ECS-MID-ATLANTIC LLC print
 License Number: 0411000382
 License Description: Business Entity Branch Office Registration
 Business Name: ECS-MID-ATLANTIC LLC
 Address: 108 INGRAM RD STE 1
 WILLIAMSBURG, VA 23188
 Initial Certification Date: 2004-12-10
 Expiration Date: 2016-02-29

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402030684 (licenseDetail.cfm?lrn=0402030684)	GALLI, MICHAEL JAMES	Professional Engineer License	2015-07-31
0402034612 (licenseDetail.cfm?lrn=0402034612)	WARD, WILLIAM LLOYD	Professional Engineer License	2014-07-31
0402037785 (licenseDetail.cfm?lrn=0402037785)	GRESHAM, BENJAMIN SCOTT	Professional Engineer License	2015-06-30

Showing 1 to 3 of 3 entries

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-14.

Details of license number 0407004404

Name: GEOCONCEPTS ENGINEERING INC
 License Number: 0407004404
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 19955 HIGHLAND VISTA DRIVE SUITE 170
 ASHBURN, VA 20147
 Initial Certification Date: 2003-03-28
 Expiration Date: 2015-12-31

print

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402021276 (licenseDetail.cfm? lrn=0402021276)	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	2016-04-30
0402021556 (licenseDetail.cfm? lrn=0402021556)	BURKART, PAUL EDWARD	Professional Engineer License	2016-03-31

Showing 1 to 2 of 2 entries

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-06.

Details of license number 0407004018

Name: GEOTECHNICAL ENVIRONMENTAL & TESTING SOLUTIONS INC print
 License Number: 0407004018
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 204-B GRAYSON ROAD
 VIRGINIA BEACH, VA 23462
 Initial Certification Date: 2000-09-12
 Expiration Date: 2015-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402033932 (licenseDetail.cfm?lrn=0402033932)	SCHOLEFIELD, DAVID MARK	Professional Engineer License	2016-04-30
0402039988 (licenseDetail.cfm?lrn=0402039988)	ESPILONDO-MURDOCK, MARIA EUGENIA	Professional Engineer License	2014-07-31
0402046947 (licenseDetail.cfm?lrn=0402046947)	CATON, CHRISTOPHER MICHAEL	Professional Engineer License	2015-06-30

Showing 1 to 3 of 3 entries

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-07.

Details of license number 0407005489

Name: QUANTUM SPATIAL INC
 License Number: 0407005489
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 45180 BUSINESS CT SUITE 800
 STERLING, VA 20166
 Initial Certification Date: 2009-07-30
 Expiration Date: 2015-12-31

print

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0408000008 (licenseDetail.cfm?lrn=0408000008)	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	2015-02-28

Showing 1 to 1 of 1 entries

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-06.

Details of license number 0407005172

Name: ACCUMARK INC print
 License Number: 0407005172
 License Description: Business Entity Registration
 Business Type: CORP
 Address: 9500 KING AIR CT
 ASHLAND, VA 23005
 Initial Certification Date: 2008-03-28
 Expiration Date: 2015-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402010372 (licenseDetail.cfm?lrn=0402010372)	LABAUGH, W C III	Professional Engineer License	2015-08-31

Showing 1 to 1 of 1 entries

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

Details of license number 4008001190

Name:	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number:	4008001190
License Description:	Appraisal Business Registration
Business Type:	CORP
Address:	20 E TIMONIUM ROAD SUITE 111 TIMONIUM, MD 21093
Initial Certification Date:	2000-11-29
Expiration Date:	2014-11-30

[print](#)**No Open Complaints**

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-06.

Details of license number 0407001402

Name: SKELLY & LOY INC print
 License Number: 0407001402
 License Description: Business Entity Registration
 Address: 449 EISENHOWER BLVD SUITE 300
 HARRISBURG, PA 17112
 Initial Certification Date: 1982-08-31
 Expiration Date: 2015-12-31

Filter:

Related Licenses

License Number	License Holder Name	License Type	License Expiry
0402030378 (licenseDetail.cfm?lrn=0402030378)	SCHMIDT, TERRY WILLIAM	Professional Engineer License	2014-06-30

Showing 1 to 1 of 1 entries

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-14.

Details of license number 0402039440

Name:	KUNTZ, STEVEN KLINE
License Number:	0402039440
License Description:	Professional Engineer License
Address:	HAYMARKET VA, 20169
Initial Certification Date:	2004-06-14
Expiration Date:	2014-06-30

[print](#)**No Open Complaints**

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-07.

Details of license number 0402041949

Name:	BELCHER, TIMOTHY LAMONTE	print
License Number:	0402041949	
License Description:	Professional Engineer License	
Address:	CENTREVILLE VA, 20121	
Initial Certification Date:	2006-06-26	
Expiration Date:	2014-06-30	

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-07.

Details of license number 0402020665

Name:	DAVIDSON, JAMES DALE JR
License Number:	0402020665
License Description:	Professional Engineer License
Address:	BURKE VA, 22015
Initial Certification Date:	1990-01-26
Expiration Date:	2016-01-31

[print](#)**No Open Complaints**

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-07.

Details of license number 0402036809

Name:	ALLEN, RICHARD MEINRAD	print
License Number:	0402036809	
License Description:	Professional Engineer License	
Address:	BRISTOW VA, 20136	
Initial Certification Date:	2001-11-30	
Expiration Date:	2015-11-30	

No Open Complaints

"Open Complaints" reflect only those complaints against regulants for which a departmental investigation has determined that sufficient evidence exists to establish probable cause of a violation of the law or regulations. Only those cases that have proceeded through an investigation to the adjudication stage are displayed. **State law prohibits the disclosure of any information about open complaints** [Code of Virginia Section 54.1-108]. (<http://leg1.state.va.us/cgi-bin/legp504.exe?000+cod+54.1-108>) Members of the public may review official records and obtain copies only after a complaint investigation is closed.

No Closed Complaints

"Closed Complaints" reflect complaints against regulants closed since 1990. Cases closed without disciplinary action are purged after three years in accordance with DPOR's record retention policy.

To inquire about closed complaints, see the department's Public Records Access (<http://www.dpor.virginia.gov/recordsanddocuments/>) or contact the department's Information Management Section at (804) 367-8583 or publicrecords@dpor.virginia.gov (<mailto:publicrecords@dpor.virginia.gov>).

The information on this page was last updated on 2014-04-07.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Charles L. Smith, IV, Vice President
b. Project Assignment: Design-Build Project Manager
c. Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d. Years experience: With this Firm 24 Years With Other Firms 1 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen(15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked. Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC - Vice President 2004–Present <ul style="list-style-type: none">• Mulligan Road-Phase II - Alexandria, Virginia , Dec. 2011 to Present - Contract Manager for \$30 million project to build new Mulligan Road connector between Telegraph Road and US Route 1 in Fairfax County, VA for FHWA/EFLHD.• USCG Saint Elizabeth's West Site Access Road, June 2010 to 2013 - Design Assist/Construction Manager for \$32 million roadway and utilities for main entrance into DHS/USCG Headquarters Campus for GSA.• Fairfax County Parkway Phase III, January 2010 to December 2012 – Design-Build Construction Manager for this \$27.7 million design-build project for FHWA/EFLHD & VDOT.• Fort Lee 'A' Gate Roundabout, June 2011 to December 2012 - Design-Build Project Manager for \$2.3million entrance gate improvements at US Army Base Ft. Lee for FHWA/EFLHD.• Washington Headquarters Service DoD BRAC 133, Dec.r 2008 to August 2011 – Design-Build Construction Manager on the \$143 million design-build for the WHS Mark Center Site/Civil Construction Project.• I-95 4th Lane Widening, March 2008 to September 2011 – Construction Executive in charge of \$91million highway and bridge widening project for VDOT.• New Campus East – NGA Fort Belvoir, May 2008 to January 2011 – Design-Build Construction Manager for three contracts for the overall site infrastructure for the US Army Corps of Engineers: North Loop Road and Bridge \$36 million, West North Loop Road \$16M, South Loop Bridge over Wetlands \$3M.• Spotsylvania County Infrastructure Improvements, October 2007 to Present – Design-Build Project Manager - \$91million design-build contract for 17 individual projects for Spotsylvania County VA.• Dulles Greenway Improvements, May 2005 to July 2008, Construction Manager - \$74 million design-build project for private toll road facility.• Monroe Avenue Bridge, February 2006 to October 2009 – Design-Build Project Manager for \$43 million bridge and roadway infrastructure at the Potomac Yard Alexandria development for Pulte Homes.• Telegraph Road Advance Utility Project, August 2005 to December 2007 – Construction Manager for \$25 million utility and interim improvements at I-95 & Telegraph Road Interchange for VDOT. Shirley Contracting Company, LLC - Contract Manager 1993–2004 <ul style="list-style-type: none">• I-95 Springfield Interchange Phase IV, November 1999 to July 2004 - Contract Manager for \$139 million improvements to east portion of Springfield Interchange for VDOT.• I-95/Woodrow Wilson Bridge Corridor Projects, 2002 to 2004 – Contract Manager for multiple Projects. Route 1 Ground Improvements \$33 million, Telegraph Road Ground Improvements \$3.5 million
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987
f. Active Registration: Year First Registered/ Discipline/VA Registration #: None
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> List at least three (3) but no more than five (5) relevant projects for which you have performed a similar function. 1. Fairfax County Parkway Phase III - Springfield, VA Shirley Contracting Company, Design-Build Construction Manager (2010 to 2012) Design-Build Construction Manager and primary point of contact to FHWA for construction of the \$27.7 million Design-Build project. Mr. Smith was responsible for the design coordination, utility relocation process, environmental permitting, and constructability oversight of the bridge and roadway design. He performed the budgeting and scheduling of the project as the design was advanced and construction began in late 2010. Phase III of the Fairfax County Parkway

Extension project represents the final segment of the Parkway through the Fort Belvoir Engineering Proving Grounds east of I-95. The scope of work includes 1.4-miles of six-lane divided, limited access highway and includes ramp improvements to the Franconia Springfield Parkway interchange. The relocation of Hooes Road and a new bridge carrying relocated Rolling Road over the Fairfax County Parkway was necessary for the construction improvements as well as over 25,000 SF of noise barrier walls. Mr. Smith worked with VDOT and FHWA to incorporate the addition of the Saratoga Park and Ride Facility as a Change Order the Contract.

2. I-95 4th Lane Widening Project, Fairfax/Prince William Counties, VA

Shirley Contracting Company, Construction Executive (2008 to 2011)

Construction Executive responsible for overall construction on the \$91 million widening project for VDOT. All construction activities were performed while maintaining and managing traffic volumes of over 200,000 vehicles per day passing through the project work zone. The widening of Interstate 95 was over 6.0-miles long in each direction, adding a new 12' wide travel line and 10' full depth shoulder to the interstate. Mr. Smith developed and maintained the projects construction schedule, purchased all materials and subcontractors, managed the design and constructability reviews of the nearly 200,000 SF of design-build retaining and soundwalls. Approximately 240,000 c.y. of earthwork was moved while maintaining heavy traffic volumes with minimal impacts. Installation of over 14,000 LF of stormwater piping, water and sanitary utility installation/relocation and over 250,000 tons of sub-base stone and asphalt concrete were installed. 10 new bridge widenings were constructed consisting of the demolition of existing outside overhang and parapet, installation of new substructure abutments and piers, structural steel girders and new bridge deck concrete and joints.

3. New Campus East - NGA Fort Belvoir North Area Infrastructure - Ft. Belvoir, VA

Shirley Contracting Company, Design-Build Construction Manager (2008 to 2011)

Responsible for the design-build management and construction oversight of three major infrastructure projects totaling over \$55 million for New Campus East Project for a Department of Defense Agency in Northern Virginia. Mr. Smith's responsibilities included design/constructability reviews, scheduling, budgets, project management and quality control and safety. Project consisted of over two miles of new four lane highway with four signalized intersections, a 450-foot long, three span bridge over Accotink Creek and a 350-foot, six span bridge over protected wetlands. Utility infrastructure brought into the campus included over 5,000 LF of 18" watermain and 1,000 LF of 8" & 12" branch lines. 1,200-feet of electrical & communication ductbanks servicing Dominion Virginia Power and Verizon were also installed. Mr. Smith coordinated the schedule of roadway construction with Washington Gas contractors as 800 LF of gas main was installed from Backlick Road to the campus. Mr. Smith managed the design and construction of detours to maintain continuous construction traffic throughout the life of the project to safely deliver the projects on-time.

4. Dulles Greenway Capital Improvements Project -Loudoun County, VA

Shirley Contracting Company, Construction Manager (2005 to 2008)

Responsible for managing the design reviews, permitting, utility relocations, and construction of a \$75 million Design-Build project. The Project included eight individual projects combined into a single design-build program. The original scope of this program included new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to existing interchanges at Route 606 and Route 772, widening of mainline roadway from four to six lanes, expansion of the mainline toll plaza, and widening of the existing twin 660 foot long, 100 foot high bridges over Goose Creek. Shirley and Dewberry provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a change order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.

5. Springfield Interchange Phase IV - Springfield, VA

Shirley Contracting Company, Construction Manager (2000 to 2004)

Responsible for management and oversight of construction of a \$139 million segment of the Springfield Interchange rebuilding project. Mr. Smith's contract management duties included construction, scheduling, subcontractor coordination, financial monitoring, change order administration, and owner relations for the largest single contract awarded on the entire "Mixing Bowl" project. The project consisted of roadway widening and improvements along the Capital Beltway from the Van Dorn Road Interchange to the interchange connection at I-95/I-495/I-395. Four new bridges were constructed as part of the project, one bridge carrying the Capital Beltway over the CSX Transportation and WMATA tracks. This work was completed in three phases working in close coordination with CSX and WMATA. The project's signature bridge was a 4,300-foot long flyover bridge carrying I-495/I-95 traffic to a direct connection to I-95 southbound. The bridge exceeds 110 feet at its highest point. Mr. Smith led the Shirley team to a four month early completion of the project resulting in an early completion incentive bonus offered by VDOT.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Richard M. Allen, P.E., Quality Assurance Manager
b.	Project Assignment: Quality Assurance Manager
c.	Name of Firm with which you are now associated: Quinn Consulting Services, Incorporated
d.	Years experience: With this Firm 1 Years With Other Firms 18 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked). Project specific experience shall be included in Section (g) below): Quinn Consulting Services, Incorporated – Quality Assurance Manager, 10/2013 to Present <ul style="list-style-type: none">• I-95 Express PPTA Design-Build Project, October 2013 to Present (Projected completion of assignment December 2014). Quality Assurance Manager for the \$ 900 Million I-95 Express Lanes design-build project. Dulles Transit Partners – Lead Structural Engineer, December 2007 to October 2012 <ul style="list-style-type: none">• Dulles Metrorail Silver Line Design-Build Project, December 2007 to October 2012-Lead Structural Engineer for the Tyson's East Station, one of five stations in Phase One of this two-phase project. The Reinforced Earth Company – Senior Civil Design Engineer May 2000 to December 2007 <ul style="list-style-type: none">• Senior Civil Design Engineer for multiple projects utilizing mechanically stabilized earth walls and sound barrier walls in the mid-Atlantic region. Pennsylvania Department of Transportation (PENNDot) Lead Construction Inspector, February 1999 to May 2000 <ul style="list-style-type: none">• Project Manager (Lead Construction Inspector) position in the District 1-0 Construction Unit responsible for supervising a construction inspection staff of inspectors on-site during active road repair and rehabilitation projects. St. Mary's County, Maryland Department of Public Works – Civil Engineer April 1997 to February 1999 <ul style="list-style-type: none">• Performed Civil Engineering functions in the Engineering Department of the County Department of Public Works. Pennsylvania Department of Transportation (PENNDot) Civil Engineer Trainee/Supervisor, May 1995 to April 1997 <ul style="list-style-type: none">• Civil Engineer Trainee/Supervisor
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University / MS / 1995 / Engineering; The Pennsylvania State University / BS / 1992 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Registered Licensed PE in DC (#PE907497), VA (#0402036809), MD and PA ISO 9001 Quality Management Certification No. 2779990
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> 1. I-95 Express Lanes, Fairfax, Prince William, and Stafford County, Virginia Quinn Consulting Services, Inc., Quality Assurance Manager, (October 2013 to December 2014) As the project Quality Assurance Manager , Mr. Allen was responsible for overseeing project QA staff and for verifying that all work performed on the project was inspected and tested in accordance with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects and the Project Specific QA/QC Plan. The I-95 Express Lane project was/is divided into the following four segments: <ul style="list-style-type: none">• Segment 1 (8.3-miles) – Garrisonville Road to Dumfries Road, 2-lane reversible section on new location (7 new bridges, inclusive of 2 flyovers & NB slip ramp);• Segment 2 (7-miles) – Dumfries Road to Prince William Pkwy., Maintained Geom. of Existing Roadway;• Segment 3 (11.9-miles) – Prince William Parkway to I-495, added 3rd Lane; and• Segment 4 (2.2-miles) – I-495 to North of Edsall Road, added 3rd Lane.

2. Dulles Metro Rail, Silver Line Design-Build Project – Fairfax County, Virginia

Dulles Transit Partners, Senior Civil Structural Engineer, (December 2007 to October 2013)

Oversight of four design engineers and four to six designer/draftsmen with high focus on contract due dates, completeness, accuracy, and consistency between various design package submittals. Reviewed civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards, and applicable building codes such as WMATA, VDOT, AASHTO, ASCE, ACI, PCI, and IBC. Coordination and review of subcontractor submitted shop drawings. As Lead Structural Engineer for the McLean Station, coordination of station specific interdisciplinary engineering issues to deal with special engineering or construction problems such as conflicting utilities, mis-located structural connections, rebar interference with connections, honeycombing of concrete and develop and/or review remedial solutions to correct unforeseen issues. Conducting periodic visits to active construction sites to investigate, conduct reviews, and provide sound engineering advice and solutions to field issues encountered during the construction phase of the project. Extensive involvement in the final design of 17 miles of cast-in-place retaining walls and assisted Construction Unit with field issues arising during the material fabrication and construction phases of the walls.

3. The Reinforced Earth Company, Regional Engineer - Multiple Projects in the Mid-Atlantic Region

Regional Engineer, (May 2000 to December 2007)

As a Regional Engineer for reinforced earth, providers of Mechanically Stabilized Earth Retaining Wall (MSE) Systems, responsible for overseeing the complete and final design of all MSE wall drawings and calculations including internal, external, and occasionally global stability. Coordinated work assignments with Regional Managers and assisted Project Managers with engineering related issues arising at the construction site. Performed site visits to investigate reasons, collect data, and observe extent of occasional settlement issues that arise and worked with Project Managers to formulate corrective procedures and perform any additional engineering calculations necessary to address the modified conditions. Worked closely with Owner's (i.e., primarily State DOT's) Engineering and Construction staff personnel to address field issues as they arose expeditiously but with sound engineering judgment and review of the causes to the issues.

4. St. Mary's County, Maryland – Department of Public Works, Civil Engineer III, Multiple County Projects

Civil Engineer, III, (April 1997 to February 1999)

As a Civil Engineer for the County, was responsible for design of county roadways, roadway drainage systems, culverts, and sidewalks. Functioned as the County's Lead engineer for the County's Bridge/Culvert Rehabilitation Program and Sidewalk Retrofit program. Obtained Federal and State Wetland and Floodplain Alteration permits. Also, performed on-site surveying of existing roadway elevations surrounding culverts under rehabilitation and used survey data for designing revised culvert alignments.

5. Pennsylvania Department of Transportation-Civil Engineer Multiple DOT Projects

Civil Engineer Trainee/Project Manager, (May 1995 to April 1997 & February 1999 to May 2000)

Responsible for reviewing Quality Control inspection documents for correctness and accuracy. Interacted with local officials and residents regarding on-site work activity being performed by various contractors. Issued payments to contractors for work performed. Conducted asphalt core sampling per PennDOT requirements for roadway rehabilitation projects to determine pavement thicknesses are met in accordance with project specifications and the quality of the work performed by the contractor met contract plan requirements and Department standards.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Mr. Allen is currently assigned to the I-95 Express Lanes Project as the Quality Assurance Manager. His assignment to that project will be completed in December of 2014 and he will be available full time during construction operations for the I-64 Capacity Improvements Project.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Steven Kuntz, PE, DBIA, Senior Associate
b.	Project Assignment: Design Manager, Design QA/QC
c.	Name of Firm with which you are now associated: Dewberry Consultants LLC
d.	Years experience: With this Firm 13.5 Years With Other Firms 0 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): Dewberry Consultants LLC - June 1999 to Present <ul style="list-style-type: none">• July 2011 to November 2012 (design), Construction Support thru August 2015. Client: VDOT. Roadway Design lead for the Route 27/244 Interchange Modification project in Arlington County for the Shirley design-build team.• July 2011 to November 2011 (design), Construction Support thru August 2013. Client: VDOT. Design Manager for the Pacific Boulevard Extension project for the Shirley design-build Team• February 2011 to January 2012 (design), Construction Support thru May 2015. Client: VDOT. Roadway Design Lead for the Route 50 Widening project in Fairfax and Loudoun Counties for the Shirley design-build team.• February 2010 to October 2010 – Client: VDOT. Design Manager for the Waxpool Road/Loudoun County Parkway Intersection Improvements for the Shirley design-build team.• October 2009 to December 2012 – Client: FHWA. Design Manager for the Fairfax County Parkway Phase III Improvements Project for the Shirley design-build team.• July 2008 to July 2012 – Client: VDOT. Highway Design Engineer for the Pacific Boulevard Design-Build Project for the Shirley design-build team.• February 2008 to November 2011 – Client: MDSHA. “Area E” Roadway Design Manager for Intercounty Connector (ICC) Contract C for the Shirley design-build team.• February 2008 to July 2010 – Client: Loudoun County. Project Manager for the design of the Route 7/659 Interchange.• July 2007 to September 2009 – Client: VDOT. Highway Design Engineer for the Battlefield Parkway Design-Build Project as part of the Shirley design-build team.• March 2005 to September 2007 – Client: TRIP II. Assistant Design Project Manager for the Dulles Greenway Capital Improvements Program for the Shirley design-build team.• September 2002 to December 2012 – Client: VDOT. Assistant Design Manager for the Route 28 Corridor Improvements Project as part of the Shirley design-build team• June 1999 to January 2011 (design), Construction Support thru August 2015 – Client: VDOT. Project Manager for the design of the Route 29/Linton Hall Road Interchange.• June 1999 to April 2006 – Client: VDOT. Assistant Project Manager for the design of the I-66 Mainline Widening Project from Route 234 Business to Route 29 (Gainesville)
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer / 2004 / Virginia #0402 039440 Professional Engineer / 2008 / Maryland #36172 Design Build Institute of America (DBIA) / 2010
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>1. Fairfax County Parkway Phase III Improvements - Fairfax County, VA Dewberry, Design Manager (October 2009 to December 2012) Mr. Kuntz served as the Design Manager for this \$27 million design-build project with Shirley Contracting under contract to the Federal Highway Administration, Eastern Federal Lands Highway Division (EFLHD). He is responsible for overseeing all aspects of design and for coordination of multiple sub-consultants, as well as implementing and</p>

monitoring the design QA/QC process. Design elements included modifications to the existing Fairfax County Parkway/Franconia-Springfield Parkway/Rolling Road Interchange, widening of approximately 0.8 miles of Rolling Road (to become Fairfax County Parkway), relocation of Rolling Road and Hooes Road, a new bridge to carry Rolling Road over the Fairfax County Parkway, and a new park and ride lot at the Barta Road interchange at the southern end of the Phase III improvements. Mr. Kuntz attended and continues to attend weekly meetings with the contractor to discuss design issues and progress, as well as to coordinate with construction staff.

2. Route 28 Corridor Improvements Project - Fairfax and Loudoun Counties, VA

Dewberry, Assistant Design Manager (September 2002 to December 2012)

Mr. Kuntz helped to oversee the design of ten (10) interchanges along Route 28, resulting in creation of a limited access highway between Westfields Blvd. in Fairfax County and Route 7 in Loudoun County as part of this \$350 million PPTA project. Mr. Kuntz was responsible for completion of conceptual interchange configurations for four (4) of the interchanges (Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Boulevard) and for final design of six (6) of the ten interchanges, including the Innovation Avenue, Sterling Boulevard, and Nokes Boulevard Interchanges in Loudoun County and the Westfields Boulevard, Willard Road, and Barnsfield Road Interchanges in Fairfax County. As part of the final design efforts, Mr. Kuntz coordinated the design of each of the interchange bridges, stormwater management facilities, and utility relocation designs, and oversaw the design of all aspects of horizontal and vertical geometric design, drainage design, lighting design, signing and marking design and maintenance of traffic plans. He also helped to prepare cost estimates for additional work added to the PPTA contract including Atlantic Boulevard north of Church Road, Pacific Boulevard north of Sterling Boulevard, and Centreville Road north of Route 50.

3. Pacific Boulevard Design-Build Project - Loudoun County, VA

Dewberry, Highway Design Engineer (July 2008 to July 2012)

Mr. Kuntz was the Highway Design Engineer for the Shirley/Dewberry Team for this \$19 million design-build project for VDOT which extended Pacific Boulevard from Auto World Circle to Severn Way in Loudoun County. His responsibilities included overseeing all aspects of roadway design and plan completion, and for coordinating design efforts with the bridge, stormwater management, utility relocation and landscaping design disciplines. During design, Mr. Kuntz attended weekly coordination meetings with the Contractor and VDOT, and was responsible for all plan submissions to VDOT, the Northern Virginia Regional Park Authority, and the utility companies. Mr. Kuntz also attended coordination meetings with the impacted landowners, and led the design efforts to revise the design to include turn lane improvements which resulted in the dedication of right-of-way to VDOT for a majority of the project.

4. Battlefield Parkway Design-Build Project - Loudoun County, VA

Dewberry, Highway Design Engineer (July 2007 to September 2009)

As the Highway Design Engineer for the Shirley/Dewberry Team for this \$26.5 million design-build project for VDOT, Mr. Kuntz was responsible for overseeing the roadway design effort to extend Battlefield Parkway from Kincaid Boulevard to Route 7. His responsibilities included overseeing all aspects of roadway design and plan completion, and for coordinating design efforts with the bridge, stormwater management, lighting and landscaping design disciplines. Mr. Kuntz attended weekly coordination meetings with the Contractor and VDOT, and was responsible for all plan submissions to VDOT, the Town of Leesburg, and the Northern Virginia Regional Park Authority as the design included a bridge over the W&OD Trail).

5. Route 29/Linton Hall Interchange and Railroad Grade Separation - Prince William County, VA

Dewberry, Project Manager - Design (June 1999 to January 2011-under construction until August 2015)

Beginning as a Project Engineer and continuing through being named the Project Manager in late 2008, Mr. Kuntz has worked on the design of the phased improvements to construct a single point urban interchange (SPUI) and railroad grade separation at the existing Route 29 intersection with Linton Hall Road. As Project Engineer, Mr. Kuntz was responsible for all elements of roadway design including horizontal and vertical geometry, drainage design, and maintenance of traffic and detour designs in preparation for phased right-of-way plan approvals in 2007 and 2008. As Project Manager, Mr. Kuntz oversaw the completion of the roadway plans and coordinated the design with the four (4) bridge plan packages in preparation for a December 2010 advertisement. He has served as the single point of contact for VDOT for the completion of parcel demolition plans (phase 1 completed in 2009), advance detour construction plans (advertised in October 2009), and a second parcel demolition contract which has been approved for advertisement in March 2010. He also attends monthly coordination meetings with VDOT project staff, coordinated with the in-plan utility relocations engineer (completed under separate contract to VDOT Central Office), provides design support to the VDOT right-of-way division as they continue to acquire the remainder of the impacted parcels, and works with VDOT Central Office in coordination efforts with Norfolk Southern Railroad.

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

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Tony Jefferys, Senior Project Superintendent
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	Years experience: With this Firm 13 Years With Other Firms 25 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked). Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC - Senior Project Superintendent, 1999–Present <ul style="list-style-type: none">• I-95 Ramp to Fort Belvoir North Area, Dec 2013 to November 2014 - Senior Superintendent for the \$10.2 million ramp connecting I-95 HOV Lanes to the newly constructed Fort Belvoir, NCE Campus in Fairfax County.• Route 27/244 Interchange Improvements, Sept 2012 to June 2015 - Senior Superintendent Manager for \$31 million Design-Build interchange reconstruction for VDOT. Widening of Route 27 and demolition and replacement of the existing bridge over Route 244-Columbia Pike• USCG Saint Elizabeth's West Site Access Road, 2011 to 2013 - Superintendent and Construction Manager for \$32 million roadway and utilities for main entrance into DHS/USCG Headquarters Campus for GSA.• Washington Headquarters Service DoD BRAC 133, 2008 to 2011 – Construction Manager for the \$143 million Design-Build for the WHS Mark Center Site/Civil Construction Project.• I-95 4th Lane Widening, March 2008 to September 2011 – Senior Project Superintendent in charge of \$91 million interstate highway and bridge widening VDOT project.• Dulles Greenway Capital Improvements, Leesburg, VA, 2006-2008 - Superintendent on this \$75 million Design-Build project that included the widening of 14 bridges, construction of over six miles of mainline widening, and expansion of the mainline toll plaza, and improvements to existing Greenway interchanges.• Route 606 Interchange Project, Loudoun County, VA, 2005-2006 - Superintendent on one of the individual Design-Build components of the Route 28 Corridor Improvements Project, this new interchange at the intersection of Route 28 and Route 606 in Loudoun County consisted of construction of a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting, and signalization.• Remote Access Facility, Secure Access Lane – Pentagon, Arlington, VA, 2001-2002 – Superintendent for the Secure Access Lane and Remote Delivery Facility roadway and security improvements project.• Potomac Yard Offsite Sanitary Truck Sewer – Alexandria, VA, 2002-2003 – Superintendent for 8,300 L.F. 30” diameter micro-tunnel sewer project.• I-95 Interchange Phases II/III & IV, Springfield, VA, 1999 - 2003 – Superintendent for the construction of \$200+ million reconstruction of interchanges, including 15 bridges, and 6 miles of interstate widening. The Lane Construction Corporation – Foreman 1974-1999
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: None
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain Virginia Department of Conservation and Recreation DCR RLD and Virginia Erosion and Sediment Control Contractor Certification (ESCCC) prior to the commencement of construction.
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. Saint Elizabeths West Site Access Road - Washington, DC Shirley Contracting Company, Construction Manager (2011 to 2013) Responsible for Construction Management of the \$20 million West Site Access Road for the new Saint Elizabeths West Campus Improvements as part of the new USCG/DHS Headquarters facility for GSA. Shirley Contracting Company, LLC is constructing the 3,000 foot long West Access Road which will serve as the Main Entrance into the Campus. Mr. Jefferys is responsible for the entire construction effort which is highlighted by the construction of over 55,000 SF of a

tied-back retaining wall system supporting the new roadway adjacent to the I-295 corridor. Managing three utility crews working simultaneously in order to meet schedule demands, Mr. Jefferys managed the successful installation of over 4,000 LF of stormwater piping and 2,500 LF of new waterline serving the campus. He also coordinated with DC Water in order to perform the tie-in connections to the existing watermain along Firth Sterling Avenue and I-295. Mr. Jefferys managed Shirley's earthwork and grade crews who have moved and disposed of over 150,000 cubic yards of soil, much containing contaminated fly ash materials in order to meet final roadway elevations. Stormwater systems including the use of Bio-Retention Basins and Storm Filters are being installed by Mr. Jefferys crews. Mr. Jefferys is also serving as Construction Manager for the new intersection of the West Campus Access Road and Firth Sterling Avenue Project.

2. DoD/BRAC 133 Washington Headquarters Services - Alexandria, VA

Shirley Contracting Company, LLC, Senior Project Superintendent (2008 to 2011)

Senior Project Superintendent responsible for the overall construction operations on the \$143 million Design-Build Garage, Site Work and mark center Roadway Improvements Package for the DoD/BRAC 133 at Mark Center Project. Managing a field manpower of over 200 people per day, Mr. Jefferys successfully managed the excavation and disposal of over 400,000 cubic yards of earthwork, installation of over 15,000 LF of stormwater, waterline and sanitary sewer utility piping as well as grading and paving of over **two miles of internal roadway systems**. Working with Dominion Virginia Power, Verizon, Alexandria Service Authority and Virginia American Water, Shirley Contracting Company, LLC and Mr. Jefferys managed the design and construction of these major utility services into the Mark Center site. Mr. Jefferys also served as the Senior Superintendent for the \$4.8 million Mark Center Offsite Roadway Improvements. These improvements included the newly opened widened portions of both Seminary Road and North Beauregard Street and other improvements associated with the DoD/BRAC 133 project designed to mitigate impacts to local traffic. Roadwork for the improvements was in both the City of Alexandria and VDOT right-of-way.

3. I-95 4th Lane Widening Project - Fairfax County, VA

Shirley Contracting Company, LLC, Senior Project Superintendent (2008 to 2011)

Mr. Jefferys was the Senior Project Superintendent on this \$91 million project to widen I-95 from six to eight lanes from the Fairfax County Parkway (Route 7100) to Route 123 at the Prince William County line (approximately six miles). Mr. Jefferys was responsible for overseeing all day-to-day field construction activities including coordinating self-perform and subcontracted work, maintaining the CPM schedule, and coordinating with the Virginia Department of Transportation. This six mile long project included widening I-95 to four lanes in each direction, multiple bridge widenings including a bridge over the Occoquan River, extensive retaining and noise barrier walls as well as the maintenance of traffic for over 200,000 vehicles per day traveling through the project.

4. Route 606 Interchange Project, Loudoun County, VA

Shirley Contracting Company, LLC, Senior Superintendent (2005 - 2006)

The Route 606 interchange project consisted of construction of a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting, and signalization. As the project Senior Superintendent, Mr. Jeffery's was responsible for the management and oversight of all field construction activities including earthwork, storm drainage, bridge construction, maintenance of traffic, roadway construction, quality control, signing and lighting. Mr. Jeffery's was also responsible for coordination of all project subcontractors, managing the project's CPM schedule and ensuring the safety for both Shirley self-perform forces and for all project subcontractors.

5. Dulles Greenway Capital Improvements - Leesburg, VA

Shirley Contracting Company, LLC, Senior Project Superintendent (2006 to 2008)

Mr. Jeffery's was the Senior Project Superintendent for this \$75 million design-build project that included the widening of 14 bridges, widening of over six miles of mainline roadway, expansion of the mainline toll plaza, improvements to existing interchanges at Route 606 and Route 772, and new interchanges at Routes 653 and Route 654. Mr. Jefferys was responsible for directing all Shirley Contracting crews and all project subcontractors for roadway construction and bridge activities. Mr. Jefferys also monitored the construction activities for compliance with the VDOT quality standards and specifications as well as the standards of the private owners of the toll road facility. Using a fast-tracked phased design and construction process, Mr. Jefferys was responsible for opening the mainline widening of the Greenway six months ahead of schedule.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Mr. Jefferys is currently assigned to two projects. He is the Senior Superintendent on the I-95 Ramp to Ft. Belvoir project which will be completed in November 2014. He is also the Senior Superintendent on the Route 27/244 Design-Build project, which will be completed in June 2014. The construction of the I-64 Capacity Improvements project will not begin prior to the completion of his assignment on the Route 27/244 project, he will be available full time when the I-64 construction begins.

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: James D. Davidson, PE, DBIA Director of Structural Engineering
b.	Project Assignment: Lead Structural Engineer
c.	Name of Firm with which you are now associated: Dewberry Consultants LLC
d.	<p>Years experience: With this Firm 27 Years With Other Firms 6 Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked). Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC, Road Design, 2002 to Present Responsible for coordinating all sub-consultant work on each of these projects, including aerial mapping, utility designations and test pits, and geotechnical engineering; ensuring proper maintenance of with other design disciplines such as lighting and electrical plans, structural plans, stormwater management designs, and signing and marking plans. Tim has worked closely with all divisions of Loudoun County and VDOT. He is currently serving on the Transportation Research Board (TRB) Utilities</p> <p>Dewberry & Davis LLC Director of Structural Engineering, February 1997 to Present</p> <ul style="list-style-type: none">• Route 27\244 Interchange Modifications, September 2011 to Present, Structural Design Manager for the Shirley led design-build Team.• Route 50 Widening Design-Build Project, April 2011 to Present, Structural Design Manager for the Shirley led design-build Team.• University Boulevard Design-Build Project, April 2011 to December 2013, Structural Design Manager for the Shirley led design-build Team.• Airport Connector Road Design-Build Project, October 2008 to January 2011, Design Manager.• Pacific Boulevard Design-Build Project, July 2008 to October 2010, Structural Design Manager for the Shirley led design-build Team.• Intercounty Connector (ICC) Design-Build Project, February 2008 to Present, Bridge Manager for Shirley led design-build team.• Battlefield Parkway Design-Build Project, July 2007 to September 2009, Structural Design Manager for the Shirley led design-build Team.• Route 28 Corridor Improvements Design-Build Project, October 2002 to Present, Bridge Design Manager for the Shirley led design-build team.• Dulles Greenway Capitol Improvements Design-Build Project, March 2005 to December 2007, Bridge Design Manager for the Shirley led design-build team.• I-66 Widening Project from Route 234 to Route 29/Gainesville Road, June 1999 to November 2006, Bridge Design Manager• Route 460 Bypass Bridges, September 1997 to March 2001, Assistant Project Manager.• I-95/Telegraph Road Interchange Project, March 1998 to Present, Senior Structural Engineer
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Virginia, Charlottesville, VA / BS / 1981 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer/VA-1990 (#0402020665) / Design-Build Institute of America/VA-2010
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>1. I-66 Widening, Northern, VA Dewberry, Bridge Design Manager, June 1999 to November 2006 Responsible for all bridge and structural design of the \$350 million project for the widening of seven miles of I-66 from Route 234 to Route 29, from four lanes to eight, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and grade separation over the Norfolk/Southern Railroad line. The project included 10 new bridges,</p>

and maintenance-of-traffic for over 150,000 cars a day through the project site. Also responsible for design of the widening of five bridges, the complete replacement of one bridge and four new bridges. The widenings also consisted of complete superstructure replacements for four of the bridges. The bridges consist of steel plate girder, rolled beam and pre-stressed concrete girder bridges with continuous and/or simple spans. The most challenging part of this project was maintaining traffic on this extremely busy roadway during construction. The bridge construction was coordinated with the roadway construction in order to maintain a minimum of two lanes of traffic in each direction at all times. Also responsible for the coordination and review of shop drawings answering contractor RFI's during construction.

2. Route 28 Corridor Improvements Design-Build Project - Fairfax and Loudoun Counties, VA

Dewberry, Lead Structural Engineer, October 2002 to Present

Mr. Davidson was the Structural Design Manager for this \$330 million project which included roadway widening, ten (10) new interchanges and secondary roadways. He was responsible for the design of 16 bridges consisting of steel and concrete girder bridges ranging in length from 70 feet to over 1000 feet in length. The bridges were both straight and curved, and one of the bridges required the design of three integral steel pier caps due to limited space available for conventional piers. Additionally, he coordinated with NVRPA and DHR for the design of architectural and aesthetic treatments to the bridge over the W&OD Trail. Mr. Davidson was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection, answering contractor RFI's during construction and bridge load ratings.

3. Dulles Greenway Capitol Improvements Program - Loudoun County, VA

Dewberry, Lead Structural Engineer, March 2005 to December 2007

As Bridge Design Manager, Mr. Davidson was responsible for all bridge and structural design aspects of this \$71 million design-build project. The capitol improvements program included expansion of the mainline plaza to 18 lanes, widening of the mainline roadway from four (4) lanes to six (6) lanes, two (2) new interchanges, upgrades to two (2) additional interchanges, and new ramp access to Dulles Airport. Mr. Davidson was responsible for the design of the widening of 13 bridges and one new bridge. Bridges consisted of steel plate girder bridges, both straight and curved, ranging in length from 150 feet to over 600 feet. Mr. Davidson was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection and answering contractor RFI's during construction. Mr. Davidson and the Dewberry design team received the *2004 Award of Excellence* from the Design-Build Institute of America (DBIA) for their work on this Project.

4. Battlefield Parkway Design-Build Project - Loudoun County, VA

Dewberry, Lead Structural Engineer July 2007 to September 2009

Responsible for all bridge and structural design for this project, consisting of 3,500 linear feet of a four-lane urban arterial roadway including dual 1,250 foot long bridges over the W&OD Trail and Tuscarora Creek. Responsible for the design of the twin 1,250 foot long bridges. Bridges consist of continuous straight and curved steel plate girders and are eight spans with span lengths varying from 125 to 195 feet. The piers are tall cast-in-place concrete, multi-column bents supported on spread footings, one abutment is cast-in-place concrete supported on spread footings, the other is a cast-in-place concrete pile cap behind Mechanically Stabilized (MSE) walls. Also responsible for the coordination and review of shop drawings, answering contractor RFI's during construction and bridge load ratings.

5. Pacific Boulevard - Loudoun County, VA

Dewberry, Structural Design Manager, July 2007 to October 2010

As structural Design Manager for the Shirley/Dewberry Team, Mr. Davidson was responsible for supervising the design, ensuring that all project requirements were met, assigning personnel and sealing the plans of three bridges for this project, which included 3,100 linear feet of a four-lane urban arterial, twin bridges over the W&OD Trail and a bridge over Cabin Branch. Design elements included, surveys, geotechnical investigations and recommendations, roadway design, bridge and retaining wall design, stormwater management, floodplain analysis, scour design, utility relocation design, landscaping design, and signing and marking design. The bridges consist of pre-stressed concrete bulb-t girders supported on cast-in-place concrete abutments and piers. The pair of bridges is over the W&OD trail incorporates architectural and aesthetic features to maintain the historic presence of the W&OD Trail. The bridge over Cabin Branch required hydrologic and hydraulic analysis and scour design. Also responsible for supervising the coordination and review of shop drawings, answering contractor RFI's during construction and bridge load ratings.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Tim Belcher, PE, Senior Associate
b. Project Assignment: Lead Roadway Engineer
c. Name of Firm with which you are now associated: Dewberry Consultants LLC
d. Years experience: With this Firm 12 Years With Other Firms 1 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked). Project specific experience shall be included in Section (g) below): Dewberry Consultants LLC, Roadway Design Engineer, 2002 to Present Responsible for coordinating all sub-consultant work on multiple projects, including aerial mapping, utility designations and test pits, and geotechnical engineering; ensuring proper maintenance of with other design disciplines such as lighting and electrical plans, structural plans, stormwater management designs, and signing and marking plans. Tim has worked closely with all divisions of Loudoun County and VDOT. He is currently serving on the Transportation Research Board (TRB) Utilities Committee, AFB70 and was a 2012 graduate of VDOT's Transportation Project Management Institute (TPMI). <ul style="list-style-type: none">• Project/Design Manager<ul style="list-style-type: none">▪ I-64 Pavement Rehabilitation Design-Build (UPC 104330) – 2014 to Present▪ I-64 Exit 91(Route 285) Interchange Design-Build – 2012 to 2013▪ Route 7/690 Interchange – 2013 to Present▪ Crosstrail and Kincaid Boulevard - 2009 to Present▪ Crosstrail Access from Dulles Greenway Interchange Justification Report – 2012 to 2013▪ Liberty Crossing Interchange Justification Report - 2008 to 2011▪ Route 7/607 (Loudoun County Parkway) Interchange - 2004 to 2010▪ Route 7/Ashburn Village Boulevard Interchange – 2007 to 2009• Lead Roadway Engineer<ul style="list-style-type: none">▪ Allder School Road Improvements - 2009 to 2013▪ Greenway/Battlefield Interchange - 2005 to 2007 Federal Highway Administration – Eastern Federal Lands Highway Division, 1999 to 2001 Responsible for various assignments in the Bridge Inspection, Roadway Inventory, and Project Development Program. During the Road Inventory assignment, Tim led the effort to summarize two-year cycle data and presented it to the National Park Service. This earned him an on-the-spot award from the Division Administrator. <ul style="list-style-type: none">• Engineering Co-Op/Intern<ul style="list-style-type: none">▪ Bridge Inspection Program▪ Road Inventory Program▪ Project Development
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University / Blacksburg, VA / BS / 2002 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2006 / Professional Engineer / VA # 041949 (Also: MD) 2005 / Virginia Erosion and Sediment Control Combined Administrator 2010 / Advanced Work Zone Traffic Control Training
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. I-64 Exit 91 (Route 285) Interchange Design-Build Project - Augusta County, VA Dewberry Consultants LLC, Lead Designer (2012 to 2013) Lead Designer responsible for coordinating roadway design, structural design, environmental permitting, utility relocation design, and survey for 1.1 miles of widening of Route 285 and improvements to the existing interchange with I-64 at a cost of \$21.0M. The project involved MOT on the Interstate and coordinated construction sequencing to have all of those impacts at the same point

in time. Extensive environmental coordination was performed as the improvements required right-of-way from the National Register of Historic Places listed Tinkling Springs Presbyterian Church. Mr. Belcher was involved in public outreach, especially to the adjacent regional hospital and expo center.

2. Allder School Road Improvements - Loudoun County, VA

Dewberry Consultants LLC, Deputy Project Manager (2009 to 2013)

Deputy Project Manager responsible for design and coordination of 1.6 miles of improvements to existing gravel-surfaced Allder School Road between Woodgrove Road and Hillsboro Road. The design included drainage improvements, a new bridge, and utility relocations. Mr. Belcher worked with County staff to support two public meetings to gain public support for the project. In response to the residents' concern about the potential for increased traffic volumes and speeding, a new roundabout was designed at the intersection of Allder School and Short Hill Roads that required no impacts to two adjacent farm ponds.

3. Crosstrail and Kincaid Boulevard, Dewberry - Loudoun County, VA

Dewberry Consultants LLC, Project Manager (2009 to Present)

Project Manager responsible for design and coordination of a new 2.4-mile segment of Crosstrail Boulevard between Sycolin Road and Russell Branch Parkway. The project involved coordinating the roadway design with several ongoing elements on the County Government Support Center site including: construction of Philip A. Bolen Park, design and construction of sanitary sewer by the Town of Leesburg, master plan and special exception for the site, design and construction of a transit facility, recordation of preservation areas for Bolen Park permitting, site plan for Juvenile Detention Facility, coordination with the Town of Leesburg for the future relocation of Sycolin Road. Mr. Belcher coordinated with Loudoun Water's ongoing Raw Water Transmission project that runs adjacent to the future roadway.

4. Route 7/607 (Loudoun County Parkway) Interchange, - Loudoun County, VA

Dewberry Consultants LLC, Project Manager (2004 to 2010)

Project Manager performed highway design, drainage design, pavement design, erosion and sediment control, MOT, signing and marking, utility relocation coordination, right-of-way acquisition, and coordination with Loudoun County and VDOT, and also spoke at public meetings. Included in the project are new and modified traffic signals, MOT, erosion and sediment control, stormwater management, and lighting. Utility relocations on the project were extensive including 2,200 LF of 24-inch gas transmission line replacement, 2,800 LF of 30-inch water line replacement and upgrade, one 48-inch waterline casing open cut across Route 7, and 6,000 LF of communication duct bank. With the initial bid price of \$23.3M, this project was the first interchange advertised under the bond program for Loudoun County. He continued to assist Loudoun County throughout construction by attending bi-weekly construction meetings, responding to contractor questions, and reviewing shop drawings. With the addition of the George Washington Boulevard/Richfield Way intersection closure, he assisted the County with negotiating change orders.

5. Dulles Greenway Capital Improvements Program Design-Build Project - Loudoun County, VA

Dewberry Consultants LLC, Lead Roadway Engineer (2005 to 2007)

Lead Roadway Engineer for nine improvement projects to the Dulles Greenway, including two phases of mainline widening from four to six lanes, improvements to the Route 606 and Route 772 interchanges, two new interchanges at Route 653 and Route 654, widening of the mainline toll plaza from 14 to 18 lanes, and a new direct ramp to Dulles Airport. The design-build team was responsible for design and construction of the improvements, as well as utility relocations, toll plaza design, and utility tunnel design at the mainline toll plaza. The Dewberry design team received the Award of Excellence from the Design-Build Institute of America (DBIA) for their work on this project. Mr. Belcher led the design effort for the Dulles Greenway/Battlefield Parkway Interchange.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

ATTACHMENT 3.3.1

KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Lynn Polizos, Sr. Public Relations Manager
b.	Project Assignment: Public Relations Manager
c.	Name of Firm with which you are now associated: Pulsar Advertising
d.	Years experience: With this Firm 1 Years With Other Firms 25 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked). Project specific experience shall be included in Section (g) below): Pulsar Advertising , Senior Public Relations Specialist, 2013-present. Lynn Polizos brings more than 20 years of experience developing industry-recognized marketing communications programs for international companies, educational institutions and government agencies. She is responsible for developing and executing strategically driven public relations programs for the Virginia Department of Transportation including the I-264 and I-64 Pavement Rehabilitation Project. Polizos & Company , President, 2004-present. Responsible for delivering successful integrated public relations programs to clients in the transportation, education, financial and healthcare industries including Virginia Department of Transportation, University of Virginia and James Madison University. Ms. Polizos currently serves as Public Relations Manager of the I-564 Intermodal Connector project and is responsible for all strategic planning and public outreach efforts. The Meridian Group (result of merger with The Polizos Agency), Director of Public Relations and Corporate Communications, 1997-2004. Served as senior public relations counsel, activities of which included development of strategic communication plans, crisis communications plans, issues management, community relations and media relations. Clients included STIHL Inc., Norfolk Airport Authority, Kingsmill Resort, Wild Dunes Resort, Ponte Vedra Inn & Club, and LagoMar Resort & Club. The Polizos Agency , Vice President of Public Relations, 1986-1997. Responsibilities included the development and coordination of strategic marketing and public relations plans, issues management, community relations, media relations and crisis communications for clients in the transportation, tourism, manufacturing and healthcare industries including Norfolk International Airport, City of Virginia Beach Convention & Visitor Development, Norfolk Southern Corporation and Norfolk Shipbuilding & Drydock Corporation.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: B.A., University of North Carolina at Chapel Hill, 1983 Specialization in journalism, marketing and public relations
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: N/A
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none">1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.)</p> <p>1. VDOT I-64 and I-264 Pavement Rehabilitation Project, Norfolk/Virginia Beach, VA Pulsar, Senior Public Relations Manager (2014 to Present) Ms. Polizos currently serves as Public Relations Specialist for the project and is responsible for the development of the project's strategic communications plan, media relations and community outreach efforts designed to minimize motorist impacts and maximize project benefits.</p> <p>2. VDOT Gilmerton Bridge Replacement Project, Chesapeake, VA Seventh Point, Public Relations Counsel (2012 to Present) Ms. Polizos currently provides public relations counsel and management to the Virginia Department of Transportation's Gilmerton Bridge Replacement Project. Activities have included the development of a comprehensive community-wide public relations program to minimize motorist and mariner impact; crisis communication planning and project risk</p>

management response; proactive media relations among local, regional and trade media; interactive marketing; and social media outreach.

Achievements: Best in Show and two First Place honors at the Public Relations Society of America Hampton Roads Chapter's 2013 Pinnacle Awards, as well as three gold MarCom awards.

3. VDOT / I-564 Intermodal Connector, Norfolk, VA

Polizos & Co., Public Relations Manager (2014 to Present)

Ms. Polizos serves as Public Relations Manager for the I-564 Intermodal Connector project and is responsible for all strategic planning and public outreach efforts, including strategic communications plan development, media relations, community relations, crisis management and risk management response.

4. Norfolk International Airport (NIA), Norfolk, VA

The Polizos Agency, Senior Public Relations Manager (1986 to 2004)

Ms. Polizos provided strategic direction and public relations counsel to Norfolk International Airport for nearly 20 years. Activities included development of industry-recognized public service campaigns, community outreach programs, air service development initiatives, creative special events and proactive media relations programs, results of which elevated NIA's marketing and public relations program to national recognition.

Achievements: Under Ms. Polizos's management, NIA's marketing and public relations program earned more than 30 national awards. They include the Airports Council International's Peggy G. Hereford Award, widely recognized as the highest honor an airport can earn in the marketing communications field, and Hospitality Sales and Marketing Association International's (HSMIA) Edward L. Bernays Best In Show for Public Relations, the most coveted public relations honor in the travel industry.

h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Not Applicable

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Interstate 95 4th Lane Widening Project Location: Fairfax and Prince William County, VA	Name: HNTB, Inc.	Name of Client/Owner: VDOT Northern Virginia District Office Project Manager: H.S. Charlie Warraich Phone: 571-237-8229 Email: HS.Warraich@VDOT.Virginia.gov	September 2011	September 2011	\$85,557	\$91,183* *Difference Due to Owner added scope	\$91,183

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.



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT I PROJECT

- Interstate Highway Widening
- Interstate Bridge Widening
- Bridge Widening Over Water
- Interstate Highway MOT Operations
- Communication & Coordination with VDOT
- Retaining Walls
- Sound Barrier Walls
- Proposed Key Personnel on this Project: Proposed Design-Build Project Manager - Chuck Smith, and Proposed Construction Manager - Tony Jefferys

In January 2008, Shirley Contracting Company, LLC (Lead Contractor) was awarded the Interstate 95 4th Lane Widening Project to add a fourth lane in each direction of Interstate 95 between the Fairfax County Parkway and Route 123. The additional lanes were constructed to relieve bottlenecks and daily congestion in this area of Interstate 95 and provide improved traffic flow. The northbound project limits extended from Exit 160 Woodbridge/Route 123 to just north of the Pohick Road bridge overpass, approximately five miles. The southbound limits were from Exit 166, Fairfax County Parkway /Newington, Route 7100 to Exit 160, Route 123, approximately six miles. With a construction cost of approximately \$91 million, the project consisted of **widening Interstate 95 over 6.0 miles, widening of 10 bridges including two bridges over the Occoquan River, 16 retaining walls, 8 sound barrier walls, and over 2.5 miles of storm pipe installation. All work was completed on a major interstate in a heavily congested area.**

Designed by HNTB, Inc., the project consisted of the following major components of construction: approximately 240,000 cubic yards of earthwork; maintaining heavy interstate traffic volumes with minimal impacts; installation of over 14,000 linear feet of stormwater piping, water and sanitary utility installation/relocation; over 250,000 tons of sub-base stone and asphalt concrete; roadway lighting and signage including 15 overhead structures. A critical project element was the installation of over 70,000 square feet of combination retaining and sound barrier walls along the project corridor. These combination walls were designated Design-Build. Over 2,000 drilled shaft and steel post foundations were installed to support the combination precast concrete retaining wall panels and lightweight metal sound absorptive panels. Additionally, 145,000 square feet of traditional ground mounted sound barrier wall was installed on the project. Ten new bridge widenings were constructed, consisting of the demolition of existing outside overhang and parapet, installation of new substructure abutments and piers, structural steel girders and new bridge deck concrete and joints. The largest bridge was the widening of the dual spans over the Occoquan River. The bridge is nearly 1,000 feet long and sits 70' above the water surface. All work was performed with **no safety incidents and the project enjoyed a zero-lost time record.**

All construction activities were performed while maintaining and managing traffic volumes of over 200,000 vehicles per day passing through the project work zone along the I-95 Corridor. The lane restrictions were coordinated with VDOT Smart Traffic Center to allow for public notifications and potential upcoming impacts, which provided advance warning to the traveling public. In addition to the communication with Smart Traffic, Shirley and the VDOT team utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote primary awareness of upcoming construction impacts and clearly define vehicular paths/routes, which helped improve traffic flow and avoid delays. Many critical project work activities were performed during the night, during off peak hours. Structural Steel erection, bride deck pours, utility crossings, and surface asphalt placement were just a few activities that were scheduled and coordinated to reduce impacts to motorists and give the Shirley Contracting Company, LLC team the maximum opportunity for productive and quality work hours. Shirley is committed to using our experience and creative construction approach to create the safest, and most efficient work zones on the Interstate 64 Capacity Improvements Project.

The I-95 Widening Project was successfully constructed in a congested traffic area with extremely constrained work areas, similar to the conditions we anticipate on the Interstate 64 Capacity Improvement, Segment I Project. We **developed work schedules and activity plans to minimize delays and impacts to the public during peak traffic rush hours**; resolved issues quickly and efficiently, while emphasizing safety on the project for all parties including the traveling public. Project details were communicated to promote public awareness and involvement to all parties directly and/or indirectly associated with the project. Shirley and VDOT partnered successfully throughout the duration of the project and we are committed to bringing our experience to the Interstate 64 Capacity Improvement, Segment I Project.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Dulles Greenway Capital Improvement Program Location: Loudoun County, VA	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client/Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Tom Sines/CEO Phone: 703-707-9096 Fax: 703-707-8876 Email: tsines@dullesgreenway.com	December 2007	December 2007	\$64,994	\$71,084* *Difference Due to Owner added scope	\$71,084

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.



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT I PROJECT

- Roadway Widening
- Bridge Widening
- Complex MOT Operation
- Design-Build
- Environmental Permitting
- Construction Administrator
- Proposed Key Personnel on this Project: Proposed Design-Build Project Manager- Chuck Smith, Proposed Construction Manager - Tony Jefferys

In March 2005 TRIP II awarded Shirley Contracting Company the Dulles Greenway Capital Improvement Program (Greenway) that included eight individual projects combined into a single design-build program. The original scope of this program included two new interchanges at Battlefield Parkway and Shreve Mill Road, enhancements to an existing interchange at Route 606, **widening of the mainline roadway from four to six lanes for a distance of 6.2 miles**, construction of a new ramp to Dulles Airport, expansion of the mainline toll plaza, **and widening of the existing twin 660 foot long, 100 foot high bridges over Goose Creek**. Shirley Contracting Company, LLC as the Lead Contractor and Dewberry Consultants LLC as the Lead Designer provided all design, construction, permitting, utility relocations, and construction administration, all in a format to allow VDOT acceptance at completion of all crossing roadways. In August 2006, TRIP II awarded Shirley a change order to design and construct the improvements to the Route 772/Greenway Interchange. Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007. The 6.2 miles of mainline widening from 4 to 6 lanes completed by our Team on the Greenway project is similar to the scope of work required for the Interstate 64 Capacity Improvements - Segment I Project.

Impacts to traffic on this limited access roadway were not only a project safety concern and an inconvenience to the traveling public, but also directly affected the Owner's profitability, which made this Project unique. In addition to enhanced safety features and increased capacity in final design, our Team developed detailed Traffic Management Plans that focused on maintaining lane widths and travel speeds, and reduced the impact to traffic during interim construction phases. Shirley and Dewberry are committed to bringing this experience to the Interstate 64 Capacity Improvements - Segment I Project in order to develop a Traffic Management Plans (TMP) that minimizes the impact to the traveling public during construction. Where possible our TMP will also include enhancements to address existing traffic concerns.

On the Battlefield Parkway Interchange, Shirley partnered with the Town of Leesburg and the local community to avoid impact to soccer fields during the summer of 2005. A segment of the Town's right-of-way between the Greenway and Evergreen Mills Road that was acquired for the project was being used for little league soccer games. Shirley re-sequenced the CPM schedule to avoid impacting the area until after the completion of the soccer season allowing the community time to find alternate playing fields for the next season without impacting their 2005 season. This schedule re-sequencing was completed at no cost to the Owner, without impacting the project completion date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.

Our Team is committed to providing a safe and healthy environment for our employees, subcontractors and to the general public who may enter our jobsite or workzone. We consider the prevention of accidents to be an integral part of our operation. Therefore, we have established a comprehensive, project specific, *Safety, Health and Welfare Program* for the Greenway to assure the continued safety of everyone on the Project. On the Greenway, our employees logged more than 300,000 man hours with no lost-time accidents. We continue to develop and enhance our safety program and proactively train our employees and subcontractors to repeat this success on all future projects.

With Shirley as the Lead Contractor and Dewberry as the Lead Designer, the Dulles Greenway Capitol Improvements Program provides yet another example of the Team's proven design-build experience. The Team completed this \$71 million design-build program, including design, environmental permitting, utility relocations, construction, and VDOT acceptance in less than three years earning our Team recognition as a recipient of the **2008 Regional Design-Build Excellence Award** for large transportation projects presented by the Design-Build Institute of America (DBIA).

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: I-66 Widening Improvements Location: Prince William County, VA	Name: Dewberry Consultants LLC (formerly Dewberry & Davis LLC)	Name of Client/Owner: VDOT Northern Virginia District Office Project Manager: Helen L. Cuervo Phone: 703-259-2345 Email: Helen.Cuervo@vdot.virginia.gov	August 2010	August 2010	\$75,838	\$81,430* *Difference Due to Owner added scope	\$81,430

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.



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT I PROJECT

- Interstate Widening
- Interstate Bridge Widening
- Extensive MOT Operations
- Public Involvement
- Coordination with VDOT
- Partnering

In December 2006, Shirley Contracting Company, LLC (Lead Contractor) was awarded the I-66 Widening Improvements project to extend the HOV lanes and add additional through lanes on Interstate 66 from the Route 234 bypass to approximately 1-mile beyond the I-66 and Route 29 interchange in Gainesville, Virginia. With a construction cost of approximately \$81 million, the project utilized a phased construction approach and received an award from the State for the Ride-Ability and Asphalt Pavement surface.

The project consisted of **widening over two miles of divided multi-lane interstate from four lanes to eight lanes, realignment of eight ramps and primary highway in a heavily congested area.** Designed by Dewberry, the following were major components of construction: approximately 369,000 cubic meters of earthwork including rock; maintaining heavy interstate traffic volumes with minimal impacts; construction and removal of multiple detours; storm, water and sanitary utility installation/relocation; over 514,000 metric tons of sub-base stone and asphalt concrete; four SWMP; seven Jack and Bore Pipe runs including three 2100mm diameter approximately 8.5 meters deep; two box culverts; signal installation/modifications; roadway lighting and signage; two concrete retaining walls (one adjacent to the Norfolk Southern Railroad); five new bridges, demolition and reconstruction of three bridge superstructures, and one complete bridge demolition and reconstruction of the superstructure and substructure.

The project had three interim milestones, the **first milestone was completed over five months ahead of schedule** and the other two milestones were completed on or ahead of schedule, despite significant change orders for added scope. In recognizing the importance of the first milestone, associated with opening Ramp C to alleviate congestion and improve the traffic flows from Route 29 Northbound to Route 66 Eastbound, Shirley partnered with VDOT to focus efforts on this area and accelerate achievement of this milestone. This successfully allowed for a significant reduction in traffic delays and congestion for the public early in the project. Also, during construction VDOT issued change directives to Shirley to perform additional services and increased scope, which included additional bridge demolition and substructure reconstruction on three existing bridges that were to originally remain. On those three existing bridges (two from I-66 eastbound and one from I-66 westbound), 6 piers were completely demolished from cap down to below grade footings and reconstructed without delaying the project schedule. Shirley also had to replace the complete superstructure of Bridge B627 (I-66 Eastbound), which included the complete removal and fabrication of new structural steel without adding any additional time to the project schedule.

All construction activities were performed while maintaining and managing traffic volumes of approximately 144,000 vehicles per day passing through the project work zone along the I-66 Corridor and the I-66/Route 29 interchange. The lane restrictions were coordinated with VDOT Smart Traffic Center to allow for public notifications and potential upcoming impacts, which provided advance warning to the traveling public. In addition to the communication with Smart Traffic, Shirley and the VDOT team utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote primary awareness of upcoming construction impacts and clearly define vehicular paths/routes, which helped improve traffic flow and avoid delays. Substantial coordination and planning went into creating many detours and lane shifts for Route 29 northbound and southbound traffic and the interchange ramps to maintain free flowing traffic movements during critical components of work such as the steel girder erection on all five bridges and the bride demolition. Not only did these detours allow for improved traffic flows, but it also provided for a safer work zone for both the traveling public and Shirley's construction team. Shirley is committed to using our experiences and creative construction approach to create the safest and most efficient work zones on the Interstate 64 Capacity Improvements - Segment I Project.

The I-66 Widening Project was constructed in a congested area with phased construction, similar to the conditions we anticipate on the Interstate 64 Capacity Improvements - Segment I Project. Our Team successfully developed a Traffic Management Plan to minimize delays and impacts to the public during peak traffic rush hours, while resolving issues quickly and efficiently. Additionally, the Team emphasized safety on the Project for all parties, including the traveling public and communicated project details to promote public awareness and involvement directly and/or indirectly associated with the project. We are fully aware of the traffic flow and volumes that will be encountered during construction of the I-64 Capacity Improvements - Segment I Project and understand what will be necessary to maintain a safe and effective work zone. Shirley, VDOT and Dewberry's have vast experience working together on I-66 Widening Project and others, and are fully committed to successfully delivering the Interstate 64 Capacity Improvements - Segment I Project.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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 Completion Date (Original)	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: Dulles Greenway Capital Improvement Program Location: Loudoun County, VA	Name: Shirley Contracting Company, LLC	Name of Client: Toll Road Investors Partnership II (TRIP II) Project Manager: Mr. Tom Sines Phone: 703-707-9096 Fax: 703-707-8876 Email: tsines@dullesgreenway.com	December 2007	December 2007	\$64,994	\$71,084* * Difference due to Owner added scope.	\$8,653

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.



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT I PROJECT

- Bridge widening in vicinity of reservoir
- TTC/TMP on high-speed roadway
- Widening of a limited access facility
- Floodplain analysis
- Proposed Key Personnel on this Project: Proposed Lead Designer - Steve Kuntz, Proposed Lead Structural Engineer - Jim Davidson, and Proposed Lead Roadway Engineer - Tim Belcher

The Design-Build Team of Dewberry as the Lead Designer (prime) and Shirley as the Lead Contractor constructed the Dulles Greenway Capital Improvement Program. This \$71 million design-build program included two new interchanges at Route 653 and Route 654 (Battlefield Parkway), **widening of the mainline roadway from four to six lanes for a distance of 6.2 miles**, expansion of the mainline toll plaza from ten to eighteen lanes, four new ramp toll plazas, **widening of the 660' bridges over Goose Creek**, a new ramp from the main toll plaza directly into Dulles Airport, and modifications to the existing Route 606 Interchange to add the ultimate ramp network and complete the cross-road widening. Following the start of construction, the Owner decided to add the design and construction of the ultimate improvements to the Route 772 Interchange to the contract, which was completed within the original contract timeline. Out of our Fairfax office, Dewberry provided all roadway and interchange design, bridge design, stormwater management, aerial mapping, surveying, geotechnical investigations, floodplain studies, scour analysis, environmental investigations permitting, maintenance-of-traffic design, and utility relocation design. In addition to design and permitting, Dewberry also contracted separately with TRIP II to provide all QA and QC Testing and Inspection Services for the project.

The 6.2-mile mainline widening of the Dulles Greenway from four to six lanes part of the Capital Improvements is very similar in scope to this I-64 Capacity Improvements Project including the widening of a bridge in the vicinity of a reservoir.

While the layout for each improvement was anticipated in the 1980's and 1990's as part of the original project layouts, several improvements were modified based on adjacent development and to work with ongoing site plans, as well as the need to avoid all right-of-way acquisition. This design process required close coordination with VDOT, Loudoun County, the Town of Leesburg, MWAA, the US Army Corps of Engineers, the Department of Environmental Quality, as well as other permitting agencies.

A major criteria to this Design-Build Project was the maintenance-of-traffic of over 75,000 vehicles per day on the existing Greenway, and the need to avoid traffic impacts so as to not reduce ridership and therefore revenue for the Owner. Shirley and Dewberry worked together with the Owner to create a Transportation Management Plan that minimized traffic disruptions during construction. **Because of this planning there was no loss of capacity during construction.** In order to assure minimal disruption to traffic, our design-build team developed a maintenance-of-traffic (MOT) plan for the mainline Greenway widening that maintained the full travel lane widths and provided a full lane outside shoulder during construction. Temporary improvements with additional asphalt depths (milling and overlay) was required in order to shift traffic out onto the outside shoulders.

Many of the lessons learned and processes of coordination expected between Shirley, Dewberry and VDOT, that were utilized on the Greenway to advance the design and construction activities, will be used on the I-64 Capacity Improvements - Segment I Project. Identification of critical path activities and priorities were completed in coordination with the owner (TRIP II) as well as VDOT, which was involved in reviews and approvals. Multiple plan packages were developed as noted above, structural

steel packages were completed in advance (to assure this long lead item was delivered to the site on time), environmental permitting was advanced (with early design support identified and completed to support this effort), and emphasis given to completing the mainline Greenway widening in a fashion to minimize disruption to the traveling public.

The Team also coordinated with the Greenway Owner, the Town of Leesburg, and the adjacent developer to incorporate auxiliary lanes and intersection improvements to assure there would be no reconstruction efforts needed by the Greenway, the developer, the Town or VDOT. The coordination with the many intersecting roadways and working through issues with adjacent developers, utility owners and Loudoun County, was something our Team did as part of the Greenway project and that we are prepared to do on the I-64 Capacity Improvements Design-Build Project.

ATTACHMENT 3.4.1(b)

LEAD DESIGNER - WORK HISTORY FORM

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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95/Telegraph Road Interchange Location: Fairfax County and the City of Alexandria, Virginia	Name: Corman/Kiewit Corporation JV	Name of Client: Virginia Department of Transportation, Virginia Mega Projects Project Manager: John Lynch, PE, Project Manager Phone: 540-829-7500 Email: John.Lynch@VDOT.Virginia.gov	2013	2013	\$273,000	\$273,000	\$22,213

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. Indicate whether each project listed was Design-Build, Design-Bid-Build, etc.



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT I PROJECT

- Innovative and economical ground improvement techniques to deal with compressible soils
- Widening of an Interstate facility
- ITS design
- Floodplain analysis
- TTC/TMP on high-speed roadway
- Proposed Key Personnel on this Project: Proposed Lead Designer - Steve Kuntz, and Proposed Lead Structural Engineer - Jim Davidson

Dewberry was the Section Design Consultant (prime) responsible for preliminary and final design services for major interchange modifications at Telegraph Road and the widening of I-95 / I-495, the western-most portion of Woodrow Wilson Bridge Improvement Project in the Washington Metropolitan Area as a Design-Bid-Build Project out of Dewberry's Fairfax office. **The project required improvements along I-95 / I-495 widen from the existing 6-lane section to accomplish a 12-lane typical section (express/local configuration).**

Design included nine new or replacement bridges, one existing bridge widening, one superstructure replacement and widening over two railroads and WMATA tracks, and a combination of loop ramps, semi-directional flyover ramps, and local roadway network improvements. Significant MOT required to reconstruct the existing full cloverleaf interchange to provide new interchange semi-directional flyover, raise the grades on the Capital Beltway by four feet over Cameron Run, and to provide the new four-barrel roadway, which provide local and express lanes in each direction. Our submittals included preliminary, right-of-way, and final design documents, including the estimation of quantities used to approximate project costs. Planning and design services included major drainage improvements and the design of two major hydraulic bridge replacements. We developed a **floodplain model for Cameron Run**, a 47-square-mile waterway that drains directly through the interchange project. We used stormwater management and best management practices (BMPs) to address increases in stormwater runoff and to satisfy state and federal water quality standards. **Bridge scour studies were required for the two bridges over Cameron Run.** Our team prepared contract documents for an Advanced Ground Improvement contract as well as ground improvements that took place with the main interchange construction. Compressible soils, similar to those on the I-64 Capacity Improvements Project, found throughout the interchange required innovative, and economical **ground improvement techniques such as wick drains/surcharging, low density cementitious fill, and densified aggregate piers in order to support the proposed fills and retaining walls.** The third level loop ramp bridge (foreground) improved upon the original diamond design by eliminating a major weave, while the new Beltway Bridge over Telegraph Road replaced the existing aging structure with a new low maintenance bridge with adequate vertical Clearance

Dewberry prepared construction plans for an **Advanced Utility Relocation** contract in order to accelerate the construction schedule by relocating utilities in advance of the major road and bridge construction. This included 8400 LF of Electrical Duct Bank, 3900 LF of Communication Duct Bank, 900 LF of Sanitary Sewer Pipe, and coordination of 4000 LF of Water Main Pipe. Microtunneling techniques were used to provide for electrical, communication and water utilities beneath Cameron Run. Horizontal locations and elevations of the utilities were designed to account for the numerous drainage systems as well as bridge and retaining wall foundations that were part of the interchange reconstruction. Dewberry also led the effort for an Intelligent Transportation System (ITS) relocation plan.

Dewberry developed final plans and specifications for five wetland mitigation sites. We conducted a site analysis for each mitigation project – contiguous or local wetlands were delineated and determined jurisdictional. We identified benchmarks; determined tidal range with tidal gauges; estimated groundwater from piezometer data; researched existing and proposed surrounding projects; explored potential near and far-future effects on the planned mitigation sites (mitigation site assessment); and finally, created mitigation wetlands and construction documents with GEC oversight and commenting agencies' input and coordination. Two of the tidal

mitigation sites involve offshore segmented breakwaters for the creation of 5.4 acres of shallow water fish habitat and coastal erosion abatement. We designed a shoreline revetment at one site to stabilize the shoreline and improve water quality. Four of the final five sites are tidal and total approximately 13 acres. One site consists of 3.4 acres of non-tidal forested wetland. We prepared acquisition plans for each mitigation site being advanced to final acquisition. For the final wetland mitigation design and plans, we prepared planting schemes, seeding regimes, specifications, special provisions, and cost estimates. For the coastal sites, we performed coastal engineering services including wave growth, wave diffraction, refraction and shoaling analysis as well as riprap breakwater and revetment design. We conducted field inspection meetings with the applicable agencies where we prepared reports, recorded meeting minutes, and responded to comments.

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM

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 Completion Date (Original)	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: Interstate 66 Improvements (Single Design Contract) Location: Prince William County, VA	Name: Ph. I General Excavation Ph. 2 Moore Brothers Ph. 3 Shirley Contracting Ph. IV General Excavation Ph. V Shirley Contracting	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Helen L. Cuervo Phone: 703-259-2345 Email: Helen.Cuervo@vdot.virginia.gov	Phases I-IV - Complete Phase V Completion - June 2015	Phase I – 2004 Phase II – 2006 Phase III – Aug. 2010 Phase IV – Oct. 2011 Phase V – June 2015 (estimated)	\$ 215,000 (Estimated)	\$ 215,000 (Estimated)	\$ 8,098

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.

In 1997, Dewberry entered into contract with the Virginia Department of Transportation to design the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville, VA (Exit 43, Route 29). The project included widening of the existing four-lane section to an eight-lane section, ramp modifications to the Route 234 Business Interchange, ramp modifications to the Route 234 Bypass Interchange, and a complete reconstruction of the Route 29 Interchange in Gainesville. As part of the original contract, preliminary engineering and traffic studies were completed to identify improvements to Route 29 that would also improve the flow of traffic along I-66. Based on the traffic counts, projections and analysis, Dewberry and VDOT recognized the need for a new interchange at the existing intersection of Route 29 and Linton Hall Road, as well as grade separations of two at-grade railroad crossings along Route 29 and Gallagher Road. Additionally, to help the flow of traffic in the area, a new overpass of I-66 and Norfolk Southern Railroad was identified as a needed roadway network improvement. Dewberry completed an interchange justification report (IJR) for the new I-66/Route 29/Linton Hall Interchange, and final engineering services for both the University Boulevard and I-66/Route 29/Linton Hall Interchange were added to the contract. Dewberry served as the engineer of record for each of the roadway improvement projects. Services provided by Dewberry from their Fairfax, Virginia office included:

- Completion of field surveys including aerial mapping, right-of-way and property boundary surveys, existing drainage surveys, utility designations and test pits, and project control
- Traffic management system (TMS) design
- Lighting and electrical design
- Signing and pavement marking design
- Traffic signal design
- Transportation Management Plan (TMP) design
- Public meeting/hearing preparation and attendance
- Roadway design, including horizontal geometry and vertical geometry
- Environmental permit drawings
- Drainage design, including major hydraulic and hydrologic (H&HA) analysis
- Structural design, including nine new bridges, a bridge widening, and several retaining walls



SIMILARITIES TO I-64 CAPACITY IMPROVEMENTS - SEGMENT I PROJECT

- Design experience to meet stringent railway requirements
- Bridge design over active railroad
- Design on limited access facility
- TMS/ITS design
- Proposed Key Personnel on this Project:
Proposed Lead Designer - Steve Kuntz, and
Proposed Lead Structural Engineer - Jim Davidson

Due to funding constraints, our single design contract was separated into five construction contracts: **Phase I** – I-66 Widening from Exit 47 (Route 234 Business) to Exit 44 (Route 234 Bypass), **Phase II** – University Boulevard over I-66; **Phase III** – I-66 Widening from Exit 44 (Route 234 Bypass) to Exit 43 (Route 29) and complete reconstruction of the I-66/Route 29 Interchange, **Phase IV** – Advance Detour and Access Road Construction for the I-66/Route 29/Linton Hall Interchange and Railroad Grade Separation and **Phase V** – I-66/Route 29/Linton Hall Interchange and Railroad Grade Separation. The total overall construction contract value for these five projects is approximately \$215M. The design of each of the five phases is complete, and more than \$140 million of the construction activities are complete, with only Phase V (being performed by Shirley Contracting Company, LLC as the lead contractor) construction still ongoing.

Dewberry's design contract included design of multiple complex elements. **The Phase V improvements included two new bridge structures over Norfolk Southern Railroad.** Both bridges were designed to accommodate future expansion of the railroad from one existing track to four future tracks. This accommodation of future expansion required design of significant crash walls on both bridges. On the Phase III contract, a significant retaining wall was added along an interchange ramp, and the geometry of two interchange ramps were adjusted to avoid impacts to Norfolk Southern Railroad. The widening of I-66 was designed to avoid impacts to the Manassas National Battlefield, as well as to an existing cemetery between I-66 and Norfolk Southern Railroad, and sequence of construction plans were developed to maintain flow of more than 100,000 vehicles through the project site on a daily basis.

The Phase V improvements included designs of 10 significant retaining walls. The Phase V project required construction of a new detour facility, including two temporary at-grade railroad crossings of Norfolk Southern, to accommodate construction of the grade separations and interchange. Detailed plans, profiles, typical sections, signing and pavement marking plans, and temporary signal plans were developed for the temporary roadway, and the design was coordinated with Norfolk Southern to accommodate and properly function with the two temporary at-grade railroad crossings. **One of the bridges on the I-64 Capacity Improvements Project is over a railroad and Dewberry has the experience in design to meet stringent railway requirements.**

Other challenging elements of the Phase V project were the required right-of-way acquisition and utility relocations. Overall, 16 properties were completely acquired and required relocations, and another 56 properties were impacted and required partial fee acquisition or easement acquisitions. Dewberry also worked with VDOT and approximately 10 utility owners, including power, water, sewer, electric, gas, telephone, and cable TV, to develop utility corridors and common easements which facilitated relocation of utilities around the interchange area. Right-of-way acquisition plans were separated into three phases so that "total take" acquisitions were advanced to allow for early acquisition, and so "partial take" properties could be acquired in a sequence to allow for phased relocation of utilities. This phased approach helped to accelerate the project by almost three years from the original advertisement date. Based on the accelerated schedule, Dewberry also worked with VDOT to develop the Phase IV plans, allowing for advance construction of the access roads and portions of the detour roads before utility relocations were complete. These five construction projects completed under one design contract with VDOT provided detailed experience for the Dewberry staff in working on an interstate corridor with heavy traffic volumes where multiple construction sequences were required for successful completion of each of the projects.