

RESPONSE TO REQUEST FOR QUALIFICATIONS

I-395 HOV Ramp at Seminary Road with

From: Sanger Avenue To: Seminary Road

I-395 NB Auxiliary Lane Extension

From: Duke Street To: Sanger Avenue

A DESIGN-BUILD PROJECT

CITY OF ALEXANDRIA, VIRGINIA



State Project No.: 0095-100-722, I395-100-736

Federal Project No.: NH-000S, *pending*

Contract ID Number: C00096261DB50

SUBMITTED TO:



SUBMITTED BY:



IN ASSOCIATION WITH:



ATTACHMENT 3.1.2

Project: 0095-100-722, I395-100-736

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	i
Acknowledgement of RFQ, Revision and/or Addenda	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	ii
Letter of Submittal (on Offeror's letterhead)				1-2
Authorized Representative's signature	NA	Section 3.2.1	yes	1
Offeror's point of contact information	NA	Section 3.2.2	yes	1
Principal officer information	NA	Section 3.2.3	yes	1
Offeror's Corporate Structure	NA	Section 3.2.4	yes	1
Identity of Lead Contractor and Lead Designer	NA	Section 3.2.5	yes	1
Affiliated/subsidiary companies	Attachment 3.2.6	Section 3.2.6	no	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix
Full size copies of SCC and DPOR registration documentation (appendix)	NA	Section 3.2.10	no	Appendix
SCC Registration	3.2.10	Section 3.2.10.1	no	Appendix

ATTACHMENT 3.1.2

Project: 0095-100-722, I395-100-736

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
DPOR Registration (Offices)	3.2.10	Section 3.2.10.2	no	Appendix
DPOR Registration (Key Personnel)	3.2.10	Section 3.2.10.3	no	Appendix
DPOR Registration (Non-APELSCIDLA)	3.2.10	Section 3.2.10.4	no	Appendix
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				3-7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.5	no	Appendix
Key Personnel Resume – Public Relations Manager	Attachment 3.3.1	Section 3.3.1.6	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	4-7
Experience of Offeror's Team				Appendix
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	Appendix

ATTACHMENT 3.1.2

Project: 0095-100-722, I395-100-736

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00096261DB50

PROJECT NO.: 0095-100-722, I395-100-736

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

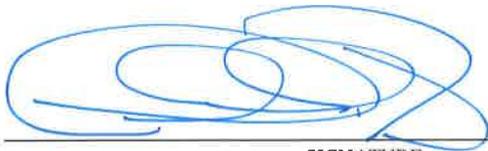
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this 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 03/07/2012
(Date)

2. Cover letter of _____
(Date)

3. Cover letter of _____
(Date)



SIGNATURE

4/27/12

DATE



April 27, 2012

Mr. Bill Arel, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, Virginia 23219

**RE: I-395 HOV Ramp at Seminary Road
From Sanger Avenue to Seminary Road with
I-395 NB Auxiliary Lane Extension
From Duke Street to Sanger Avenue
City of Alexandria, Virginia
Contract ID Number: C00096261DB50
3.2 Letter of Submittal**

Dear Mr. Arel:

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 I-395 HOV Ramp at Seminary Road and I-395 NB Auxiliary Lane Extension Project (the Project). For this pursuit, we have assembled a Team with experience and expertise that is unparalleled in the industry to assure VDOT that the Project will exceed all expectations.

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

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

Our point of contact for this Project will be:

Mr. Garry A. Palleschi
Vice President
Shirley Contracting Company, LLC
8435 Backlick Road
Lorton, Virginia 22079
(P) 703-550-8100 (F) 703-550-7899
gpalleschi@shirleycontracting.com

Our principal officer is:

Mr. Michael E. Post
President/CEO
Shirley Contracting Company, LLC
8435 Backlick Road
Lorton, Virginia 22079
(P) 703-550-8100 (F) 703-550-7899

Shirley Contracting Company, LLC, a limited liability company, is the legal entity with 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.

The Lead Contractor for the project will be Shirley Contracting Company, LLC and the Lead Designer will be Dewberry & Davis, LLC.

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

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

Shirley Contracting Company, LLC is currently Prequalified with VDOT as an active contractor. Our Vendor Number is **S018**. A screen shot print out from VDOT's on-line Prequalified List is included in the Appendix.

Also provided in the Appendix 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.

The SCC & DPOR Registrations for all business entities of the Offeror are provided in Attachment 3.2.10, and full size copies of all DPOR licenses and SCC registrations are provided in the Appendix.

Finally, I am providing the following statement demonstrating our commitment to the Project's DBE goals:

I personally commit to VDOT that the Shirley Team will achieve a DBE participation goal of 20% for the entire value of the contract.



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

Appendix:
Attachment 3.2.6 Affiliated and/or Subsidiary Companies
Attachment 3.2.7(a) & (b) Signed Certification of Debarment
Attachment 3.2.10 SCC & DPOR Registrations
Full Size SCC and DPOR Documentation
Evidence of Prequalification
Surety Letter

3.3 OFFEROR'S TEAM STRUCTURE

Introduction

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to effectively manage all of the design-build elements of the I-395 HOV Ramp at Seminary Road and I-395 NB Auxiliary Lane Extension Project (the Project). Shirley is committing the same Team Members and Key Personnel to the Project that have been responsible for managing more than \$450 million of design-build roadway and bridge projects in Northern Virginia including the Route 28 Corridor Improvements Project, Dulles Greenway Capital Improvements Project, Battlefield Parkway, and Pacific Boulevard Design-Build Projects. On each of these projects, Shirley was the Lead Contractor and Dewberry & Davis LLC was the Lead Designer. Further, 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 design-build projects for almost 10 years. This extended history of working together and understanding of how all the project disciplines interact will ensure a high level of coordination and integration among the various disciplines required for the Project.

3.3.1 Key Personnel

Information for the following Key Personnel are included as Attachment 3.3.1 - Key Personnel Resume Forms in the Appendix.

<i>Design-Build Project Manager:</i>	Jeff Austin, PE	Shirley Contracting Company, LLC
<i>Design Manager:</i>	David Mahoney, PE	Dewberry & Davis LLC
<i>Construction Manager:</i>	Chuck Smith	Shirley Contracting Company, LLC
<i>Quality Assurance Manager (QAM):</i>	John Vicinski, PE	Quinn Consulting Service, Inc.
<i>Lead Structural Engineer</i>	James Davidson, PE	Dewberry & Davis LLC
<i>Public Relations Manager</i>	Jim Wright	Pulsar Advertising

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.

Additional Key Managers

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, the Shirley Team is also committing two additional key managers to the Project, a Right-of-Way Manager and a Utility Manager, 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 (Seth Bourne) - 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 must bring in an outside consultant for right-of-way acquisition management, Shirley can provide this service and expertise in-house, eliminating inefficiency.

If the needs of the Project dictate changing the order of acquisitions, this in-house function allows us to react quickly and maintain the goals and schedule for the Project. It also provides a much greater level of coordination between the design, utility, permitting, and construction disciplines. Our **Right-of-Way Manager, Seth Bourne** will be involved throughout the design stage, providing feedback and recommendations to minimize property impacts, researching proffers, and keeping landowners informed. As the Project progresses through the acquisition phase, Seth will manage our VDOT prequalified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

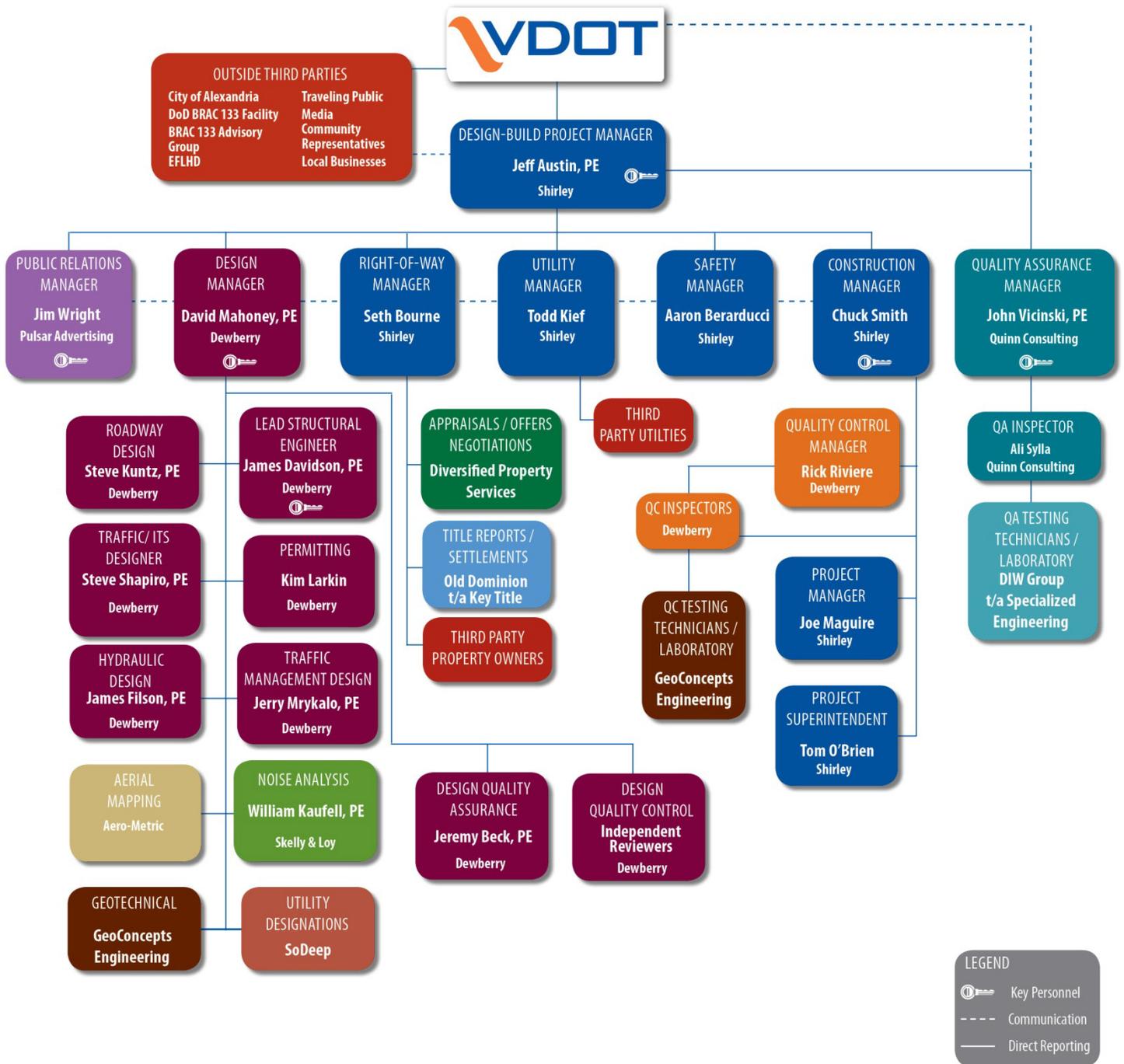
Utility Manager (Todd Kief) – Effective and proactive management of utility impacts is critical to the success of the Project. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Our **Utility Manager, Todd Kief** has managed the utility relocations associated with nearly \$450 million in design-build construction in Virginia over the last 10 years through his work on the Route 28 Corridor Improvements, Dulles Greenway Capital Improvements, Battlefield Parkway and Pacific Boulevard Projects. More importantly, his relationship with the individual utility owners will be a significant benefit to the Project. Todd has cultivated close relationships with the representatives of over 25 public and private utilities, including the known utilities located in the vicinity of the I-395 HOV Ramp at Seminary Road and I-395 NB Auxiliary Lane Extension Project. Todd will be tasked with overseeing all aspects of the utility coordination process on the Project.

The key to successful ROW and Utility coordination on the Project will be to have a Team that has performed these functions on time and on budget on previous design-build projects and to have a Team in place that has established positive relationships with the ROW and utility companies. The Shirley Team exceeds both of these criteria.

3.3.2 Organizational Chart

Based on our previous design-build experiences, our Team has developed detailed and proven procedures and methods for integrating the various disciplines, as well as communicating and working effectively together. At a minimum, we will hold weekly Design Coordination Meetings, weekly Progress Meetings with the Department, and weekly Construction Progress Meetings on the jobsite. We value our excellent relationship with the public, local residents and businesses and we have seen firsthand how effectively communicating with stakeholders can lead to positive results. Decision-making and issue resolution will reside at the lowest, most direct level on the Shirley Team in order to facilitate the quickest response with minimal disruption to the Project. Should issue resolution not be possible at that particular level, the issue then flows up the chain of command to the next level, and so on, until the issue is resolved. From the beginning stages of project development, this chain of command is established and clearly communicated to all Team members.

The Shirley Team's Organizational Chart for the Project is described narratively and graphically on the following pages. The "chain of command" is depicted on the chart by solid lines, which represent the primary reporting relationships. Dashed lines represent communication relationships between the major project disciplines and participants.



Major Roles, Responsibility and Reporting of Our Team Members (* Denotes Key Personnel):

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 (Jeff Austin, PE):** The Design-Build Project Manager (D/B PM) will have 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 D/B PM has ultimate responsibility for contract management and to coordinate and integrate the various project disciplines successfully, including design, construction, QA/QC, right-of-way, utilities, permitting, and safety. The D/B PM will also support the teams' and VDOT's efforts to communicate with certain third-party stakeholders.

***Quality Assurance Manager (John Vicinski, PE):** In this Key Personnel role the Quality Assurance Manager (QAM) reports directly to the D/B PM and 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 Specialized Engineering, Inc. This position is unique in that the QAM has the autonomy to report findings directly to VDOT in addition to the D/B PM, and if the 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.

***Design Manager (David Mahoney, PE):** Reporting to the D/B PM, this Key Personnel position has overall responsibility for management of 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. In addition, the Design Manager will establish and oversee the Design QA/QC program. The Design Manager will ensure that the design QA and QC functions shall be exclusively designated as 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 (Chuck Smith):** Reporting to the D/B PM, this Key Personnel position is responsible for managing 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 ROW 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. 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.

****Lead Structural Engineer (Jim Davidson, PE):*** Reporting directly to the Design Manager, this Key Personnel position is responsible for the structural design of the bridges and retaining walls on the Project. 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.

****Public Relations Manager (Jim Wright):*** In this Key Personnel role, the Public Relations Manager will report directly to the D/B PM and be responsible for managing all external project communications with project stakeholders, the media, and the general public during the design and construction of the project. In addition to communicating traffic issues to the public, Mr. Wright will be responsible for coordination and communication of project information to VDOT, the City of Alexandria, employees at the DoD/BRAC 133 facility, the commuting public, and the residents and businesses surrounding the project.

Design QA (Jeremy Beck, PE): This position 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, this individual 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.

Right-of-Way Manager (Seth Bourne): Reporting to the D/B PM, the Right-of-Way (ROW) Manager will manage the process to acquire all right-of-way 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 at all times 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 D/B PM, the Utility Manager will actively coordinate existing and proposed utilities with the Design, Right-of-Way, Safety, and Construction Management disciplines. He will serve as the liaison with each utility company to ensure that utilities are integrated into the Project. 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 (Aaron Berarducci): Reporting to the D/B PM, 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.

PLEASE REFER TO THE APPENDIX,
ATTACHMENTS 3.4.1A AND 3.4.1B FOR
LEAD CONTRACTOR AND LEAD DESIGNER
WORK HISTORY FORMS

3.5 PROJECT RISKS

Introduction

The Shirley Team brings significant and relevant experience with interstate highway design and construction, the challenges it presents, as well as a detailed knowledge of the project site, surrounding roadways and travel patterns. Members of the Shirley Team have completed design and construction activities on each of the major interstates in the Northern Virginia region – from I-66 to I-95 to I-495 and I-395. Additionally, we are uniquely aware of the existing traffic patterns in the vicinity of this project due to our involvement with the construction of the DoD/BRAC 133 Washington Headquarters Service Campus as well as the Mark Center Roadway Improvements completed and opened to traffic in 2011. This expertise and unique knowledge makes our Team a perfect fit for the improvements proposed as part of this project. The following narrative highlights the three (3) risks that our Team believes are the most critical to manage and mitigate to ensure the overall success of the Project. Our early identification of these risks will help to provide assurance to VDOT and local stakeholders that we will properly and adequately mitigate these risks once design and construction are underway.

CRITICAL RISK #1 – Maintenance of Traffic and Temporary Traffic Control

Construction of any type on a heavily travelled interstate roadway requires a detailed understanding of the traffic patterns through the project site and along the corridor. The purpose of this project is to provide added capacity and additional access to Seminary Road due to already congested traffic conditions on I-395. Proper design and implementation of temporary traffic control plans is critical to the success of the project and to the safety of motorists and pedestrians. A superior Traffic Management Plan (TMP) will be the most important component of minimizing impacts associated with placement of temporary traffic barrier, widening of the existing roadway and shifting of traffic associated with the interstate construction of the new northbound I-395 lanes, and construction of the new HOV ramp.

Equally important to the success of the project is the maintenance of pedestrian travel movements along the Seminary road corridor, especially since these improvements are located in a more urbanized area of Seminary road. Detailed below are the unique challenges associated with maintenance of traffic and temporary traffic control on this project, and how our Team will mitigate the risk elements to ensure a successful project.

Project Construction Sequence and Disabled Vehicle Accommodations

In order to construct the HOV ramp connection to the top level of Seminary Road, the northbound lanes of I-395 must first be shifted to the east. Placement of traffic barrier service on the outside (east) of the existing northbound I-395 travel lanes will be required to construct the widening, and placement of this temporary barrier will require shifting of travel lanes temporarily to the median, partially onto the existing northbound left shoulder, which may require temporary buildup of the existing shoulder pavement. During initial barrier placement activities, temporary lane closures will be restricted to either night-time or off-peak hours in an effort to reduce construction congestion to the fullest extent possible. Our Team has significant experience developing project specific TMP plans, and we will leverage that experience on this project. Our TMP plans and Temporary Traffic Control (TTC) plans will be based on site-specific work hours and on current traffic counts. Temporary lane closure hours will be identified in the TMP and TTC plans, and lane closures will be restricted to times when the traffic volume can be adequately accommodated by the lanes which will remain open during the temporary lane closures. The TMP will identify the proper Work Zones and Construction Areas in order to provide safe ingress and egress to construction areas. Elements such as the proper width of the construction areas to allow proper tie-ins and working room for the contractor's equipment will be considered. It is imperative that each stage of construction provides **completion of all work in an area** for adherence to schedule and motorists' perception that work is progressing.

An added challenge to the placement of a temporary barrier along the right shoulder of the northbound lanes is that the existing left shoulder is inadequate to accommodate disabled vehicles. Completely closing the right shoulder for the entire length of the project would result in no areas where disabled vehicles could pull over out of the travel lanes. For this reason, our Team will provide temporary pull-offs on the right side of the northbound travel lanes. Temporary pull-offs will be located throughout the project site, and the locations will be shifted throughout construction to allow for full reconstruction of the existing right shoulder. As work in one area is completed and new pavement widening is constructed, the temporary pull-off will be shifted to a completed area to allow for reconstruction of the original temporary pull-off site. This sequencing has been used successfully on our past projects, and has provided additional benefits during construction as it can also serve as an acceleration or deceleration area for project deliveries, staging of wrecker services and/or safety services, or speed enforcement by police during construction.

Following completion of the northbound I-395 widening, the ultimate traffic lanes can be established in the newly widened pavement area, allowing for construction of the HOV ramp access to Seminary Road. Because of the phasing necessary to construct the HOV ramp, that element of the Project may be one of the last components to open to traffic. In order to provide as much additional capacity as early as possible, our Team will open the northbound general purpose exit to Seminary Road to the ultimate lane configurations as soon as widening of northbound I-395 is completed. The additional exit lane and extended auxiliary lane length will help to move queued exiting vehicles out of the northbound thru lanes, reducing delays on northbound I-395 to the fullest extent possible.

Unique Designs for Reversible HOV Lanes

A unique aspect of this project is the reversible lanes in the median of I-395. Travel speeds in the peak periods typically range from 50 to 70 miles per hour in each direction, and the reversible nature of the roadway results in no “run-off” types of fixed objects. Blunt ends of temporary traffic barrier must be protected from both directions to protect against impacts during either the morning or afternoon/evening travel directions. Additionally, since temporary barriers, placed along the east edge of the HOV lanes to protect motorists from the construction area, will be adjacent to the right shoulder during the morning peak period but adjacent to the left shoulder during the afternoon/evening peak period, the separation to the barrier must be maximized to provide adequate lateral and shy-line offsets to motorists. In recognition of these challenges, our Team will utilize TL-3 impact attenuators at both ends of any temporary barrier placed adjacent to the HOV lanes. Due to the limited horizontal width available between the construction work zone and the HOV travel lanes, temporary barriers will be extended for several hundred feet beyond the ends of the work zone, not only to protect motorists from the work activities, but also to allow the barriers to be flared away from traffic for proper placement of the impact attenuators. Immediately adjacent to the work zone, the HOV lanes will be shifted away from the temporary traffic barriers to accommodate at least a 2' shoulder adjacent to the barrier. By reducing the existing west shoulder from 11' to 8', and reducing the HOV lanes from 12' to 11', adequate widths will be obtained for providing a 2' offset to the barrier, a 2' wide temporary barrier, and a 1' offset to the excavation for construction of the proposed pavement widening. Shifting of the HOV lanes in this manner will maintain a shoulder wide enough throughout the construction zone to allow a disabled vehicle to move out of the travel lanes, which is critical to minimize traffic delays and maintain safety. Where excavations exceed 4' depth behind the barrier (either for undercut excavation or drainage installation) the temporary barrier will be pinned as required by VDOT standards. Finally, transitions into and out of the lane shift areas will be designed for the full design speed, not a reduced speed as allowed by the MUTCD. This full design speed configuration will help to reduce slowing of traffic associated with temporary shifts which are not designed for full speed movements.

Adequate Pedestrian Accommodations

An important element of any transportation improvement project is the recognition that all forms of transportation must be maintained and accommodated during construction. Critical to this project are the existing pedestrian facilities which run across the top level of the Seminary Road Bridge along the westbound travel lanes and the pedestrian ramp bridges which cross over the lower levels of Seminary Road and connect to the top level. Both of these bridges will be demolished and reconstructed as part of this Project per the RFQ documents, and the conceptual plans indicate the new facilities will be placed in the exact footprint of the existing structures. One of the challenges of maintaining the pedestrian movements during construction is that the existing pedestrian facilities are outdated, extremely narrow, and provide no safe refuge from motorist traffic on the top level of Seminary Road. A second challenge will be maintaining grade separated pedestrian accommodations while the existing facilities are demolished and removed. Our Team has significant experience in temporary pedestrian accommodations during construction, even in areas where existing pedestrian facilities did not exist prior to construction.

For this project, our Team will implement unique design solutions/alternatives in order to maintain pedestrian movements during the full duration of construction. First, the alignments and footprints of the pedestrian bridges connecting to the third level of Seminary Road will be adjusted so that the existing pedestrian facilities can remain operational during construction. Once construction of the new facilities is completed, they will be opened to pedestrian traffic and the old facilities will be demolished and removed. Realignment of the pedestrian facilities in this manner will also ensure that the alignment and profile of the ultimate facilities meets current ADA design standards, as required by the RFQ. Second, reconstruction of the existing third level bridge will be staged in order to maintain travel lanes, pedestrian facilities, and pedestrian movements through all stages of construction. Since all pedestrian facilities tie to the sidewalk on the north side of the bridge, the existing sidewalk on the south side of the bridge will be removed to facilitate widening of the structure. Removal of this southern pedestrian facility is also consistent with the final bridge configuration, which identifies an 8' shoulder along the southern edge of the bridge.

One of the concerns with the existing pedestrian facility is the narrow width of the sidewalk and the inability for pedestrians to move out of the way in the event an errant vehicle leaves the travel lane. There are two possible solutions to this concern which our Team will investigate following VDOT's development of the final RFP documents:

- Based on comments made at the Project Information Meeting, we understand that VDOT is considering constructing a new separated pedestrian facility to the north of the existing third level bridge. If this option is chosen, our Team will construct this new pedestrian bridge as an early work element. Early construction of this bridge will not only help eliminate pedestrian safety concerns by removing pedestrians from the existing structure, but it will also help facilitate reconstruction of the existing bridge by providing more room to temporarily shift travel lanes during maintenance of traffic operations.
- The RFQ preliminary plans indicate that the existing 5' wide sidewalk will be reconstructed adjacent to the westbound travel lanes. If this option is chosen, our Team will maintain the buffer between the edge of the existing travel lane and the edge of the raised sidewalk on the north side of the bridge. If travel lanes need to be shifted closer to the existing sidewalk facility during temporary traffic patterns for reconstruction of the bridge, our Team will also investigate the possibility of installing a temporary concrete barrier between the existing sidewalk facility and the temporary travel lanes. Placement of this temporary barrier would reduce concerns of vehicles leaving the travel lane and striking a pedestrian during construction.

If the second pedestrian alignment option/typical section is chosen by VDOT for inclusion in the RFP documents, then our Team will also ensure that the pedestrian movement is maintained throughout

construction. This will be done through the placement of temporary barriers between travel lanes and pedestrian facilities during interim work stages where a raised concrete sidewalk is not provided. Additionally, when the pedestrian facility is adjacent to a portion of the deck which is being removed, a temporary fence will be installed on the bolted barrier to make sure adequate height of protection is provided from the drop off adjacent to the facility.

VDOT's Role

As with any project, VDOT's role with temporary traffic impacts during construction will be in helping to provide public outreach during critical operations. Our Team will work with VDOT during development of the TMP document to ensure all public outreach strategies are properly identified and accounted for, and we will work with VDOT during construction to provide public notification through message boards, VDOT website updates, and public meeting and outreach events. Our Team will also work with VDOT and Eastern Federal Lands Highway Division (EFLHD) to ensure any temporary lane closures and work activities are coordinated with the on-going roadway improvements underway for the Mark Center Short & Mid-term Improvements Project just west of this Project's limits of construction. With respect to the pedestrian movements along Seminary Road, VDOT, along with the City of Alexandria, will also play a role in determining the preferred pedestrian facility location, whether it is on the newly reconstructed Seminary Road Bridge or on a separated facility as identified in the Project Information Meeting. We recognize this decision will be made prior to issuance of the RFP documents, and our Team will implement the proper pedestrian accommodations plan in coordination with VDOT during final design of the Project.

CRITICAL RISK #2 – Potential Schedule Impacts

The RFQ documents do not indicate a construction completion schedule for this project, but we recognize that a construction completion by late 2015 was presented at the Design Public Hearing. There are several items which can result in schedule impacts on any construction project. On this Project, utility relocations will need to be coordinated effectively to avoid schedule delays, and proper coordination will be required with local stakeholders and adjacent construction projects to ensure construction remains on schedule. An added element of possible schedule risk on this Project is the development and finalization of the environmental document for the widening of I-395, which is currently being developed and completed by VDOT. The benefit our Team brings to this project is we are very familiar working on complex phased projects which have tight schedule requirements, and we are able to adapt our work processes to meet the needs of the project schedule commitments. Our Team has developed specific processes and procedures to control the schedule and we are proud of the fact that every one of our design-build projects has been completed on-time or ahead of schedule. The following discussion identifies specific project components which must be properly managed to maintain the schedule and how we intend to manage them, as well as our overall approach to mitigating the project schedule risk:

Project Schedule Management Tools

The first step towards managing the project schedule risk is to create a detailed CPM that is realistic, properly identifies all of the activities, correctly sequences and prioritizes these activities, fully integrates all project elements into a cohesive format, and has been communicated with and received "buy-in" from each discipline. Once this CPM is developed, it is equally important that the CPM is regularly updated and maintained with timely and realistic information, and that the Team has an established procedure for reacting to schedule issues, such as slippages or changed conditions, in a manner that allows for proper mitigation without impacting the schedule. Our Team has significant experience working together in a design-build environment creating, managing and maintaining detailed CPM schedules such as will be required on this Project. The schedule development process begins early in the RFP stage when we create a preliminary CPM that is the basis for the Project schedule. Once the Contract is underway, the D/B PM will lead the effort of obtaining detailed schedules from each discipline manager for every area of work.

He will then hold a series of schedule development meetings where each discipline is integrated into the overall CPM. By creating this ‘buy-in’ from each discipline manager, the Team now has a realistic schedule that can be communicated and utilized by all involved. Throughout the Project, this schedule will be tracked and updated by the D/B PM using real-time information. He will hold a series of weekly Design Coordination Meetings attended by all disciplines where the schedule will be reviewed and updated. In addition, monthly updates to VDOT and the Team members will be provided. Using the overall CPM as a guide, the field personnel will prepare a series of ‘look-ahead’ schedules that are detailed, daily schedules for the work. The Field Team also utilizes a ‘Daily Shift Cost Report’ system that provides day-to-day feedback on our production performance. By closely monitoring and managing the schedule, the Team is able to quickly identify and mitigate adverse impacts to it. In cases where the critical path is delayed, we will complete a Time Impact Analysis, re-sequence the work activities, and prepare a schedule recovery plan to reclaim the lost time. We can then implement measures such as increasing work crews and resources, re-sequencing the schedule logic, revising maintenance of traffic patterns, and/or modifying the design.

Coordination with Adjacent Projects and Local Agencies

This project represents the final “phase” of improvements to the I-395 corridor in the vicinity of the Mark Center Improvements. By the time construction starts on these improvements, construction will be well underway on the EFLHD Short & Mid-Term Improvements Project being administered by EFLHD for improvements to Seminary Road just west of I-395. As an initial step during design, our Team will coordinate with the contractor for that project to understand their construction sequencing and timing to ensure that no overlapping work activities or lane closures will be created. We fully expect that work on Seminary Road as part of this project will not be underway immediately since the initial focus will be on the widening of I-395 northbound to allow for construction of the HOV ramp connection and bridge reconstruction. This staggering of work will ensure that overlaps do not occur, ultimately alleviating concerns that significant traffic delays could be introduced by multiple work zones in a closely spaced area.

Coordination with appropriate stakeholders is critical on any project, and our Team is accustomed to working on complex projects involving numerous public agencies, private developers and groups outside of VDOT. On this Project, our Team, lead by Public Relations Manager Jim Wright of Pulsar Advertising, will coordinate with the City of Alexandria, the Department of Defense, Federal Highways, environmental permitting agencies, commercial and residential business concerns and local community groups which have been established to monitor roadway improvement projects in the area of Mark Center. During design, each of the public agencies will be invited to attend our regular project coordination meetings so that they are kept informed of project schedule and milestones, as well as so they have the ability to provide input as the project progresses. Having experience with Design/Build projects in the City of Alexandria, we understand that the local business and residential groups will want to be kept informed of design progress and effects on their property interests. This can be done with local informational update meetings.

During construction, our Team is accustomed to holding “pardon our dust” meetings to effectively communicate changes in traffic patterns and upcoming work activities in addition to the normal posting of information on websites, in newspapers and flyers, and on temporary message boards in advance of the project site. Based on our preliminary investigation of the site and understanding of the project elements, we recognize that the local community is concerned with losing trees and plantings between North Van Dorn Street and I-395, in the area of the proposed widening of I-395. As shown in the RFQ plans, retaining walls are identified in this area partially to help reduce impacts to the slope area between these two roadways, and our Team will work to reduce impacts by minimizing clearing and grading as much as possible in an effort to maintain a tree and vegetation buffer between the roadways. Our Team is uniquely

qualified to manage the design and construction of the proposed retaining walls and potential noise walls having just completed nearly 6 miles of widening on the 4th lane Widening of I-95 in Lorton/Woodbridge. As with any project, our Team handles coordination with other agencies and groups up-front during design and continuously through the project duration. This up-front and constant communication ensures that desires from all agencies are understood at the outset and can be incorporated as early as possible to avoid schedule delays resulting from late implementation.

Utility Relocation Coordination

Our Team has experience avoiding, minimizing impacts to, and as a last resort relocating all of the utilities which could be encountered on this project. Utility relocations on this project will be required for the widening of I-395 to the east of the existing northbound lanes. Most of the utilities continue parallel to I-395 and include fiber optic facilities and electric facilities, but crossings of gas, water, and power also run through the project site in the area of the exit ramp to Seminary Road. Our experience in working with each of these utilities has led to development of a detailed plan specific to each utility company. Identification of possible impacts is the first step, and in working directly with the utility companies our design staff and utility relocation coordinator will determine if minor changes in design will allow the utilities to remain in place. Modifications to retaining wall footings may avoid relocations of some of the facilities along the ramp to Seminary Road. For utilities which parallel I-395, we will work with the utility companies to understand their relocation timelines and schedules. If necessary, conduit and duct banks can be installed by our Team in advance of the relocations to help accelerate utility relocation schedules. This process has been used by our Team on several other projects, and this process of completing work for the utility companies has helped our Team meet every one of our design-build project schedules. Having an in-house Utility Manager on our Team further ensures that utility schedule risks are minimized.

VDOT's Role

As with any design-build project, VDOT's role in mitigating the schedule risk will primarily be related to timely review of all submittals and committing to reviewing documents in a timely fashion. We will work with VDOT on a continuous basis to identify critical elements, and submit critical information as early as possible. Our past experience on VDOT design-build projects reflects a partnership with VDOT and its commitment to working with our design-build team to meet the stated project schedule.

One element of work which will be completed by VDOT and is not identified above is the completion of the environmental document required for the widening of I-395 from Duke Street to Sanger Avenue. We understand that VDOT is considering a delayed NTP for this element of work while the environmental document is being finalized, and the schedule implications of a delayed NTP would be a delay in completion of construction for the widening component of the Project. As with all of our projects, we will work with VDOT to provide any information necessary to help receive final approval of the environmental document, as well as to expedite work where necessary to meet project commitments and deliver the project on time.

CRITICAL RISK #3 – Bridge Demolition/Reconstruction and Accommodations for Public Safety

A major component of this project is related to widening, rehabilitation, or replacement of existing structures ranging from single span bridges to multi-span third level structures. Work on existing structures can raise a number of concerns, whether they are related to safety of traffic under the existing bridges, to travel on the structures during construction, or to pedestrian safety and temporary accommodations. Our Team has significant experience with all types of structural work which will be encountered on this Project. Our experience and understanding of these types of activities have led us to identify the following risk elements as well as our plan to mitigate those expected risks.

Bridge Demolition over Active Roadways & Maintenance of Traffic

Demolition of bridge structures is a significant work element and one which is made even more complicated on this project since the structure requiring the most demolition and reconstruction work is on a third level above I-395. Because traffic must be maintained across the third level of Seminary Road during construction and rehabilitation of the existing bridge, demolition of the bridge deck and parapet will need to be completed in multiple phases. As noted previously, the southern side of the bridge deck will be the first area to be demolished and widened to accommodate the HOV ramp connection and reconfigured travel lanes. Demolition will then progress from the southern side to the north side of the bridge, ultimately replacing the entire deck, parapets, and pedestrian facilities. This demolition will also be phased above I-395 so traffic can be maintained on the southbound, northbound, and HOV lanes. This phasing of demolition will be conducted at night to result in the least amount of impacts to the travelling public. The work hours for this element of the project will be coordinated with the TMP analysis our Team will complete as an initial design activity.

In addition to our understanding of the required phasing for bridge demolition, we also recognize there are significant safety considerations to be understood prior to initiating bridge demolition. Working with VDOT, we will obtain the existing bridge inspection reports and any as-built data which is available. Based on recent experience on similar types of work, we understand a load rating may be necessary for the temporary travel lane configurations on the existing bridge, and our Team will develop load ratings necessary to determine if temporary weight restrictions are necessary during reconstruction of the bridge. For the safety of motorists passing below the bridge, demolition shields will be used to prevent debris from falling on the roadways below, and traffic will be restricted to prevent passage below the demolition area while demolition work is on-going.

Finally, the sequence of bridge demolition is critical to ensuring the remaining portion of the bridge is not overloaded by construction activities. This is especially important on this project since the steel superstructure and entire substructure components will be used as part of the ultimate bridge. The load ratings and existing bridge information identified above will also be utilized by our team to ensure that construction loading from demolition equipment does not cause damage to the elements which will remain in place as part of the permanent bridge. Concerns which arise during analysis of the bridge will be coordinated with all involved parties, and the demolition sequence and equipment used can be adjusted to avoid delays or concerns during and following construction.

Pedestrian Accommodations during Construction

As previously indicated, maintenance of pedestrian facilities during construction is equally as important as maintenance of vehicular traffic during construction. Pedestrian facilities need to be maintained not only on the Seminary Road Bridge and pedestrian bridges over I-395, but also along Sanger Avenue beneath I-395. As mentioned in Critical Risk #1, adequate pedestrian accommodations will need to be addressed in the Maintenance of Traffic and Temporary Traffic Control phases of the Project, as well as during the Bridge Demolition/Reconstruction phases of the Project. Communicating these impacts to pedestrian facilities will be a key element to our Public Safety Plan on this Project.

For the existing Pedestrian Bridges over the I-395 ramps, which are to be replaced, our Team will develop alternatives to replacing them directly back in the current location (as shown on the RFP plans on Pages 9 and 10), in order to facilitate pedestrian movements during construction. This will allow the existing pedestrian bridges to be utilized while new, parallel pedestrian bridges are being constructed.

For the pedestrian facility on the Seminary Road overpass of I-395 and the interchange ramps, pedestrian accommodations will depend on the type of facility selected for construction and identified in the RFP documents. If a separate pedestrian facility is chosen, it can be constructed independently from the bridge rehabilitation, allowing the pedestrian movement to be moved off of the existing bridge. This alternative would eliminate concerns of phased construction and temporary pedestrian travel routes during

construction altogether. If the pedestrian facility remains on the permanent bridge, then temporary fencing and channelization will be provided to maintain a safe facility throughout construction. Our Team implemented a similar plan in Gainesville as part of the Route 29/Linton Hall Interchange where pedestrian facilities were provided along the detour roads separated from vehicular traffic by a temporary concrete barrier.

On Sanger Avenue, the existing sidewalks on either side of the road beneath I-395 will be maintained during construction. Widening of the bridge above the roadway and sidewalks will require night-time closures of the facilities for beam erection, and those closures will be coordinated in advance with proper notification to the public and local communities. Closure of the facilities will also be necessary during construction of the abutments since they are located immediately adjacent to the existing sidewalks. Widening of the bridge will be phased such that only one abutment widening is completed at a time, allowing one of the sidewalks to remain open throughout construction. Pedestrian accommodations throughout construction will be an important component of our Team's public outreach which will be undertaken as part of this project. Our Public Relations Manager will be responsible for providing adequate public notice of sidewalk closures in advance, and ensure proper signage is posted to alert pedestrians to the change in sidewalk configurations and allow for safe crossing of the roadway at adjacent intersections.

The concepts identified above for maintaining pedestrian movements throughout the project site will be further refined and developed as part of the final roadway design activities, and designs will be coordinated with VDOT and the local agencies as plans develop. This proactive and continual coordination will once again ensure that problems do not arise during construction.

VDOT's Role

VDOT's role with respect to public safety will be to help communicate project development and changes in traffic and pedestrian travel patterns prior to and during construction. Our Team will provide the necessary information to keep websites up to date with current design and construction activities. During the initial stages of design, we will look to VDOT to provide information regarding existing bridge condition surveys, as-built surveys, and any existing restrictions which may already be in place. We will coordinate with VDOT the results of any load rating analysis for the existing bridges during construction, and provide any information needed if temporary weight restrictions need to be passed on to the Department of Motor Vehicles (DMV).

ATTACHMENT 3.2.6

State Project No. 0095-100-722, I395-100-736

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	Guy F. Atkinson Construction, LLC	385 Interlocken Crescent, Suite 250 Broomfield, CO 80021
Affiliate	Atkinson Contractors, LP	27422 Portola Parkway, Suite 250 Foothill Ranch, CA 92610
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, Inc.	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. 0095-100-722, I395-100-736

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, LLC	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.: 0095-100-722, I395-100-736

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.

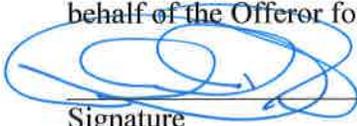
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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 Mahoney 4/26/12 Executive Vice President
Signature Date Title

Dewberry & Davis, L.L.C.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

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

	4/9/12	President
Signature	Date	Title

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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<u><i>[Signature]</i></u>	<u>4-13-12</u>	<u>Principal</u>
Signature	Date	Title
<u>Geo Concepts Engineering, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

Robert Runkle 4-8-12 Settlement Officer
Signature Date 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.: 0095-100-722, I395-100-736

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

Jacques Williams 4/19/12
Signature Date

PRINCIPAL / REGIONAL DIRECTOR
Title

POLAR ADVERTISING, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

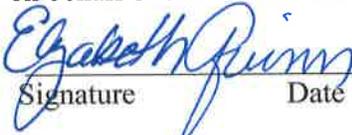
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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



Signature

Date

April 10, 2012

President

Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

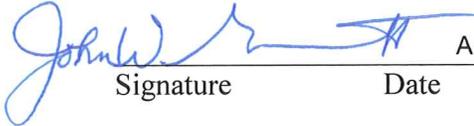
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LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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



April 23, 2012

President & Chief Operating Officer

Signature

Date

Title

Skelly and Loy, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

Maile L. Robinson 4.13.12 MANAGER
Signature Date Title
So-Deep, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-100-722, I395-100-736

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

[Handwritten Signature] 4/23/12 Principal
Signature Date Title

Specialized Engineering
Name of Firm

TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 04/06/2012
- S -

04/06/2012
2:05 PM
PAGE 350

=====
S1060
SHEPAUL ENTERPRISES, INC.
PREQ. EXP : 09/30/2012

--PREQ ADDRESS ----- -- WORK CLASSES -----
P. O. BOX 1638 020 - FENCE
BECKLEY, WV 25802-1638 021 - GUARDRAIL
PHONE : 304-877-6451 023 - S.I.P. FORM & REINFORCED STEEL PLA
FAX : 304-877-5789

BUSINESS CONTACT: HAPUARACHY, SUMITH PETER
EMAIL: SH1912BECK@AOL.COM

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

DBE TYPE : DBE
DBE CONTACT: N/A
DBE/WBE EXP: 05/01/2003

=====
S018
SHIRLEY CONTRACTING COMPANY, LLC
PREQ. EXP : 09/30/2012

--PREQ ADDRESS ----- -- WORK CLASSES -----
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: DCPLYMORE@SHIRLEYCONTRACTING.COM

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

DBE TYPE : N/A
DBE CONTACT: N/A
DBE/WBE EXP: N/A



One Tower Square
Hartford, CT 06183

April 25, 2012

Bill Arel, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1221 East Broad Street
Main Building, 4th Floor
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00096261DB50 - A Design-Build Project
I-395 HOV Ramp at Seminary Road From: Sanger Avenue To: Seminary Road with
I-395 NB Auxiliary Lane Extension From: Duke Street To: Sanger Avenue City of Alexandria, Virginia
Current Estimated Contract Value: \$74 million

Dear Mr. Arel:

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 \$3,500,000,000.

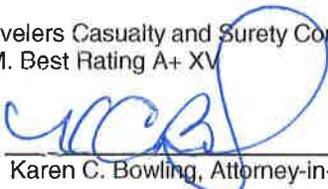
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

As sureties for the above named Contractor, Shirley Contracting Company, LLC, we will furnish a 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 prequalification reference 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. 004757126

KNOW ALL MEN BY THESE PRESENTS: That St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company and St. Paul Mercury Insurance Company are corporations duly organized under the laws of the State of Minnesota, that Farmington Casualty Company, Travelers Casualty and Surety Company, and Travelers Casualty and Surety Company of America are corporations duly organized under the laws of the State of Connecticut, that United States Fidelity and Guaranty Company is a corporation duly organized under the laws of the State of Maryland, 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 7th day of March, 2012.

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]
George W. Thompson, Senior Vice President

On this 7th day of March, 2012, before me personally appeared George W. Thompson, 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 25th day of April, 2012

WARNING: THIS POWER OF ATTORNEY IS INVALID WITHOUT THE RED BORDER

Kevin E. Hughes
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.

ATTACHMENT 3.2.10

State Project No. 0095-100-722, I395-100-736

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 3.2.9 and that all businesses and individuals listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFQ Sections 3.2.9.1 and 3.2.9.2)							
Business Name	SCC Information (3.2.9.1)			DPOR Information (3.2.9.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Dewberry & Davis, LLC	S044733-6	Limited Liability Company	Active	8401 Arlington Boulevard Fairfax, VA 22031	Business Entity	0407003966	Dec. 31, 2013
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active	19955 Highland Vista Drive Suite 170 Ashburn, VA 20147	Business Entity	0407004404	Dec. 31, 2013
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	4607 Marble Rock Ct. Chantilly, VA. 20151	Business Entity	0407003773	Dec. 31, 2013
Diversified Property Services of Virginia, Inc.	F130410-6	Corporation	Active	20 E Timonium Road, Suite 111 Timonium, MD 21093	Real Estate Appraiser Business	4008001190	Nov. 30, 2012
Old Dominion Settlements, Inc (Key Title)	0243891-9	Corporation	Active	n/a			
DIW Group, Inc. dba Specialized Engineering	F128190	Corporation	Active	4845 International Boulevard #104 Frederick, MD. 21703	Business Entity	0407004748	Dec. 31, 2013
Skelly & Loy, Inc.	F113636-7	Corporation	Active	449 Eisenhower Blvd. Suite 300 Harrisburg, Pa. 17112	Business Entity	0407001402	Dec. 31, 2013

ATTACHMENT 3.2.10

State Project No. 0095-100-722, I395-100-736

SCC and DPOR Information

So-Deep, Inc.	0216275-8	Corporation	Active	8397 Euclid Ave. Manassas Park, Va. 22111	Business Entity	0407002900	Dec. 31, 2013
Pulsar Advertising, Inc.	F160855-5	Corporation	Active	n/a			
Aero-Metric, Inc.	F113594	Corporation	Active	45180 Business CT. Suite 800 Sterling, VA. 20166	Business Entity	0407005489	Dec. 31, 2013

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.9.3 and 3.2.9.4)

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 & Davis, LLC	David Mahoney	Fairfax, Virginia	14253 Stone Chase Way Centreville, VA 20121	Professional Engineer	020798	December 31, 2013
Dewberry & Davis, LLC	James Davidson	Fairfax, Virginia	5213 Lighthorne Road Burke, VA. 22015	Professional Engineer	020665	January 31, 2014
Quinn Consulting Services, Inc.	John Vicinski	Chantilly, Virginia	4609 Marble Rock Court Chantilly, VA. 20151	Professional Engineer	026380	August 31, 2103



Commonwealth of Virginia
State Corporation Commission

Virg

03/30/12

LLCM3220

LLC DATA INQUIRY

08:36:22

LLC ID: S082038 - 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 RD STE 301

RTN MAIL:

CITY: GLEN ALLEN STATE: VA ZIP: 23060-6802

R/A STATUS: 5 ENTITY AUTHORIZ EFF DATE: 03/02/04 LOC: 143 HENRICO COUNTY

YEAR FEES PENALTY INTEREST BALANCE

11 50.00

(Screen Id:/LLC_Data_Inquiry)


Virginia.gov


Commonwealth of Virginia
State Corporation Commission

04/13/12

LLCM3220

LLC DATA INQUIRY

11:17:18

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

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
12	50.00			

 (Screen Id:/LLC_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/12/12

10:22:21

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
CORP NAME: AERO-METRIC, 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 RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/04 LOC : 143

ACCEPTED AR#: 212 03 1999 DATE: 01/30/12 HENRICO COUNTY

CURRENT AR#: 212 03 1999 DATE: 01/30/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

03/30/12

08:38:25

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#: 211 14 4054 DATE: 08/08/11 FAIRFAX COUNTY
 CURRENT AR#: 211 14 4054 DATE: 08/08/11 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 11 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)


Virginia.gov


Commonwealth of Virginia
State Corporation Commission

04/13/12

CISM0180

CORPORATE DATA INQUIRY

11:07:43

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#: 212 01 8189 DATE: 01/05/12 LOUDOUN COUNTY

CURRENT AR#: 212 01 8189 DATE: 01/05/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	100.00					5,000

 (Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

03/30/12

CISM0180

CORPORATE DATA INQUIRY

08:38:46

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#: 211 10 8727 DATE: 06/03/11

FAIRFAX COUNTY

CURRENT AR#: 211 10 8727 DATE: 06/03/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	220.00					25,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

S
Cor

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03/30/12

CISM0180

CORPORATE DATA INQUIRY

08:39:05

CORP ID: F160855 - 5 STATUS: 00 ACTIVE STATUS DATE: 11/22/04

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 RD STE 301

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060 6802

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 11/22/04 LOC : 143

ACCEPTED AR#: 211 19 6959 DATE: 11/29/11 HENRICO COUNTY

CURRENT AR#: 211 19 6959 DATE: 11/29/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					200

(Screen Id:/Corp_Data_Inquiry)



04/13/12

CISM0180

CORPORATE DATA INQUIRY

11:14:24

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#: 211 15 3803 DATE: 08/29/11 ARLINGTON COUNT

CURRENT AR#: 211 15 3803 DATE: 08/29/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
11	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/12/12

10:21:15

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#: 211 50 6299 DATE: 03/25/11 RICHMOND CITY

CURRENT AR#: 211 50 6299 DATE: 03/25/11 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	670.00				670.00	100,000

(Screen Id:/Corp_Data_Inquiry)


Virginia.gov


Commonwealth of Virginia
State Corporation Commission

04/13/12

CISM0180

CORPORATE DATA INQUIRY

11:08:54

CORP ID: 0216275 - 8 STATUS: 00 ACTIVE STATUS DATE: 11/15/85

CORP NAME: SO-DEEP, INC.

DATE OF CERTIFICATE: 04/07/1981 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: MON NO: MON STATUS: MONITOR DTE:

R/A NAME: THUY ANH PHAM

STREET: 8397 EUCLID AVENUE

AR RTN MAIL:

CITY: MANASSAS PARK STATE : VA ZIP: 20111

R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC : 315

ACCEPTED AR#: 212 50 8366 DATE: 03/08/12 MANASSAS PARK

CURRENT AR#: 212 50 8366 DATE: 03/08/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	130.00					10,000

 (Screen Id:/Corp_Data_Inquiry)



Commonwealth of Virginia
State Corporation Commission

Virg

CISM0180

CORPORATE DATA INQUIRY

04/12/12

15:08:49

CORP ID: F128190 - 8 STATUS: 00 ACTIVE STATUS DATE: 01/30/97
 CORP NAME: DIW GROUP, INC.

DATE OF CERTIFICATE: 01/30/1997 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: 2500.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CHARLES MITCHELL

STREET: 21601 AVENS CT

AR RTN MAIL:

CITY: ASHBURN STATE : VA ZIP: 20148
 R/A STATUS: 2 OFFICER EFF. DATE: 01/30/97 LOC : 153
 ACCEPTED AR#: 212 01 7517 DATE: 01/03/12 LOUDOUN COUNTY
 CURRENT AR#: 212 01 7517 DATE: 01/03/12 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
12	1,700.00					2,000,000

(Screen Id:/Corp_Data_Inquiry)



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Licensees/Regulants

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Services for Board

Members/Employees

Fair Housing Office

About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	DEWBERRY & DAVIS LLC
TRADING NAME:	
ADDRESS:	8401 ARLINGTON BLVD FAIRFAX, VA 22031-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407003966
INITIAL CERTIFICATION DATE:	MARCH 14, 2000
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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 [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.



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Online License Services

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Licensing & Regulation
(Boards)

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Licensees/Regulants

Services for Consumers

Services for Board

Members/Employees

Fair Housing Office

About DPOR

APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME:	AERO-METRIC INC.
TRADING NAME:	
ADDRESS:	45180 BUSINESS CT SUITE 800 STERLING, VA 20166-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407005489
INITIAL CERTIFICATION DATE:	JULY 30, 2009
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

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License Lookup

Online License Services

News & Announcements

**Licensing & Regulation
(Boards)**

Compliance & Investigations

Law & Policy

Public Records

Services for

Licensees/Regulants

Services for Consumers

Services for Board

Members/Employees

Fair Housing Office

About DPOR

Real Estate Appraiser Business

Real Estate Appraiser Business

BUSINESS NAME:	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
TRADING NAME:	
ADDRESS:	20 E TIMONIUM ROAD SUITE 111 TIMONIUM, MD 21093-0000
BUSINESS TYPE:	CORPORATION
LICENSE NO:	4008001190
INITIAL CERTIFICATION DATE:	NOVEMBER 29, 2000
EXPIRATION DATE:	NOVEMBER 30, 2012

Open Complaints: None

"Open Complaints" reflect only those complaints 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]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.



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APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME: GEOCONCEPTS ENGINEERING INC

TRADING NAME:

ADDRESS: 19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147-0000

BUSINESS TYPE: BUSINESS ENTITY

REGISTRATION NO: 0407004404

INITIAL CERTIFICATION DATE: MARCH 28, 2003

EXPIRATION DATE: DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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 [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

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About DPOR

APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	QUINN CONSULTING SERVICES INC
TRADING NAME:	
ADDRESS:	4607 MARBLE ROCK COURT CHANTILLY, VA 20151-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407003733
INITIAL CERTIFICATION DATE:	MARCH 05, 1998
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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 [\[Code of Virginia Section 54.1-108\]](#). Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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APELSCIDLA Business License

APELSCIDLA Business License

BUSINESS NAME:	SKELLY & LOY INC
TRADING NAME:	
ADDRESS:	449 EISENHOWER BLVD SUITE 300 HARRISBURG, PA 17112-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407001402
INITIAL CERTIFICATION DATE:	AUGUST 31, 1982
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

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Closed Complaints: None

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	SO-DEEP INC.
TRADING NAME:	
ADDRESS:	8397 EUCLID AVENUE MANASSAS PARK, VA 22111-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407002900
INITIAL CERTIFICATION DATE:	FEBRUARY 06, 1989
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

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APELSCIDLA Business License

APELSCIDLA Business License	
BUSINESS NAME:	DIW GROUP INC
TRADING NAME:	SPECIALIZED ENGINEERING
ADDRESS:	4845 INTERNATIONAL BLVD
	#104 FREDERICK, MD 21703-0000
BUSINESS TYPE:	BUSINESS ENTITY
REGISTRATION NO:	0407004748
INITIAL CERTIFICATION DATE:	NOVEMBER 01, 2005
EXPIRATION DATE:	DECEMBER 31, 2013

For the professions offered by this office, please see below.

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

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Closed Complaints: None

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	MAHONEY, DAVID JOHN
CITY, STATE:	FAIRFAX, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	020798
INITIAL CERTIFICATION DATE:	JANUARY 26, 1990
EXPIRATION DATE:	DECEMBER 31, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints 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.

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Closed Complaints: None

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To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	DAVIDSON, JAMES DALE JR
CITY, STATE:	BURKE, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	020665
INITIAL CERTIFICATION DATE:	JANUARY 26, 1990
EXPIRATION DATE:	JANUARY 31, 2014

Open Complaints: None

"Open Complaints" reflect only those complaints 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](#)]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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APELSCIDLA Individual License

APELSCIDLA Individual License	
NAME:	VICINSKI, JOHN KEVIN
CITY, STATE:	CHANTILLY, VA
OCCUPATION:	PROFESSIONAL ENGINEER 0402
LICENSE:	026380
INITIAL CERTIFICATION DATE:	AUGUST 10, 1995
EXPIRATION DATE:	AUGUST 31, 2013

Open Complaints: None

"Open Complaints" reflect only those complaints 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]. Members of the public may review official records and obtain copies only after a complaint investigation is closed.

Closed Complaints: None

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

To inquire about any disciplinary actions prior to 1990, contact the department's Public Records Section at (804) 367-8583 or RecordsMgt@dpor.virginia.gov.

Note: The official record copy of the data obtained from this search is maintained by the specific board offices at the Department of Professional

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Jeff Austin, P.E., 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 11 Years With Other Firms 8 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice 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.): Shirley Contracting Company, LLC Vice President, July 2011 to Present <ul style="list-style-type: none"> • Route 27/244 Interchange Modifications Project, September 2011 to Present, Design Build Project Manager. • Pacific Boulevard Extension Project, July 2011 to Present, Design Build Project Manager. • Route 50 Widening Project, March 2011 to Present, Design Build Project Manager. • University Boulevard PPTA Project, March 2011 to Present, Design Build Project Manager. Contract Manager, September 2004 to July 2011 <ul style="list-style-type: none"> • Waxpool Road / Loudoun County Parkway Intersection Improvements, April 2010 to March 2011, Design Build Project Manager. • Pacific Boulevard Design-Build Project, July 2008 to August 2010, Design Build Project Manager. • Battlefield Parkway Design-Build Project, July 2007 to April 2009, Design Build Project Manager. • Route 28 Corridor Improvements Project, September 2004 to Present, Design Build Project Manager. • Dulles Greenway Capital Improvements Program, March 2005 to December 2007 – Responsible for managing the Shirley/Dewberry Team. Senior Project Manager, October 2000 to September 2004 <ul style="list-style-type: none"> • Springfield Interchange Phase IV, October 2000 to September 2004 – Responsible for managing construction. Alpha Corporation Various Positions, February 1997 to October 2000 <ul style="list-style-type: none"> • Prince George's County, January 2000 to October 2000, Senior Engineer. • Route 7 / Fairfax County Parkway Interchange Project, March 1998 to December 1999, Senior Inspector and Office Engineer. • Route 58 over Hardy Creek and Route 58 over Cave Fork, January 1998 to March 1998, Engineer. • Route 7 and Route 15 Interchange Project, February 1997 to January 1998, Office.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University/Blacksburg,VA/ Bachelor of Science/ 1992/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1999 / PROFESSIONAL ENGINEER / 0402 033555
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 assignment, 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 assignment.</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. University Boulevard PPTA Project, Prince William County, VA Shirley Design/Build, LLC, Design-Build Project Manager, March 2011 – Present Mr. Austin is responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$29 million design-build PPTA project for Prince William County. The project elements include construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as a six-lane divided urban roadway including two bridges. Mr. Austin is also overseeing another element of the project which is the upgrading of 7,000 L.F. of Hornbaker Road to a four-lane divided roadway. Mr. Austin is the main point of contact for the Shirley/Dewberry Team and is responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners, and other stakeholders on the project. He developed the CPM schedule and continues to monitor progress on the project.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Owner Contact: Prince William County 5 County Complex Court, Prince William, VA 22192, Mr. Khattab O. Shammout, PE, (703)792-6826

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

Shirley Design/Build, LLC, Design-Build Project Manager, July 2008 – August 2010

Mr. Austin was responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$19 million design-build project which extends from Auto World Drive to Severn Way in Loudoun Country, Virginia. Mr. Austin was the main point of contact for the Shirley/Dewberry Team and was responsible for communication and coordination with the VDOT, permitting agencies, impacted property owners, and other stakeholders on the project. He developed the CPM schedule and monitored progress on the project which was completed on schedule in August 2010. In cooperation with VDOT, Mr. Austin coordinated with the Eugenia Investments, the primary property owner impacted by the Project, and the Design Team to prepare exhibits and cost estimates and ultimately revise the Project's design to incorporate improved entrance features for the property. As a result of this partnering effort, Eugenia Investments agreed to dedicate the right-of-way at no cost, saving VDOT over \$3 million and facilitating the early start of construction activities.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Christiana Briganti-Dunn, PE, (703)383.2193

3. Battlefield Parkway Design-Build Project, Leesburg, VA

Shirley Design/Build, LLC, Design-Build Project Manager, July 2007 – April 2009

As the Design-Build Project Manager for the Shirley/Dewberry Team, Mr. Austin was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for the \$26.5 million design-build project to extend Battlefield Parkway from Kinkaid Boulevard to Route 7 in Leesburg, Virginia. He was also the point of contact for communication and coordination with VDOT, the Town of Leesburg, permitting agencies, impacted property owners, and local communities on the project. Mr. Austin developed the CPM schedule for the project. The project was completed on schedule April 2009.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

4. Dulles Greenway Capital Improvements Program, Loudoun County, VA

Shirley Contracting Company, LLC, Contract Manager, March 2005 – December 2007

Mr. Austin was responsible for overall contract administration for the \$71 million Design-Build project which included widening the mainline roadway from four to six lanes, expansion of the mainline toll plaza, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Route 654. He managed and integrated the individual design-build disciplines of the Shirley/Dewberry Team including design, permitting, utility relocations, and construction to ensure constructability and eliminate conflicts. Mr. Austin was the main point of contact for the communication and coordination with the Owner, VDOT, the Town of Leesburg, MWAA, permitting agencies, and other stakeholders on the Project. He developed the CPM schedule and monitored project controls for the duration of the contract to ensure on-time project completion. As a result of the Design-Build Team's excellent performance through the first eighteen months of the three year project, Mr. Austin was able to negotiate the addition of the Greenway / Route 772 Interchange to the project. With Mr. Austin's leadership, the D/B Team was able to complete the design, permitting, utility relocations, and construction of this added project in just 16 months and to complete the entire project by the original completion date of December 2007. In recognition of the success of this project, Mr. Austin was part of the design-build team that received the Design-Build Institute of America *2008 Regional Design-Build Excellence Award*.

Owner Contact: Toll Road Investors Partnership L.P., 45305 Catalina Court, Suite 102, Sterling VA 20166, E. Tom Sines (703) 707-9096

5. Centreville Road Widening Project, Centreville, VA

Shirley Contracting Company, LLC, Contract Manager, June 2005 – September 2008

Mr. Austin was Contract Manager responsible for leading the Shirley/Dewberry Team through all phases of the Design-Build process including design, permitting, ROW acquisition, utility relocations and construction. Mr. Austin was the primary point of contact for our team coordinating the design and construction with VDOT, local land owners, developers, the Fairfax County Department of Transportation and Board of Supervisors for the Centreville Road Widening Project. Shirley Contracting was awarded a \$26 million change order to design and construct the Centreville Road Widening Project as part of the Route 28 Corridor Improvements Project.

Owner Contact: VDOT Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a. Name & Title:	John K. Vicinski, PE, BIA, Quality Assurance Manager
b. Project Assignment:	Quality Assurance Manager
c. Name of Firm with which you are now associated:	Quinn Consulting Services, Inc.
d. Years experience: With this Firm <u>3</u> Years With Other Firms <u>25</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice 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.):	<p>Quinn Consulting Services, Incorporated Quality Assurance Manager, June 2008–Present</p> <p>Mr. Vicinski worked exclusively on design-build projects in lead QA and QC roles:</p> <ul style="list-style-type: none"> • FHWA Fairfax County Improvements (Phase III) Design-Build Project, January 2011 to Present, Quality Assurance Manager. • VDOT Waxpool Road and Loudoun County Parkway Interchange Improvements Design-Build Project, April 2010 to December 2010, Quality Assurance Manager. • VDOT/FHWA PPTA Design-Build Project, November 2008 to March 2010, Area Quality Control Engineer. • VDOT Pacific Boulevard Design-Build Project, June 2008 to November 2008, Quality Assurance Manager. • VDOT Battlefield Parkway Design-Build Project, June 2008 to November 2008, Quality Assurance Manager. • VDOT Design-Build Gilberts Corner Project, June 2008 to November 2008, Quality Assurance Manager. <p>Alpha Corporation Vice President and Director of Transportation Services, September 1995 to June 2008</p> <p>Mr. Vicinski managed up to 25 contracts simultaneously primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients.</p> <ul style="list-style-type: none"> • VDOT Battlefield Parkway Design-Build Project, January 2008 to June 2008, Quality Assurance Manager. • VDOT Design-Build Gilberts Corner Project, January 2008 to June 2008, Quality Assurance Manager. • Virginia Port Authority (VP) \$56 M, 5.6 mile rail and roadway D/B project in Portsmouth, Va., 2007-2008, Quality Assurance Manager. • VDOT I-66 Gainesville Interchange project, 2006-2008, Project Director (CEI Services). • APM Terminals, \$500M container terminal in Portsmouth, Va., 2005-2008, Project Director. • VDOT Northern Virginia District-wide CEI Contracts, 2005-2008 and 1995-1998, Inspector Coordinator. • Three consecutive VDOT Culpeper District-wide CEI contracts, 1998-2008, Inspector Coordinator. • Three VDOT Hampton Roads District-wide CEI contracts, 1997-2008, Project Director. • VDOT, Contract providing constructability review and CPM scheduling services, 2004-2008, Project Director. • Town of Leesburg CEI services on multiple transportation projects, 2004-2008, Project Director. • City of Alexandria CEI services on Monroe Street Design-Build project, 2006-2008, Project Director. • Prince William County CEI services on transportation projects, 2005-2008, Project Director. • VDOT CEI services on I-81 Maury River Bridge Replacement Project Lexington, VA. 2004-2006, Project Director. • Town of Herndon in charge of providing transportation inspectors, 2003-2006, Project Director. • Fairfax County CEI services on environmental and building projects, 2005-2008, Project Director. • VDOT bridge and painting inspectors in N. Virginia, Culpeper, and Fredericksburg, 2002-2007, Inspector Coordinator. • VDOT inspectors throughout the VDOT Staunton District, 2000-2003, Inspector Coordinator.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Pittsburgh at Johnstown, Johnstown, PA/ Bachelor of Science/1982/Civil Engineering Technology
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	1992/Civil Engineer/0402 026380
g. Document the extent and depth of your experience and qualifications relevant to the Project.	

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

1. *Note your specific responsibilities and authorities for each assignment, not those of the firm.*
2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each assignment.*

(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, Design-Build Project, Fairfax County, Virginia

Quality Assurance Manager, Quinn Consulting Services (QCS), February 2010 to July 2012

The FFX County Parkway was a \$22 million interchange and roadway FHWA/VDOT Design-Build project. Project elements included: the construction of a six-lane divided limited access highway; the Franconia-Springfield Parkway interchange improvements; a shared use path alongside a portion of relocated Rolling Road; sound barriers along relocated Rolling Road and Ramp D; and a new bridge (B692) over the Fairfax County Parkway. Mr. Vicinski's responsibilities included overseeing QA and QC staff to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards. Other responsibilities included facilitating preparatory meetings before new activities were begun, documenting asphalt and aggregate testing within the FHWA QL Pay System, and coordinating QA laboratory testing services as required on the project.

Owner Contact: VDOT/Federal Highway Administration, Tim Brown, (703) 440-9086

2. On-Call Construction Management Services, Prince William County, Virginia

QA Manager/Construction Services Manager, Alpha Corporation, 2005- 2008

QA Manager/Construction Services Manager for contract that involved installation of drainage facilities, structures and storm water management facilities; excavation and placement of embankments; curbing and paving; maintenance of traffic; signal, signing and marking installation; waterline and sanitary sewer relocations; and utility relocations for numerous roadway and infrastructure improvement projects. Task included Wellington Road Improvement Project; Benita-Fitzgerald Drive and Prince William County Parkway. Mr. Vicinski's responsibilities included holding a series of preparatory meetings for each activity, monitoring QC inspection and documentation, attending progress meetings, and verifying and signing contractor monthly pay estimates.

Owner Contact: Prince William County, Mr. Mo Ayyoubi, (703) 727-7691

3. I-495 HOT Lanes Design-Build Project, Washington Metropolitan Area

Area Quality Control Engineer, Quinn Consulting Services (QCS), November 2008 - Present

Design-build widening of 14 miles of the Capital Beltway. The \$1.5 billion project adds two-lanes in each beltway direction, replaces more than 50 bridges and overpasses, upgrades 10 interchanges, and improves bike and pedestrian access. Mr. Vicinski is responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. Responsibilities also include interfacing with project design engineers on RFI's, field design changes (FDC's), and non-compliance reports (NCR's) and daily coordination with QA and general engineering consultant (GEC) personnel.

Owner Contact: HNTB, 6315 Bren Mar Dr., Suite 250 Alexandria, VA 22312 Tom McClelland (571) 436-6509

4. Battlefield Parkway Design-Build Project, Leesburg, Virginia

Quality Assurance Manager, Quinn Consulting Services (QCS), January 2008 –November 2008

Quality Assurance Manager (QAM) on construction of Battlefield Blvd. extension East of the Town of Leesburg. Project elements included: right-of-way acquisition, utility relocation, new roadway and bridge construction, erosion and sediment control, MOT, and drainage work. Mr. Vicinski was responsible for overseeing quality assurance activities, reviewing and approving monthly pay estimates, and verifying that contractor and QC personnel perform work in accordance with the contract documents and the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design-Build & Public-Private Transportation Act Projects.

Owner Contact: VDOT, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703) 383-2824

5. Gilberts Corner Design-Build Project, Loudoun County, Virginia

Quality Assurance Manager, Quinn Consulting Services and Alpha Corporation, January 2008-November 2008

Quality Assurance Manager (QAM) on construction of (4) new traffic circles or roundabouts being installed as part of the Rt. 50 traffic calming initiative at and near the intersection of Rt. 15 and Rt. 50 in Loudoun County, Va. Mr. Vicinski was responsible for overseeing all QA and QC activities and assuring that work was performed in accordance with the project specific QA/QC plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design Build & Public-Private Transportation Act Projects. In the initial stages of the project, helped write the QA/QC plan and assemble a team of QA inspectors and QC technicians that had the required experience and certifications to

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

implement the plan and track all project documentation. Additionally he reviewed and signed monthly pay estimates after comparing pay requests with actual progress and compliance with minimum QA/QC technical standards.

Owner Contact: Lane Construction, Farid Hamad (703) 222-5670

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: David J. Mahoney, PE, Executive Vice President
b. Project Assignment: Design Manager
c. Name of Firm with which you are now associated: Dewberry & Davis, LLC
d. Years experience: With this Firm 25 Years With Other Firms 3 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice 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.): Dewberry & Davis, LLC Design Manager, 1987- Present <ul style="list-style-type: none"> • InterCounty Connector (ICC) Contract C Design-Build Project, February 2008 to 2011, Design Manager for the Shirley D/B Team • Pacific Boulevard Design-Build Project, July 2008 to Present, Design Manager for the Shirley D/B Team • Battlefield Parkway Design-Build Project, July 2007 to November 2008, Design Manager for the Shirley D/B Team • Route 28 Corridor Improvements Design-Build Project, September 2002 to Present, Design Manager for the Shirley led design-build team • I-66 Widening Project from Route 234 to Route 29/Gainesville Road, June 1999 to Present, Project Manager • Dulles Greenway Capital Improvements Program, March 2005 to July 2006, Design Manager for the Shirley D/B Team • Route 1/Route 123 Interchange, March 1997 to June 2004, Project Manager • Route 123 Widening from I-495 to Dulles Toll Road, January 2001 to January 2002, Project Manager • Spriggs Road Widening from Hoadly Road to Route 234, February 1996 to March 1999, Project Manager • Sam Eig Interchange at Washingtonian Center, August 1994 to July 1996, Project Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: South Dakota State University/Brookings SD/ Bachelor of Science/ 1984/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: Professional Engineer/ VA-1990(#0402020798)/MD-2000/DE-2004/DC-2009/NC-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 assignment, 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 assignment.</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-66 Mainline Widening and HOV Extension, Prince William County, VA Design Manager, Dewberry & Davis, LLC , June 1999- Present Mr. Mahoney was responsible for all aspects of the design of the \$350M project; the advance advertisement for the Route 29 detour, and the section of University Boulevard from Wellington Station Road to Route 29; the widening of seven miles of I-66 from Route 234 to Route 29 from four to eight lanes, as well as a new single point urban diamond interchange at Route 29/Linton Hall Road and a grade separation over the Norfolk/Southern Railroad line advertised in four separate contracts. This project included major reconstruction of the Route 29/I-66 Interchange, 10 new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. Additionally, Mr. Mahoney was responsible for negotiations of the contract with VDOT and subsequent modifications/supplements. Additional responsibilities as Design Manager included: all roadway and bridge design, stormwater management design, utility relocation coordination, ITS design, maintenance of traffic design, oversight of the project engineers responsible for the design of the interchanges and other roadway improvements, coordination with VDOT and local agencies, and oversight of public involvement activities. Mr. Mahoney also actively monitors the design schedule and allocates staff resources to achieve compliance with the design schedule. Owner Contact: VDOT Northern Virginia District, 4975 Alliance Dr. , Fairfax, VA 22030, Mr. Amir Salahshoor, PE, (703) 259-1957</p>

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

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

Design Manager, Dewberry & Davis, LLC, September 2002-Present

Mr. Mahoney, as the Design Manager for the Shirley/Dewberry Design-Build Team, is responsible for the overall design of this \$400 Million project for roadway widening, ten (10) new interchanges and various secondary roadways, including implementation and monitoring of all Design QA/QC measures to ensure that the Plans, Specifications, and other documents prepared by the Design Team meet applicable standards and the Contract Documents. Mr. Mahoney attends weekly meetings with the contractor and owner to handle construction issues, oversight of the project engineers responsible for the design of individual roadway elements, coordination with VDOT and local agencies including MWA, Loudoun County, Fairfax County, as well as the NVRPA. He held public hearings and other community and public involvement meetings during development of the secondary roadway projects to ensure that the local residents and businesses were involved in the development process. He actively monitors the design schedule and allocation of staff resources to ensure compliance with the design schedule. As part of his commitment to his profession, Mr. Mahoney has made presentations regarding the project to the Design-Build Institute of America (DBIA), is a member of the team that received the Tower of Dulles Award for this successful project, and was a contributor in the publishing an article in the Mid-Atlantic Builder magazine which highlighted the success of the Route 28 project.

Owner Contact: VDOT – Northern Virginia District, 14685 Avion Pkwy, Chantilly, VA 20151-1104, Ms. Susan Shaw, P.E., (703) 259-1995

3. Battlefield Parkway, Leesburg, VA

Design Manager, Dewberry & Davis, LLC, July 2007 – November 2009

As Design Manager for the Dewberry Team, Mr. Mahoney was responsible for overall design for this 3,500 linear foot extension of a four (4) lane urban arterial roadway including dual 1,250 foot bridges over the W&OD Trail and Tuscarora Creek Flood Plain. Design elements included mapping, surveys, geotechnical investigations and recommendations, roadway design, bridge and retaining wall design, stormwater management, floodplain analysis, scour design, utility relocation design, lighting, landscaping design, maintenance-of-traffic design, signing and marking design, and signal design. Mr. Mahoney was also responsible for the development and implementation of the Design QA/QC plan.

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Dr., Fairfax, VA 22030 Ms. Susan Shaw, PE, (703) 259-1995

4. InterCounty Connector Contract C, Montgomery County, MD

Design Manager, Dewberry & Davis, LLC, February 2008 – June 2009 (Design)

As part of the Dewberry Team, Mr. Mahoney was responsible for all aspects of the design for Contract C of the ICC, a \$513M design-build project which includes new three-level interchanges with both Route 29 and I-95, as well as a diamond interchange with Briggs Chaney Road. Mr. Mahoney directed a team of qualified engineers to complete the design for the interchanges and roadways including; twenty (20) bridges, twelve (12) retaining walls, five (5) noise walls, stormwater management facilities, floodplain analysis, scour analysis, permitting and environmental approvals, mapping, surveys, geotechnical investigations, utility designations and test pitting, utility relocation design, ITS and ETC design, lighting, signing and marking, signals and maintenance-of-traffic. Mr. Mahoney coordinated the design with the other discipline managers including permitting, right-of-way, utilities and construction and monitors and documents all design QA and QC efforts.

Owner Contact: Maryland State Highway Administration, 11700 Beltsville Drive, Suite 200, Beltsville, MD 20705, Ms. Melinda Peters, PE, (301) 586-9265

5. Dulles Greenway Capital Improvements Program, Loudoun County, VA

Design Manager, Dewberry & Davis, LLC, March 2005- December 2007

Mr. Mahoney, as the Design Manager for the Dewberry Team, was responsible for all roadway and bridge design of this \$71 million design-build project to upgrade the Dulles Greenway. The improvements included: expansion of the mainline plaza to 18 lanes, widening the mainline roadway from four (4) lanes to six (6) lanes, two (2) new interchanges, upgrades to two (2) additional interchanges, and a new ramp access to Dulles Airport. Mr. Mahoney's Design Team developed environmentally sensitive plans for the highway corridor including protection of Goose Creek, a state scenic river, and innovative wetland mitigation design. Mr. Mahoney guided the division of the improvements into multiple packages to facilitate construction in the design-build mode. Mr. Mahoney attended weekly meetings with the contractor to handle construction issues, oversight of the project engineers responsible for the design of the improvements, and coordination with VDOT and local agencies. He implemented a Design QA/QC program to monitor design quality and constructability through the design process and actively monitored the design schedule and allocated staff resources to achieve compliance with the design schedule. Mr. Mahoney and his team received an award from the Design-Build

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Institute of America (DBIA) for the Dulles Greenway project recognizing their expertise in the design-build method of project delivery.

Owner Contact: Toll Road Investors Partnership II, 45305 Catalina Court, Suite 102, Sterling, VA 20166, Mr. E. Thomas Sines, CEO, (703) 707-9096

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: Construction Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	<p>Years experience: With this Firm 19 Years With Other Firms 4 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice 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.):</p> <p>Shirley Contracting Company, LLC Vice President 2004–Present</p> <ul style="list-style-type: none"> ● Fairfax County Parkway Phase III, November 2009 to Present, Construction Executive. ● Fort Lee 'A' Gate Roundabout, June 2011 to Present, Design/Build Project Manager ● Washington Headquarters Service DoD BRAC 133 Design-Build Project, December 2008 to August 2011, Construction Manager. ● I-95 4th Lane Widening, March 2008 to September 2011, Construction Executive. ● New Campus East – NGA Fort Belvoir, May 2008 to January 2011, Construction Manager: <ul style="list-style-type: none"> ● North Loop Road and Bridge ● West North Loop Road ● South Loop Bridge over Wetlands ● Spotsylvania County Infrastructure Design-Build Improvements, October 2007 to Present, Design Build Project Manager. ● Dulles Greenway Improvements, May 2005 to July 2008, Construction Manager. ● Quantico Bridge 15 Replacement, June 2008 to November 2010, Construction Executive. ● Monroe Avenue Bridge Design-Build Replacement, February 2006 to October 2009, Design Build Project Manager. ● Telegraph Road Advance Utility Project, August 2005 to December 2007 – Construction Manager. <p>Contract Manager 2000–2004</p> <ul style="list-style-type: none"> ● I-95 Springfield Interchange Phase IV, November 2000 to July 2004, Contract Manager. ● I-95/Woodrow Wilson Bridge Corridor Projects, 2002 to 2004, Contract Manager: <ul style="list-style-type: none"> ● Route 1 Ground Improvements ● Telegraph Road Ground Improvements ● Potomac Yard Arlington, 2003 to 2005, Contract Manager <p>Senior Project Manager 1997-2000</p> <ul style="list-style-type: none"> ● Chippenham Parkway Improvements, Richmond VA, 1997 to 1999, Senior Project Manager. ● Fairfax County Parkway at Backlick Road, 1995 to 1997, Senior Project Manager.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland at College Park, College Park, MD/ Bachelor of Science/1987/ Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain DCR Responsible Land Disturber prior to commencement of construction. VDOT Erosion and Sediment Control Contractor Certification (ESCCC) 4363C expires 4/18/2013
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 assignment, 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 assignment.</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. DoD/BRAC 133 Washington Headquarters Services, Alexandria, Virginia</p>

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Construction Manager, Shirley Contracting Company, LLC, December 2008 to August 2011

As Construction Manager, Mr. Smith was responsible for the overall construction effort on the \$143M Garage and Site Work Improvements Package for the design/build DoD/BRAC 133 at Mark Center project including the Mark Center Off-Site Road Improvements Project. Shirley Contracting Company, LLC was the General Contractor for all site-work; on-site infrastructure, precast concrete parking structures, Remote Delivery, Remote Inspection, and Visitor Center Facilities. Shirley self-performed the excavation and disposal of over 400,000 cubic yards of earthwork, installation of over 15,000 linear feet of stormwater, waterline and sanitary sewer utility piping as well as grading and paving. Shirley was responsible for the integrated design and construction of all WHS related site security features and access control points (ACP). The Shirley Team completed the project six weeks early allowing for accelerated move-in date for the government and its clients. Working closely with the City of Alexandria and the Owner/Developer, Mr. Smith also served as the Construction Manager for the \$4.8M Mark Center offsite roadway improvements. These 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 City of Alexandria and VDOT Right-of-Way. Shirley completed the project in time for the opening of the WHS Headquarters in September 2011.

Owner Contact: Duke Realty Corporation, John VanVliet, 703-578-7724

2. New Campus East – NGA Fort Belvoir North Area Infrastructure, Ft. Belvoir, Virginia

Design/Build Construction Manager, Shirley Contracting Company, LLC, May 2008- January 2011

Mr. Smith was responsible for the design-assist management and construction oversight of three major infrastructure projects totaling over \$55M for New Campus East project for a major Department of Defense Agency in Northern Virginia. Mr. Smith's duties included design/constructability reviews, scheduling, budgets, project management and quality control and Safety. Project consisted of over 2 miles of new 4 lane highway with 4 signalized intersections, a 450 foot long, three span bridge over Accotink Creek and a 350 foot six span bridge over protected Wetlands; construction of 2 Secure Traffic Control Points with fully integrated Guard Booths, Anti-Ram Restrictors, Active and Passive Barrier Restraints and Dynamic Signage. Utility Infrastructure was brought into campus including Water, Power, and Communication Duct banks. All infrastructure work was constructed concurrently with the NGA Headquarters Facility. Over 4,000 workers drove through the Shirley worksites each day to access the project. Shirley designed and constructed detours and maintained continuous construction traffic throughout the life of the project to safely deliver the projects on-time.

Owner Contact: US Army Corps of Engineers, Wesley Wright, 571-643-9884

3. Monroe Avenue Bridge Replacement, Alexandria, VA

Design-Build Project Manager, Shirley Contracting Company, LLC, February 2006- October 2009

Mr. Smith was responsible for managing design, permitting, utility relocations, construction, and QA/QC program for a \$43 million bridge design-build project featuring a new 840-foot long, six-lane, bridge carrying US Route 1 over a very heavily traveled rail corridor in Alexandria, VA. The bridge was erected and the existing bridge was demolished over the heaviest traveled rail corridor on the East Coast. Shirley and the designer developed a teaming partnership with the City of Alexandria during the design and construction phases of the project. During design development it was clearly evident that a phased bridge construction sequence was necessary in order to maintain both vehicular as well as pedestrian access to vital community landmarks in the Alexandria/Del Ray Region. The maintenance of traffic plan was developed with the eastern span of the new bridge opening mid-way through the project. All traffic was removed from the existing bridge, placed on the new span, and the existing bridge demolished and the second phase constructed in its place. Due to limited width on the three-lane bridge deck, the development and installation of the reversible center lane traffic signals were vital in the maintenance of traffic and flow of pedestrians. During construction, Shirley coordinated closely with the City of Alexandria and the local community while working in extremely tight areas. Examples include driving bridge pile within 100 feet of private residences, installing deep utility lines within eight feet of existing businesses, and demolishing retaining walls within five feet of retail stores. This was accomplished through monthly project update meetings at the local recreation center and use of an interactive website. The Shirley staff and Owner/Developer were successful in implementing this unique approach.

Owner Contact: Potomac Yard Development, LLC, Gary Leygraaf, 703-277-7461

4. Dulles Greenway Capital Improvements Project, Loudon County, Virginia

Design-Build Project Manager, Shirley Contracting Company, LLC, May 2005 - July 2008

Mr. Smith was responsible for managing the design, permitting, utility relocations, and construction of a \$75 million D-B project The Dulles Greenway Capital Improvement Program (Greenway) included eight individual projects combined into a single design-build program. The original scope of this program included new interchanges at Battlefield Parkway

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KEY PERSONNEL RESUME FORM

and Shreve Mill Road, enhancements to existing interchanges at Route 606 and Route 772, widening of mainline roadway from four (4) to six (6) 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.

Owner Contact: Toll Road Investors Partnership II, 45305 Catalina Court, Suite 102, Sterling, VA 20166, Mr. E. Thomas Sines, CEO, (703) 707-9096

5. I-95 Springfield Interchange Phase IV, Springfield, Virginia

Contract Manager, Shirley Contracting Company, LLC, November 2000- July 2004

Mr. Smith was responsible for management and oversight of construction of a \$139 million segment of the Springfield Interchange rebuilding project. The Phase IV segment was the largest single contract awarded on the entire project. The project consisted of roadway 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 120-day early completion of the project resulting in obtaining an early completion incentive bonus offered by VDOT.

Owner Contact: Virginia Department of Transportation, 1401 E. Broad Street, Richmond, VA. Charlie Warriach, 571-483-2583

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 & Davis, LLC
d. Years experience: With this Firm 25 Years With Other Firms 6 Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice 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.): Dewberry & Davis, LLC Director of Structural Engineering, February 1997-Present	<ul style="list-style-type: none"> • Route 27\244 Interchange Modifications, September 2011 to Present, Structural Design Manager for the Shirley led D/B Team • Route 50 Widening Design-Build Project, April 2011 to Present, Structural Design Manager for the Shirley led D/B Team • University Boulevard Design-Build Project, April 2011 to Present, Structural Design Manager for the Shirley led D/B 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 D/B Team. • InterCounty Connector (ICC) Contract C Design-Build Project, February 2008 to Present, Bridge Manager for the Shirley led design-build team. • Battlefield Parkway Design-Build Project, July 2007 to September 2009, Structural Design Manager for the Shirley D/B 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 Program, 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, October 2000 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 • Route 1/Route 123 Interchange, March 1997 to June 2004, Bridge Design Manager.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:	University of Virginia, Charlottesville, VA /Bachelor of Science/ 1981/Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #:	Professional Engineer/ VA-1990(#0402020665)/MD-1990/DE-2004/DC-2004/PA-2009/WVA-2009/NC-2010/SC-2011/NJ-2011
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your specific responsibilities and authorities for each assignment, 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 assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. I-66 Mainline Widening, Northern Virginia, VA Bridge Design Manager, Dewberry & Davis, LLC , October 2000-November 2006 Mr. Davidson was responsible for all bridge and structural design of the \$350M project for the widening of seven miles of I-66 from Route 234 to Route 29, from four to eight lanes, 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. This project was eventually split into four contract packages for advertisement. The project included 10 new bridges, and maintenance-of-traffic for over 150,000 cars a day through the project site. These 10 bridges include 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 prestressed concrete girder bridges with	

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

continuous and/or simple spans. The most challenging part of this project was maintaining traffic on this extremely busy highway during construction. The bridge construction was closely coordinated with the roadway construction in order to maintain a minimum of two lanes of traffic in each direction at all times. Mr. Davidson was also responsible for the coordination and review of shop drawings, answering contractor RFI's during construction, and Bridge Load Ratings.

Owner Contact: VDOT – Northern Virginia District, Alliance Drive, Fairfax, VA, 22030 , Mr. Amir Salahshoor, PE, (703) 259-1957

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

Lead Structural Engineer, Dewberry & Davis, LLC, October 2002 – Present

Mr. Davidson was the Structural Design Manager for this \$350M project which included roadway widening, 10 new interchanges, the widening of Centreville Road and Loudoun County Parkway, and various 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 1,000 feet in length, and several thousand feet of retaining walls. 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.

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703)259-1995

3. Dulles Greenway Capital Improvements Program, Loudon County, VA

Lead Structural Engineer, Dewberry & Davis, LLC, March 2005- December 2007

As Bridge Design Manager, Mr. Davidson was responsible for all bridge and structural design aspects of this \$71M design-build project, where Shirley was the Lead Contractor. The capitol improvements program included expansion of the mainline plaza to 18 lanes, widening of the mainline roadway from four lanes to six lanes, two new interchanges, upgrades to two additional interchanges, and new ramp access to Dulles Airport. Mr. Davidson was responsible for the design of the widening of 13 bridges (which included partial demolition of the existing bridges to facilitate the widening) and one new bridge. The bridges consisted of steel plate girder bridges, both straight and curved, ranging in length from approximately 150 feet to over 600 feet in length. 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.

Owner Contact: Toll Road Investors Partnership II, 45240 Business Court, Suite 100, Sterling, VA 20166, Mr. E. Thomas Sines, CEO, (703)707-9096

4. Battlefield Parkway Design-Build Project, Leesburg, VA

Lead Structural Engineer, Dewberry & Davis, LLC, July 2007 – September 2009

Mr. Davidson was 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 (being constructed by Shirley Contracting Company, LLC). Mr. Davidson was 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 feet to 195 feet. Due to the length of the bridges, lightweight concrete was used for the bridge deck, which resulted in significant cost savings on the structural steel. 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. Mr. Davidson was also responsible for the coordination and review of shop drawings, answering contractor RFI's during construction, and Bridge Load Ratings.

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Susan Shaw, PE, (703) 259-1995

5. Pacific Boulevard, Loudon County, VA

Structural Design Manager, Dewberry & Davis, LLC , July 2007-October 2010

As Structural Design Manager for the design-build 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

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KEY PERSONNEL RESUME FORM

design, landscaping design, and signing and marking design. The bridges consist of prestressed 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. Mr. Davidson was also responsible for supervising the coordination and review of shop drawings, answering contractor RFI's during construction, and Bridge Load Ratings.

Owner Contact: VDOT – Northern Virginia District, 4975 Alliance Drive, Fairfax, VA 22030, Ms. Christiana Briganti-Dunn, PE, (703) 259-2960

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Jim Wright, Regional Director/Strategic Marketing and Outreach Planning
b. Project Assignment: Public Relations Manager
c. Name of Firm with which you are now associated: Pulsar Advertising
d. Years experience: With this Firm <u>7</u> Years With Other Firms <u>31</u> Years Please list chronologically (most recent experience first) your employment history, position and general experience or fields of practice 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.): Pulsar Advertising Regional Director 2005-Present Responsible for developing strategic marketing and outreach plans for clients including the Virginia Department of Transportation's Virginia Megaprojects, the 511 Virginia website, Hampton Roads Transit/TRAFFIX branding and communications plan, as well as the launch of HRT's new light rail service – The Tide. All of these campaigns included integrated advertising/marketing and stakeholder outreach plans as well as identifying cost efficient ways to brand the unique product/service within the target audience. In addition, Mr. Wright is a trained facilitator and has experience in leading and directing outreach to community and business groups to inform and educate about numerous transportation projects (construction mitigation and transportation management plan strategies). Leonard Resource Group, Inc. (LRG) Senior Vice President, Business Partnerships 1997-2005 Co-founder of LRG, a woman-owned full service public affairs firm, ranked as tenth largest public affairs firm by Washington Business Journal, specializing in Business Partnerships, Communications & Marketing, Community Outreach and Development, Government Relations, and Association Management. Directed strategic planning and operational implementation for seven-year public affairs/economic development campaign to develop public-private partnerships on behalf of Job Corps (federal program to assist economically disadvantaged youth). Secured ten national partnerships for Job Corps over a 24 month period including: AAMCO, American Fence Association, HCR Manor Care, Jiffy Lube, Penske Auto Centers, Pepsi-Cola, Sears, Roto-Rooter, the U.S. Army, and Walgreens. Worked with senior officers and staff of the U.S. Army, U.S. Navy and U.S. Coast Guard Recruiting Commands to secure national partnerships and to create successful local partnerships at over 50 centers across the country.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: State University of New York, Albany, NY/Bachelor of Science/ 1986/Business, Concentration Marketing
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. 1. <i>Note your specific responsibilities and authorities for each assignment, 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 assignment.</i> (List at least three (3), but no more than five (5) relevant projects for which you have performed a similar function.) 1. Virginia Megaprojects, Northern Virginia, VA Project Director, Pulsar Advertising, July 2008-Present Mr. Wright has been the strategic leader in creating the Virginia Megaprojects Employer Solutions Team (EST) responsible for developing a B2B strategy to businesses in Tysons Corner, one of the nation's top 10 largest business centers. Jim provides strategic direction and planning for the EST, who meet directly with employers, chambers of commerce, property managers and trade associations in addition to Fairfax County government officials to encourage businesses to develop strategies and practices that help their employees reduce commuter related vehicle trips during the Dulles Metrorail Extension and I-495 HOT Lanes construction phases. In addition to directly engaging hundreds of businesses in the last year, Jim and the EST have created a comprehensive communications network reaching more than 80,000 employees through the use of the Megaprojects Customer Relationship Management. Owner Contact: Virginia Department of Transportation, 1401 E. Broad Street, Richmond, VA. Chris Arabia 804-786-1059

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

2. Springfield Interchange Communications, Springfield, VA

Marketing Communications Manager, Pulsar Advertising, December 2005- July 2008

Mr. Wright was responsible for directing the strategic communications effort for this multi-modal, multi-media project on behalf of Pulsar. The Springfield Interchange project was one of the largest public works projects in the nation impacting thousands of travelers in one of the country's busiest transportation corridors. Project elements include community input, direct mail, radio, public relations, special events and a dedicated website.

Owner Contact: Virginia Department of Transportation, Northern Virginia District Office, 4975 Alliance Drive, Fairfax, VA 22030, Steve Titunik 571-483-2591

3. Virginia Highway Safety Corridors, Northern Virginia, VA

Project Director, Pulsar Advertising, December 2005- January 2010

Mr. Wright was responsible for securing key stakeholder input to direct Pulsar's development of a communications and marketing campaign to support VDOT's grant from Virginia Department of Motor Vehicles and in cooperation with the Virginia State Police to reduce accidents and fatalities in the three highway safety corridors within the state (I-81 in SW Virginia, I95 in the City of Richmond, and I-95 in Prince William County). The campaign elements included: radio, outdoor, transit, print and direct mail.

Owner Contact: Virginia Department of Transportation, 1401 E. Broad Street, Richmond, VA. Tamara Rollison 804-786-2715

4. Middle Ground Blvd. Extension Project – Newport News, VA

Project Director, Pulsar Advertising, October 2011-ongoing

Mr. Wright serves as the lead to provide an effective public involvement/relations communications plan that promotes involvement of all relevant stakeholders throughout the life of the Middle Ground Boulevard Extension project. Includes coordinating and facilitating public information meetings as well as regular communications with affected residents and businesses. Strategies included traditional public relations, direct mail and digital strategies.

Owner Contact: Virginia Department of Transportation, 1700 N. Main Street, Suffolk VA Jennifer Gwaltney, 757-925-2583

5. Arlington County Car Free Diet – Arlington, VA

Project Strategic Planning, Pulsar Advertising, December 2005-ongoing

Since Pulsar first worked on the original Commuter Assistance Program, Mr. Wright has overseen the development of every campaign including the current Car-Free Diet campaign. He oversees the strategic branding of all aspects of the ACCS program ensuring that all elements can clearly be seen as part of a coordinated communications effort. The program consistently links the lifestyles of Arlington residents and visitors with the appeals of its transportation system. Under the branding umbrella, Alberto also has overseen the development of both the ART and Commuter Store brands.

Owner Contact: Arlington County Commuter Services, 2100 Clarendon Blvd, Arlington, VA Chris Hamilton, 703-228-3725

ATTACHMENT 3.4.1(a)

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 28 Corridor Improvements Project Fairfax and Loudoun Counties, Virginia	Name: Dewberry & Davis, LLC	Name of Client./ Owner: VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030 Ms. Susan Shaw, PE Program Manager 703.259.1995 susan.shaw@vdot.virginia.gov	May 2007	August 2013 * * Difference due to Owner added scope	\$168,965	\$350,582* * Difference due to Owner added scope	\$350,582
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 <u>this</u> Project, so the relevancy of that work can be considered accordingly.							
<p>In 2002, the design-build team led by Shirley Contracting Company, LLC, serving as the Lead Contractor, was awarded the first Public-Private Transportation Act (PPTA) project to be implemented in the Northern Virginia area by VDOT. The scope included the design/build construction of ten (10) grade-separated interchanges and numerous secondary road improvements along the Route 28 Corridor between I-66 and Route 7. The Design/Build Team was responsible for all design and engineering, permitting, right-of-way acquisition, utility relocations, construction, maintenance of traffic, QA/QC, and coordination of public involvement for all project work. This complete scope of work performed by our Team has permitted VDOT to only assign three (3) full-time personnel to oversee the Project. To date, each and every component of the Project has been completed on or ahead of schedule and without a single claim.</p> <p>Many of the Key Managers proposed for the I-395 HOV Ramp at Seminary Road project are the same Key Managers that have worked closely together for the past ten (10) years on Route 28. We have developed, implemented and improved upon proven techniques and practices during this time that allow us to efficiently manage the design-build process. From Route 28, we have learned that it is absolutely essential to integrate all of the various design and construction disciplines from the earliest stages of concept development until final completion. Our Construction Team members have day-to-day input on every stage of the design and our Team pledges to not submit any plans until this constructability review is complete. We create this 'buy-in' from the Construction Team as early as possible to produce an efficient design and to begin the overall project scheduling and phasing elements. We know that it is critical for the right-of-way and utility disciplines to closely coordinate their work, and to further integrate these elements with the design documents and project schedule. We also have learned that it is critical to accurately identify all of the existing utilities that can be impacted by the design, to meet with the individual utility companies early to explain the project scope and start the design process, and to closely track and manage the entire utility relocation process.</p> <p>Since having acquired more than 200 parcels of right-of-way on Route 28, we have learned how vital the timely completion of the right-of-way acquisition process is to the project schedule and budget. As part of the constructability process we focus our efforts on developing a right-of-way priority list early on, in order to optimize the construction and utility schedule. We also look early at whether there are any total takes or relocations that could affect the schedule, proffers that may be available, and any hazardous, historic, or other environmental issues affecting any property. We have also facilitated the negotiation of settlements whereby the property owner dedicates the necessary right-of-way in exchange for certain improvements being added to the project scope, requiring extensive coordination between the Design/Build Team, VDOT and adjacent property owners. These types of agreements have resulted in savings in the overall project cost while expediting the right-of-way acquisition process.</p> <p>We are constantly looking for ways to reduce or eliminate property impacts. This keeps project costs down and helps the project schedule. This worked particularly well on the Route 28/Westfields Interchange where all of the right-of-way anticipated for the interchange was acquired in the late-1980's. However, by the time design was undertaken in 2003, changes in design standards and overall capacity requirements created the need for additional land. This would have negatively impacted both the budget and schedule. In partnership with the entire Team, Shirley worked with each landowner, the overall design, and the utility companies and was ultimately successful in obtaining all of the rights-of-way necessary at no additional cost to VDOT.</p> <p>Another instance where our Team worked through significant right-of-way issues was on the Route 28/McLearen Road Interchange. Early in the design process for this interchange, Metropolitan Washington Airports Authority (MWAA) advised that they had planned development that was in conflict with the proposed interchange. Our Team redesigned the interchange to relocate the loop ramps 250 feet to the south, thus avoiding MWAA's planned development. This design modification required MWAA to change their Airport Layout Plan (ALP) - a process that the Shirley Team supported and that took over a year for MWAA to complete. Even with this long delay, Shirley was able to re-sequence the construction schedule by prioritizing the work on the East side of Route 28 first, including the east abutment and pier of the bridge. After the revised ALP was approved, we then completed the bridge and the work on MWAA property and were still able to complete the project before its original completion date with no increased cost to VDOT.</p> <p>Through the Route 28 project we have developed close relationships with over 25 public and private utilities that will benefit the I-395 HOV Ramp at Seminary Road project. In constructing the ten interchanges and secondary road improvements we have successfully relocated more than 52,000 feet of overhead and underground power lines, 205,000 feet of communication/fiber optic lines, 11,000 feet of water lines, 6,400 feet of sanitary sewer, and 5,100 feet of gas lines. On the Centreville Road Widening Project, a component of the Route 28 Corridor Improvements Project, we were able to eliminate or reduce many utility relocations by coordinating with the utility companies, raising the roadway profile, and other innovative design changes. Shirley's utility coordination effort contributed to a 35% reduction in the utility relocation costs on the project, saving VDOT over \$1.9 million from the Utility Relocation Allowance.</p> <p>All of the improvements on the Route 28 Project were constructed without permanent removal of any of the existing traffic movements or reduction in traffic capacity during construction. One of the very first design activities conducted by the Team has been to evaluate the existing and projected traffic volumes and movements. From this data, the ultimate design concepts are created by our Team, presented to VDOT, the Counties, and other affected parties, and ultimately approved for final design. But along with this, the Team carefully evaluates the data to determine maintenance of traffic requirements during construction. By involving the construction teams early on in this process, we are better able to plan each phase of the work. For example, in most cases, the new interchanges by necessity have been located approximately in the same location as the existing signalized intersections. This has led to innovative solutions for detour intersections during construction, but also for creative and well-thought out solutions for opening the new interchanges when construction is complete. One example of this is the Route 28/Westfields Blvd. Interchange. With significant input from the construction team, Dewberry adjusted the profiles of the detour intersection and ultimate ramp/loop profiles so that they were as close as possible. Thus when the new interchange was ready to open to traffic, there was the bare minimum of work to do to switch traffic from the old detour pavement to the new pavement grades. As a result, we were able to open the new interchange in just 24 hours in non-peak traffic periods with virtually unnoticed impact to the traveling public. As an additional level of planning and coordination, we created detour plans that were distributed to the local media, Board of Supervisor's office, homeowner associations, and posted on the project website to make sure the public was informed. This same level of effort was required on the Sterling Blvd, Waxpool Road, McLearen Road, Old Ox Road, Willard Road, Frying Pan Road, Innovation Avenue, and Nokes Blvd Interchanges. Each of these complex openings was completed with minimal impacts to traffic. The Route 28 Project has had such a positive impact that the entire Team was awarded the prestigious 2004 Tower of Dulles Award by the Committee for Dulles in recognition of distinguished service. The I-395 HOV Ramp at Seminary Road Project will require very similar emphasis on maintenance of traffic and the interface of the new work with the existing roadways.</p>							

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 Prince William County, Virginia	Name: Dewberry & Davis, LLC	Name of Client./ Owner: VDOT Northern Virginia District Office 4975 Alliance Drive Fairfax, VA 22030 Ms. Helen L. Cuervo, PE District Construction Engineer 703.259.1995 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.

In December 2006, Shirley Contracting Company, LLC 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 consisted of **widening over 2 miles of divided multi-lane interstate from four (4) lanes to eight (8) lanes, realignment of eight – (8) ramps and primary highway in a heavily congested area.** The project consisted of the following 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 many detours; storm, water and sanitary utility installation/relocation; over 514,000 metric tons of sub-base stone and asphalt concrete; four – (4) SWMP; Seven – (7) Jack and Bore Pipe runs including three – (3) 2100mm diameter approximately 8.5 meters deep; two box culverts; signal installation/modifications; roadway lighting and signage; two – (2) concrete retaining walls (one adjacent to the Norfolk Southern Railroad); five – (5) new bridges and three (3) bridges requiring superstructure demolition and reconstruction, and one complete demolition and reconstruction superstructure and substructure.



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 I-395 HOV Ramp Project.

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 our 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 (3)-three existing bridges that were to originally remain. On those three existing bridges (2 from I-66 Eastbound and 1 from I-66 Westbound), 6 piers were completely demolished from the 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. In addition, the Project received a Ride-ability award from VDOT for the quality of the asphalt pavement surface.

This project was successfully constructed in a heavily congested area with phased construction and significant structural components similar to I-395 HOV Ramp at Seminary Road. We **developed Traffic Maintenance 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; and communicated project details 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 from the I-66 Widening project to the I-395 HOV Ramp Project. We are fully aware of the traffic flows and volumes that will be encountered during the construction of the I-395 HOV Ramp Project and understand what will be necessary to maintain a safe and effective work zone. Shirley, VDOT and Dewberry are extremely experienced working together as a result of our relationship on this and other projects and these relationships and our construction experience will allow us to successfully construct the I-395 HOV Ramp at Seminary Road with I-395 NB Auxiliary Lane Extension.

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: Springfield Interchange Improvements Phase IV Fairfax, Virginia	Name: HNTB	Name of Client./ Owner: VDOT Mega Projects Office 6433 Walker Lane Alexandria, VA H.S. 'Charlie' Warriach 571-483-2583 hs.warraich@vdot.virginia.gov	August 2003	July 2004 * * Difference due to Owner added scope	\$117,397	\$140,442* * Difference due to Owner added scope	\$140,442

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.



Phase IV of VDOT's Springfield Interchange Improvements Project, known as the "Mixing Bowl", was awarded in November 2000 to Shirley Contracting Company, LLC. The project focused on the eastern end of the Interchange – mainly the improvements from the I-95 Ramps to the I-495 Capital Beltway towards the Woodrow Wilson Bridge. Additionally, the project completed improvements to the HOV Lanes of I-95. The project required four new bridges including: pile driving, concrete substructure, steel girder and concrete bridge superstructure. Retaining wall construction included Mechanically Stabilized Earth Walls and Cast-In-Place Concrete Walls. Complete utility construction was required including Storm Sewer, Sanitary Sewer, and Watermain.

Relevant to the I-395 HOV Ramp at Seminary Road, the Mixing Bowl project was extremely challenging from a Maintenance of Traffic perspective. Nearly 400,000 vehicles per day flowed through the interchange during the 43 months of construction. **Shirley was required to maintain all travel lanes with only part-time lanes closure allowable during off-peak hours.** Shirley maintained three full-time Maintenance of Traffic Crews consisting of all in-house employees in order to meet the schedule demands of the project. All closures were coordinated with the VDOT Smart Traffic Center. During the project, Shirley worked with the Department to refine and develop new Maintenance of Traffic plans as conditions changed routinely on this large-scale project. One example of the fluidity of the project Team was an issue revolving around potential delays due to railroad work restrictions. Even though this was not a design/build project, Shirley worked with the designer and VDOT project staff, to develop a new I-495 Inner Loop detour which was implemented so that bridge construction could continue as the potential delay issues were being resolved.

Bridge construction on the project was valued at nearly \$50,000,000 for four bridges. Bridge B610 was the largest of the bridges constructed-a 4,200-foot long flyover ramp bridge from the Capital Beltway Inner Loop to I-95 Southbound. The flyover is the longest inland bridge constructed in Virginia, rising to over 100 feet at its highest point. The bridge consisted of twenty-one piers and 2 abutments. Foundation elements included 60" and 72" diameter caissons at pier locations and integral MSE abutments on steel piling. Substructure concrete consisted of caisson/pile caps with single stem columns and 'hammerhead' style pier caps. Over 10,000 cubic yards of concrete was poured in the bridge substructure. Steel girders weighing over 12 million pounds spanned the piers and abutments. The most complex operations involved the **erection of structure steel over both Outer Loop of the Capital Beltway and the Northbound Lanes of I-95** in the heart of the Mixing Bowl. Steel was set over a series of weekends when detours of I-95 were set-up to allow 36-hour continuous work windows for the 300 ton and 400 ton cranes to safely erect the girders. Deck concrete of over 8,000 cubic yards was poured over a several month stretch. **The bridge received a 'ride-ability bonus' for the quality of the concrete work involved. The bridge also has over 4,000 square feet of lightweight sound absorptive walls attached to the parapet structures.**

Bridge B635 was constructed along a heavily traveled section of both Loops of the Capital Beltway requiring daily maintenance of traffic. **Phasing for the bridge was a complex three-stage plan including the demolition of the existing bridge structures.** Bridge B635 is a 4-span steel structure built over the heavily traveled railroads of both CSX Transportation and the Washington Metropolitan Area Transit Authority's Yellow Line Train. The most challenging element of the bridge construction was the work restrictions imposed by the Railroad Agencies. Work windows adjacent to the rail lines were only 4 hours per work day from 12 midnight to 4:00 am. An inordinate amount of planning and coordination were required to make crews the most efficient they could be in this limited time frame. Bridge foundations were mainly steel piling; however piers adjacent to the rail were required to be founded on drilled shaft caissons. Just over 4 million pounds of structural steel were used in this 550 foot long bridge that carries twelve lanes of traffic on both Loops of the Beltway. 5,000 cubic yards of substructure concrete and 3,000 cubic yards of superstructure concrete were poured in 36 months of construction. Demolition of the existing east and westbound spans of I-95 over the railroads was just as challenging as the new construction elements. Crews used custom demolition shields and specialty equipment to carefully remove the elements from the existing structures. Work was accomplished with **zero safety incidents** and acclaim from both railroads for the work efforts.

Other major elements of the Springfield Interchange Phase IV Project included 500,000 cubic yards of earthwork, 250,000 tons of asphalt concrete, 20,000 linear feet of stormwater and pressure waterlines, 15,000 linear feet of deep sanitary sewer pipe including 2,500 linear feet of micro-tunneling. Shirley designed and constructed 185,000 square feet of absorptive sound barrier walls and erected 150,000 square feet of permanent MSE retaining walls.

As with the I-395 HOV Ramp at Seminary Road, the development and maintenance of workable, logical, and flexible project schedule is paramount to project success. On the Phase IV project, Shirley was able to maintain our project schedule and achieve an early completion bonus offered by VDOT for completing the project 4 months in advance of the specified project completion date.

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)	
InterCounty Connector Contract C Montgomery and Prince George Counties, Maryland	InterCounty Connector, a Joint Venture Shirley Contracting Company, LLC – Lead Partner	Maryland State Highway Administration Melinda B. Peters, PE 301-586-9265 mpeters@sha.state.md.us	Nov. 11, 2011	Nov. 11, 2011	\$513,000	\$525,000* * Difference due to Owner added scope.	\$61,000

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.

Dewberry in the role of the Lead Designer as part of the **design-build team led by Shirley Contracting Company**, provided the design, environmental permitting, construction inspection, and overall QA/QC for Contract C on the InterCounty Connector (ICC) Project. **Contract C is a \$525 Million contract**, one of the five contracts for this \$2.28 billion facility. This design-build project includes 3.8 miles of mainline ICC, a six lane freeway facility, with interchanges at Rt. 29, Briggs Chaney Road, and I-95. The interchanges at Rt. 29 and I-95 are three-level interchanges with semi-directional ramps (**3 curved girder bridges, each over 1,300 l.f. in length**). The project included twenty (20) bridges (**bridge construction alone was in excess of \$100M**), sixteen (16) retaining walls, five (5) noisewalls, fourteen (14) stormwater management ponds, multiple phases of erosion and sediment control, low-level and high-mast lighting, ITS and ETC components associated with toll collection facilities, extensive landscaping, utility relocations at a number of cross-roads, and significant ground improvements using wick-drain processes. Dewberry was responsible for all preliminary and final roadway and interchange design, bridge design, intelligent transportation systems and electronic toll collection (ITS/ETC) design, maintenance of traffic design, quality assurance and quality control. Dewberry was also responsible for construction inspection and testing. The ICC project involves significant environmental commitments from the Record of Decision (ROD), which our design-build team incorporated into our final design and construction plans. Our design-build team completed the required post-ROD processes to document any changes and obtain the required approvals. In addition, our design-build team worked with many adjacent communities, as well as individual landowners, to provide advance notice of upcoming construction activities and worked hard to minimize impacts to these owners. Existing access to properties was maintained at all times, including the detour phases.

As part of the competitive Request for Proposal (RFP) process, our design-build team proposed significant re-designs of the Rt. 29 and I-95 interchanges from the preliminary designs developed by the Maryland State Highway Administration (MSHA). Using a proposed shift in the ICC mainline, our Team was able to modify the I-95 interchange layout to change one of the proposed semi-directional ramps (with significant length of bridge structure) to a loop ramp. This ICC alignment shift also enabled our Team to modify the major connections to northbound I-95 mainline and the collector distributor (CD) roadway, once again, eliminating significant lengths of bridge structures. Our design-build team was also able to eliminate the need for the proposed northbound CD road along I-95, reducing project costs, as well as property and environmental impacts. Our Team also proposed the use of ground improvement techniques to cross two major “wash pond” areas previously used for a mining operation, which contained material that needed to be stabilized prior to use for roadway embankment support. These ground improvement techniques eliminated the need for bridge structures and enabled us to lower the ICC profile in this area. Lowering of the mainline profile also eliminated the need to relocate three overhead transmission towers previously identified as needing to be relocated, providing a project cost savings of approximately \$3 million. These various design changes resulted in the elimination of approximately 322,000 square feet of bridges and reduced overall right-of-way acquisition by fourteen (14) acres. Submitted as Alternative Technical Concepts (ATCs), they were reviewed by SHA and the Federal Highway Administration (FHWA) and were ultimately approved, **resulting in a project savings of \$100 million.**

The Team worked diligently to identify the critical path design and construction items in order to advance certain design packages which would allow utility relocations to proceed, detours to be constructed, and overall project construction to take place as early in the schedule as possible. Examples of advance packages include: advance detour packages, bridge foundation packages, steel packages, utility relocations packages, and erosion and siltation packages.

The experience from the design and construction of the ICC project will be utilized to assure expedited delivery of the I-395 HOV Ramp @ Seminary Road Project. The knowledge of how to assess the critical path and prioritize items such as environmental permitting; utility easements, construction activities, and proper construction execution and delivery are all processes that our Team has worked through in coordination with MSHA, as well as VDOT on other design-build projects. One of the specific issues on the ICC Project was the continued coordination with the adjacent property owners, in order to develop a design that minimized impacts to their property and access points. Our Team also focused on constructing noise barriers early in the construction phase in order to shield the properties from not only the final roadway facility, but also the on-going construction phases. The design team also worked extensively with the MSHA and Shirley to provide advance notice to the public on upcoming pattern changes, roadway closures, etc.

Another key item on this large scale, multi-disciplined project, was the necessity of continued coordination between the various disciplines from the early stages of design through final plan development. Our Team accomplished the coordination of all the disciplines through weekly coordination meetings with all the disciplines involved, along with participation from the construction personnel. Weekly meetings with the MSHA and Shirley were also held to assure that key issues were being resolved and the project schedule was maintained. The experience on our Team’s previous projects will enable creative ideas to come forward to optimize the project design and ultimately reduce overall project costs. This innovation is something that the Dewberry and Shirley Team commit to using for the benefit of VDOT on the I-395 HOV Ramp @ Seminary Road 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)	
Route 28 Corridor Improvements Project Fairfax and Loudoun Counties, Virginia	Shirley Contracting Company, LLC	VDOT Northern Virginia District Office Ms. Susan Shaw PE p. 703.259.1995 c. 571.221.5219 susan.shaw@vdot.virginia.gov	May 2007	August 2013* * Difference due to Owner added scope.	\$168,963	\$350,800* *Difference due to Owner added scope.	\$25,740
<p>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.</p> <p>Dewberry, in the role of the Lead Designer as part of the Design-Build Team led by Shirley Contracting, was selected by VDOT on the first Public-Private Transportation Act (PPTA) Project to be implemented in the Northern Virginia area. This \$350M design-build project includes design and construction of ten grade-separated interchanges to replace at-grade signal-controlled intersections along heavily-traveled Route 28 between I-66 and Route 7. Dewberry is responsible for all preliminary and final roadway and interchange design, bridge design, stormwater management, mapping, surveys, geotechnical investigations, environmental investigations, permitting, lighting design, utility relocation designs, floodplain studies, maintenance-of-traffic design and construction inspections. This project included fourteen bridges with a construction value of over \$50M, and included a 1,400 l.f. curved girder bridge at the Route 28/625 interchange. The original six interchanges were completed and opened to traffic on schedule before May 2007. The success and timely completion of the first six interchanges was a key element in the decision by the Tax District landowners, Loudoun County, Fairfax County and VDOT to extend the contract by issuing a change order for the remaining four (4) interchanges, which were completed and opened to traffic by November 2009.</p> <p>In addition to the ten interchanges being constructed, the Team was also responsible for design and construction of numerous secondary road improvements including the widening of Centreville Road from two-lanes to four-lanes, a new four-lane section of Loudoun County Parkway from Smith Switch Road to Route 7, a new four-lane section of Atlantic Boulevard (including a new bridge over the W&OD Trail), and two additional sections of Pacific Boulevard, from Sterling Boulevard to Cedar Green Road and Severn Way to Nokes Boulevard. The Team is responsible for all design, permitting, right-of-way acquisition (residential and commercial properties), utility relocations, construction, quality assurance and quality control for all project work.</p> <p>The Design-Build Team worked diligently to accelerate portions of projects so that right-of-way acquisitions and utility relocations did not need to be completed prior to the start of construction. Constant communication between construction and design staff, facilitated by weekly meetings, helped to identify critical packages which needed to be finished early. In several cases, this resulted in advance steel packages for bridges, advance detour and MOT packages, or stand alone utility packages.</p> <p>The experience from the construction of the various interchanges and secondary road improvements on the Route 28 project will be utilized to assure expedited delivery of the I-395 HOV Ramp at Seminary Road Project for VDOT. The knowledge of how to assess the critical path and prioritize items such as environmental permitting; utility easements, utility relocations, and avoidance of utility impacts; right-of-way issues, in particular issues with land owned by federal agencies; phased design development that coincides with construction activities; and proper construction execution and delivery are all processes that our Team has worked through in coordination with VDOT. With ten interchanges and five secondary road projects, the Route 28 Corridor Improvements Project is essentially equivalent to completing fifteen projects simultaneously for VDOT in the expedited design-build delivery mode. Our proven work processes and coordination not only with our Team, but with VDOT and all appropriate stakeholders will be used to make the I-395 HOV Ramp @ Seminary Road Project a success.</p> <p>Another example of experience gained occurred at the Route 28/Westfield Blvd. Interchange where our design and construction teams worked together to establish unique profiles for our detour phase that worked to dramatically reduce the time necessary to switch from the detour phase to the final interchange operation. This significant switch-over phase, which initially was projected to take weeks to accomplish (building up from the temporary detour elevations to the final roadway elevations and then paving) was planned instead to be completed over a three day period. The actual switch-over phase was then completed even faster than planned by Shirley, who made the ultimate switch-over in just a twenty-four hour period. This significantly reduced impact to the public and was only possible as a result of the extensive planning and coordination by the Design, Construction and VDOT Teams. Maintenance of traffic considerations will be critical on this project, in order to limit the delays along I-395 as well.</p> <p>Additionally, extensive coordination with numerous parties and agencies was required for many of the interchanges and roadway improvements as part of this project. Specifically, coordination was required with Fairfax County, Loudoun County, the Metropolitan Washington Airports Authority (MWAA) and the Fairfax County Park Authority (FCPA). The close coordination our Team maintained with each of these agencies ensured each of the interchange and roadway improvements was completed on time.</p>							

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)	
Interstate 66 Improvements Manassas to Gainesville (Multiple Projects) Manassas, Virginia (East of Exit / Mile Marker 47) Gainesville, Virginia (West of Exit / Mile Marker 43)	Name: Shirley Contracting Company, LLC –Phase III, V General Excavation –Phase II,IV Moore Brothers –Phase I	Name of Client: Virginia Department of Transportation Northern Virginia Mr. Amir Salahshoor, PE (703) 259-1957 A.Salahshoor@VDOT.Virginia.gov	2004	Phase I – 2004 Phase II – 2006 Phase III – August 2010 Phase IV – October 2011 Phase V – June 30, 2015	\$220,000	\$230,000*	\$10,007,127

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 widened the existing four-lane section to an eight-lane section, as well as 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 also completed to identify improvements to Route 29 which would also improve the flow of traffic along I-66. As part of those studies, Dewberry and their subconsultants completed traffic counts, projections, and analysis – all of which indicated 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 Gallerher 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 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, and structural design, including 9 new bridges, 1 bridge widening, and several retaining walls.

Due to funding constraints, the design contract was separated into five (5) 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; 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 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, and 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.

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 (5) construction projects completed under one (1) 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. Each of the specific design disciplines including roadway design (including HOV operations), structural design (including bridge widening), retaining walls, ITS, lighting and electrical, and temporary traffic control plans required for the I-66 improvements will also be important components of the I-395 Improvements at Seminary Road.