

**COMPETING CONCEPTUAL PROPOSAL**

for

# Route 234 and Sudley Manor Drive Interchange

Public-Private Transportation Act (PPTA)

February 4, 2025



Submitted to:  
Prince William County, VA



Submitted by:



# Table of Contents

Cover Letter

**Tab 1**      Qualifications & Experience

**Tab 2**      Project Characteristics

**Tab 3**      Project Financing

**Tab 4**      Project Benefit and Compatibility

# Cover Letter

Cover Letter



ROUTE 234 AND SUDLEY MANOR DRIVE INTERCHANGE



February 4, 2025

Shana N. Terry  
Chief Procurement Officer  
Prince William County, Procurement Services  
1 County Complex Court  
Prince William, VA 22192

**RE: Route 234 and Sudley Manor Drive Interchange  
Competing Conceptual Proposal**

Dear Shana:

Shirley Contracting Company, LLC (Shirley), is pleased to submit to Prince William County (County) this competing proposal for the completion of the Route 234 and Sudley Manor Drive Interchange in accordance with the *Prince William County, Virginia Procurement Regulations – Projects Proposed Pursuant to the Public-Private Transportation Act of 1995 (Regulations)*. This important project has many benefits including improving safety for the traveling public, congestion relief, and support for adjacent development.

With Dewberry Engineers Inc. (Dewberry) as our Lead Designer, Shirley offers the County an experienced Team with a proven track record of delivering PPTA and design-build projects on time, under budget, and with a partnering approach. Together, the Shirley and Dewberry Team have been awarded 53 design-build projects valued at more than \$5 billion by both public and private entities including the County, the Virginia Department of Transportation (VDOT), and numerous other localities and developers across Virginia and Maryland.

In accordance with the Regulations, Shirley hereby designates Section 1.(e) – Audited Financial Statements and the entirety of Section 3 – Project Financing as “Proprietary and Confidential” and exempt from the Freedom of Information Act as they contain trade secrets and financial records of our firm that are not public, and other information that would adversely affect our financial interest and bargaining position.

Enclosed are ten (10) copies of our Competing Conceptual Proposal, one (1) redacted copy, one (1) flash drive containing the original and redacted versions, and a check in the amount of \$5,000.00.

We thank the County for the opportunity to submit this proposal and look forward to partnering with all involved to deliver this important project. Should you have any questions regarding the proposal, please contact me at 703-550-3579 or [gpalleschi@shirleycontracting.com](mailto:gpalleschi@shirleycontracting.com).

Sincerely,

A handwritten signature in blue ink, appearing to read "G. Palleschi", is written over a faint, larger version of the same signature.

Garry A. Palleschi  
Vice President  
Shirley Contracting Company, LLC  
[gpalleschi@shirleycontracting.com](mailto:gpalleschi@shirleycontracting.com)  
(o) 703-550-3579  
(m) 703-216-2660

# Qualifications & Experience

Qualifications & Experience



ROUTE 234 AND SUDLEY MANOR DRIVE INTERCHANGE





# Section 1 - Qualifications and Experience

*(a) Identify the legal structure of the firm or consortium of firms making the proposal. Identify the organizational structure for the project, the management approach and how each partner and major subcontractor in the structure fits into the overall team. All members of the offeror's team, including major subcontractors known to the proposer must be identified at the time a proposal is submitted for the conceptual stage.*

## Legal Structure and Organizational Structure

Shirley Contracting Company, LLC (Shirley), a Virginia limited liability company, will serve as the Proposal Offeror and Lead Contractor for the Project. Dewberry Engineers Inc. (Dewberry) will be the Lead Designer under a subcontract with Shirley. Quinn Consulting Services, Inc. will provide the Quality Assurance services as a subcontractor to Shirley. Kaveree, Inc., Gorove Slade Associates, Inc., Survey and Mapping, LLC, and Skelly and Loy, Inc. will be subconsultants to Dewberry for geotechnical services, traffic data collection and projections, utility designations and test pits, and noise analysis, respectively. Diversified Property Services, Inc. will be the VDOT prequalified right-of-way acquisition firm also under a subcontract with Shirley. Key Title II, LLC will provide the title research as a consultant to Diversified. The roles of each firm are outlined in Table 1-1 - Team Members, Roles and Responsibilities. Other firms may be added to the Team during later stages of the procurement. The structure of our Team is outlined in the attached Figure 1.a - Organizational Chart at the end of Section 1.

**Table 1-1 - Team Members, Roles and Responsibilities**

Firm	Role on Project
	<p><b>Dewberry Engineers Inc., (Dewberry)</b> will be the Lead Designer. Dewberry has extensive design-build experience as the Lead Designer on 53 of Shirley's design-build projects. Dewberry has the resources and experience to successfully serve in this role, with over 500 professionals in Virginia. Dewberry is a nationally recognized engineering firm headquartered in Fairfax, Virginia and is ranked among Engineering News-Record's Top 20 highway design firms.</p>
	<p><b>Quinn Consulting Services, Inc. (Quinn)</b> will provide the Quality Assurance Manager (QAM), Quality Assurance Inspectors and Technicians, and the Quality Assurance Testing Laboratory for the Project as a subcontractor to Shirley. Quinn has served in this role on many other Shirley design-build projects.</p>
	<p><b>Kaveree, Inc. (Kaveree)</b> will provide geotechnical investigations, testing, and analysis as a subconsultant to Dewberry and is a registered DBE in Virginia.</p>
	<p><b>Gorove Slade Associates, Inc. (Gorove Slade)</b> will provide traffic data collection and projections as a subconsultant to Dewberry.</p>
	<p><b>Survey and Mapping, LLC (SAM)</b> will complete utility designations and test pits as a consultant to Dewberry. SAM specializes in providing comprehensive subsurface utility engineering services and has completed utility designations and test pits on more than 40 design-build projects for the Shirley Team.</p>
	<p><b>Skelly and Loy, Inc. (Skelly)</b> will complete noise modeling and analysis to provide the final Noise Abatement Design Report (NADR) as a subconsultant to Dewberry. Skelly specializes in air and noise analysis for transportation improvement projects and has completed these services for the Shirley Team for over 15 years.</p>
	<p><b>Diversified Property Services, Inc. (Diversified)</b>, a VDOT prequalified ROW acquisition firm, will handle all areas of appraisal and appraisal review services, negotiations, and acquisition of property rights as a subcontractor to Shirley. Since 2004, Diversified has provided these services on all of Shirley's design-build projects and is also a registered DBE in Virginia.</p>

## Section 1 - **Qualifications and Experience**



**Key Title II, LLC (Key)** will provide title research and settlement services for properties acquired as a consultant to Diversified. Key has closed over 50,000 real estate transactions since 1973 and has experience in all aspects of the real estate closing process. Since 2004, Key has provided these services on all of Shirley's design- build projects.

### **Management Approach**

Our Team's management approach has been developed and refined over 23 years of successful design-build project delivery. With Dewberry as our Lead Designer, our Team has been awarded 53 design-build projects valued at over \$5 billion. Our successful management approach relies on an empowered team that is structured to provide responsive leadership, effective management, seamless internal integration among the Project disciplines, and cooperative coordination with third parties.

Our Team is led by our Design-Build Project Manager (DBPM) who will serve as the primary point of contact with the County and has full and complete authority over all aspects of the Team's responsibilities. Our Project Management approach starts with our selection of responsible discipline leads who report directly to the DBPM. The DBPM empowers the discipline leads to make decisions at the lowest appropriate level while guiding decisions, reporting progress, and integrating the impact of those decisions to other disciplines through the design and construction meetings. These disciplines include Design, Utility, Right-of-Way, Environmental Permitting, Safety, Construction, and Quality Assurance/Quality Control. Each discipline directs staff utilizing proven systems and procedures to ensure contract compliance, timely execution and delivery, careful integration between disciplines and third parties, and accurate and transparent reporting and documentation. The primary method of accomplishing these goals is through a series of Team meetings and processes at various stages of Project Development as follows:

### **Design Phase**

#### **Design Coordination Meetings**

We will hold weekly, in-person, Design Coordination Meetings beginning in the Detailed Proposal stage to promote a coordinated design effort, share lessons learned with all Team members, and streamline the decision-making process. Led by the DBPM, the meetings include all key staff, discipline leads, design subconsultants, as well as key construction and Safety Team members. These meetings are used to discuss all design issues including:

- Status of key design elements, design packages, and deliverables;
- Status of plan reviews and approvals; permit acquisition; and utility coordination;
- Designation of "ownership" of issue resolution and target dates for resolution;
- Coordinating County and VDOT "over the shoulder" design reviews;
- Public outreach; and,
- Integration of constructability and safety review comments into the design process.

#### **Constructability and Safety Reviews**

Prior to formal submission, plans will be provided to the Construction Manager (CM) and Safety Manager for review and comment for constructability related issues. The constructability review will be conducted by qualified members of the construction and safety staff to ensure the proposed design does not introduce unnecessarily difficult, unsafe, or costly work, and to ensure the proposed design and sequence of construction maintains the schedule. Comments generated are submitted to the DBPM for distribution to the design team for resolution.

## Section 1 - **Qualifications and Experience**

### **Construction Phase**

#### **Construction Progress Meetings**

As the Project transitions to the construction phase, the CM leads a weekly Construction Progress Meeting on-site. In attendance are the DBPM, key construction, safety, and design personnel, subcontractors, various third parties, Quality Assurance/Quality Control personnel, the County, and VDOT. We will review the schedule and upcoming work activities, inform QA/QC personnel of the schedule, review environmental activities, and discuss any issues or areas of concern that need to be addressed. We will discuss both short (three week look-ahead) and long-term schedule updates and Project completion milestones.

#### **Design Involvement During Construction**

Just as the Construction Team is involved throughout the design process, the commitment of the Design Team does not stop with the approval of the construction plans. In coordination with the Construction Team, Dewberry will be ready to review submittals and shop drawings, answer Requests For Information (RFI's), discuss project issues, and review and provide solutions should conflicts arise or conditions change. The Design Team will have continuous representation at the weekly Construction Progress Meeting, public meetings, and other events. Construction managers and the QC Team will have direct lines of communication to the Design Team to facilitate RFI and issue resolution.

#### **Environmental Management and Compliance**

During the design phase, the Environmental Permitting Manager (EPM) and the Environmental Compliance Manager (ECM) will attend the Design Coordination Meetings, review plans, and will prepare and submit Clean Water Act and VPDES permits. During construction they will provide permit monitoring and will oversee our Team's VPDES inspection, repair, and documentation program through the Stormwater Pollution Prevention Plan (SWPPP).

#### **Safety**

Providing a safe project for construction personnel, the County, and the public is our Team's number one priority. We train and inform those engaged in the Project of specific safety hazards and will enforce all aspects of applicable industry safety standards. Working closely with the CM, our Safety Manager monitors the field activities and crews and has full and complete authority to halt or suspend any activity not in compliance with applicable safety standards.

#### **Construction QA/QC Inspections**

Our Quality Program establishes the independent Quality Assurance, Quality Control, and owner verification inspection and testing frequencies and documentation that will be implemented to ensure that quality standards are exceeded and verifiable. The program conforms to *VDOT's Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects* and assures that the Project will be accepted by VDOT upon completion.

#### **Schedule Management**

Utilizing Primavera P6 software, our Team will develop a detailed CPM schedule to govern all phases of the design-build process incorporating both internal and external influences to ensure efficient progress tracking and forecasting. This schedule is utilized to set goals for both internal and third-party coordination during weekly and monthly meetings, monitor progress, and provide status updates.

#### **Summary**

Our management approach offers the County the following benefits:



## Section 1 - Qualifications and Experience

- **Experienced Team:** The Shirley and Dewberry Team with our extensive experience of successfully delivering design-build projects provides assurance the Project will be designed and constructed efficiently and delivered in a professional manner. A list of our 53 design-build projects is shown on Table 1-2.
- **Availability:** Shirley and Dewberry are local firms and our local presence allows for prompt response to any concerns, emergencies, and critical task items.
- **Clear Responsibility:** Our organization has clear lines of responsibility and authority, avoiding confusion regarding responsibilities for performing work under the contract.
- **Corporate Resources:** Our organizational structure allows the DBPM to draw upon the strengths of both of our firms. The talent, technologies, and assets of our Team are available to respond to management and technical challenges, with the flexibility to assign additional resources as needed.

**Table 1-2 - Shirley/Dewberry Team Design-Build Projects**

Shirley/Dewberry Design-Build Projects		
<ul style="list-style-type: none"> <li>▪ Western Area Infrastructure Improvements</li> <li>▪ Route 1 and I-95 Improvements at Exit 126</li> <li>▪ I-64 GAP Segment A Widening</li> <li>▪ I-64 GAP Segment B Widening</li> <li>▪ Fairfax County Parkway Widening Southern Segment</li> <li>▪ ICC Contract C</li> <li>▪ ICC Contract D/E</li> <li>▪ Battlefield Parkway</li> <li>▪ Pacific Boulevard Extension</li> <li>▪ Pacific Boulevard @ Autoworld Circle</li> <li>▪ Dulles Greenway Widening</li> <li>▪ Dulles Corridor Metrorail Silverline Phase 2</li> <li>▪ Route 625/Loudoun County Parkway</li> <li>▪ Loudoun Water Access Road</li> <li>▪ Route 29 over Little Rocky Run</li> <li>▪ Route 29 Phase II Widening</li> <li>▪ Gloucester Parkway Extension</li> <li>▪ Route 28/Innovation Avenue Interchange</li> <li>▪ Route 28 (Centreville Road) Widening</li> <li>▪ Route 28/Steeplechase Drive Improvements</li> </ul>	<ul style="list-style-type: none"> <li>▪ I-64 Hampton Roads Express Lanes (HREL) Segment 4C</li> <li>▪ Skiffes Creek Connector</li> <li>▪ Route 7/Ashburn Village Interchange</li> <li>▪ I-95/Route 630 Reconstruction and Widening</li> <li>▪ Route 7/River Creek Parkway Interchange</li> <li>▪ Mt. Weather</li> <li>▪ Spotsylvania County PPTA</li> <li>▪ Route 50 Widening</li> <li>▪ Route 50 &amp; Trailhead Drive Roundabout</li> <li>▪ University Boulevard Extension PPTA</li> <li>▪ Fairfax County Parkway - Phase III</li> <li>▪ I-66 Widening</li> <li>▪ Route 7 WB Truck Climbing Lanes</li> <li>▪ Route 27/244 Interchange Modifications</li> <li>▪ Eskridge Road Improvements</li> <li>▪ Route 606 Bridge Replacement Over I-95 With 606 Improvements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Boundary Channel Drive @ I-395 Interchange</li> <li>▪ Route 7 Corridor Improvements</li> <li>▪ Route 28 - Phase III Widening</li> <li>▪ Route 28 Corridor Improvements PPTA</li> <li>▪ Ft. Lee A Gate Roundabout</li> <li>▪ I-64/Exit 91 Improvements</li> <li>▪ Sycolin Road Overpass</li> <li>▪ Route 606 Reconstruction &amp; Widening</li> <li>▪ I-64 Capacity Improvements - Segment I</li> <li>▪ I-64 Capacity Improvements - Segment III</li> <li>▪ Route 659 Reconstruct to 4 Lanes</li> <li>▪ Innovation Avenue Realignment</li> <li>▪ Willowsford Bridges</li> <li>▪ Route 772 Transit Connector Bridge</li> <li>▪ Riverdale Park CSX Railroad Crossing</li> <li>▪ Warrenton Southern Interchange</li> <li>▪ Greenway Eastbound Widening</li> </ul>

***(b) Describe the experience of the firm or consortium of firms making the proposal, the key principals and project managers involved in the proposed project including experience with projects of comparable size and complexity, including prior experience bringing similar projects to completion on budget and in compliance with design, land use, service, and other standards. Describe the length of time in business, business experience, and public sector experience.***

### Experience Working Together

Shirley, as the Offeror, Design-Builder, and Lead Contractor, and Dewberry, as the Lead Designer, have worked together on over \$5 billion worth of design-build and PPTA projects for multiple owners, providing the County with an unmatched level of expertise and experience in the performance of all of the Project’s elements. We have the resources in-house and the Team in place to begin immediately. Having worked closely together for such an extended period of time,

## Section 1 - **Qualifications and Experience**

we know firsthand each other's talents and we understand how to integrate team members, manage a fast-paced design-build project, and align stakeholders to achieve quality outcomes.

Sample projects of similar size, scope, and complexity are attached as Exhibits 1-1 through 1-8.

### **Offeror, Design-Builder, and Lead Contractor**

Shirley Contracting Company, LLC is the Offeror, Design-Builder, and Lead Contractor for this Proposal. Shirley is a leading provider of comprehensive transportation and heavy civil construction services in the Mid-Atlantic Region. Headquartered in Lorton, Virginia, Shirley was founded in 1974 and celebrated its 50-year anniversary in 2024. Shirley provides a diversified range of heavy civil services, 23 years of design-build experience, and self-performs the following:

- Structural: bridges, retaining walls, box culverts, and noise walls;
- Roadway: earthwork, grading, trucking, and aggregate placement;
- Maintenance of traffic;
- Utilities: waterlines, sanitary sewers, storm sewers, duct banks, and conduit systems; and,
- Foundations: pile driving and cast-in-place concrete.

Key Principals and Project Managers from Shirley involved in the Project include:

- Executive Committee Member: Jeff Austin, PE, DBIA
- Design-Build Project Manager (DBPM): Robert Johnson
- Construction Manager (CM): Mike Gallaher
- Environmental Compliance Manager: Dave Overton
- Utility Coordination Manager: Todd Kief
- Right-of-Way (ROW) Manager: Ryan Marrah
- Safety Manager: Sean Knick

### **Lead Designer**

Dewberry Engineers Inc. will be the Lead Designer for this Project under a subcontract with Shirley. Founded in 1956, Dewberry is a nationally recognized architecture/engineering organization (A/E) providing comprehensive services in architecture, engineering, planning, and surveying and currently employs over 2,000 professionals in over 50 branch offices, including Gainesville, Virginia. Headquartered in Fairfax, Virginia, Dewberry is among Engineering News-Record's top 25 transportation engineering firms.

Key Principals and Project Managers involved in the Project include:

- Executive Committee: Steve Kuntz, PE, DBIA
- Design Manager (DM): Mark Brewer, PE, DBIA
- Environmental Permitting Manager: Andrew Dietrich

### **Public-Private Partnership Experience**

Our Team has extensive experience working on projects procured under PPTA legislation, including:

- **Route 28 Corridor Improvements:** The \$475 million PPTA project located in Fairfax and Loudoun Counties completed ten grade-separated interchanges, widened Route 28 from six to eight lanes between Route 50 and Sterling Boulevard, and widened or completed numerous secondary road improvements parallel to Route 28.
- **University Boulevard Extension:** The PPTA for Prince William County completed the 1.4 mile segment of University Boulevard between Sudley Manor Road and the Prince William Parkway, along with 1.3 miles of widening and realignment of Hornbaker Road between Thomasson Barn Road and Robertson Drive. For both of these segments, our Team was responsible for all aspects

## Section 1 - Qualifications and Experience

of design, construction, right-of-way acquisition, utility relocations, public outreach, and third-party coordination.

- **Route 28 - Phase III:** Completed in 2023, this PPTA project included widening of 1.3 miles of Route 28 between Linton Hall Road and Pennsylvania Avenue from 4 to 6-lanes, including modifications to the Route 28 bridge over Broad Run and construction of a shared use path along Residency Road from Route 28 to the Broad Run VRE train station.

### Experience in Prince William County

As two local firms, both Shirley and Dewberry have extensive experience in Prince William County, both individually and as a design-build team. This experience includes:

- **Route 1 Widening:** Under contract with Prince William County, Shirley was awarded the Route 1 Widening Project that included the widening of Route 1/Jefferson Davis Highway from four to six lanes between Marys Way and Featherstone Road. The project included 1.31 miles of Route 1 widening, a five-foot sidewalk on the east side of the road, and a 10-foot wide multi-use trail on the west side.
- **Minnieville Road:** Completed in 2018 for Prince William County, Shirley constructed the Minnieville Road Widening to 4-Lanes project consisting of constructing the ultimate 4-lane divided Minnieville Road typical section from Route 234 to Spriggs Road including turn lane improvements on Route 234. The 2.1 miles of roadway improvements included a raised 16-foot median, a 5-foot sidewalk on the south side of the road, and a 10-foot shared use path on the north side. The project also included 600 lineal feet of 30" and 36" sanitary sewer relocation, 4,800 lineal feet of 12" watermain, 2 new cast in place retaining walls, installation of 3 traffic signals, and construction of a 64-foot wide by 194-foot long Conspan Arch crossing of Powell's Creek.
- **I-66 Corridor Improvements:** Beginning in 1997 under contract to VDOT, Dewberry completed design for phased improvements which widened I-66 between Manassas and Gainesville from 4 to 8-lanes, reconstructed the I-66/Route 29 Interchange in Gainesville, completed a new interchange at I-66/Route 29/Linton Hall Road in Gainesville, and provided a new section of University Boulevard between Route 29 and Wellington Road. In 2006, Shirley was selected by VDOT to construct the I-66/Route 29 Interchange improvements, and in 2011 was selected to complete the I-66/Route 29/Linton Hall Interchange.
- **Rollins Ford Road:** In May 2014, Shirley was selected by Prince William County to complete Phase IV improvements to Rollins Ford Road. The scope of the project included converting a 1-mile stretch of 2-lane roadway to a 4-lane median divided roadway, and construction of twin 365-foot bridges spanning Broad Run Church Road. Shirley constructed a new .45 mile section of northbound Rollins Ford Road between Yellow Hammer Drive and Estate Manor Drive, and a reconstruction and widening of Vint Hill Road.
- **I-66 Widening:** In 2015, our Team was selected to complete the design-build project to widen I-66 from 4 to 8-lanes between Gainesville and Haymarket, a length of approximately 2.5 miles. In addition to widening I-66, the existing Catharpin Road and Old Carolina Road bridges over I-66 were demolished and replaced.

### Right-of-Way Acquisition and Management

A critical service that our Team brings to the Project is our in-house capability of managing the acquisition of the right-of-way and easements needed to clear the Project for construction. If the needs of the Project dictate changing the order of acquisitions, having this function in-house allows us to react quickly and maintain the goals and schedule 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 is involved throughout the design stage, providing feedback and recommendations regarding minimizing property impacts, researching proffers, and keeping landowners informed. As the Project progresses through the acquisition phase, our Right-of-Way Manager will oversee our

## Section 1 - Qualifications and Experience

VDOT pre-qualified consultants to complete the appraisals, appraisal reviews, title reports, offers, negotiations, certificates, and settlements.

### Utility Relocation Management

The Project cannot be successful without effectively managing the utility impacts associated with the Project. Shirley is in an excellent position to expedite this work because of our experience and knowledge of the existing utilities and the potential for impacts. Shirley has managed the utility relocations on all its design-build projects in the last 23 years. Our Utility Team has established relationships with over 50 public and private utilities, including all the known utilities located in the vicinity of the Project.

***(c) Other engagements of the firm or consortium of firms. Include the identity of any firms that will provide design, construction, and completion guarantees and warranties, and a description of such guarantees and warranties.***

Shirley will provide Payment and Performance Bonds and Warranty in accordance with the Contract Agreement.

***(d) Provide the names, prior experience, addresses, telephone numbers and e-mail addresses of persons within the firm or consortium of firms who will be directly involved in the project or who may be contacted for further information.***


### Management Team

Our Team’s Point of Contact for this procurement is:

Garry A. Palleschi  
 Vice President  
 Shirley Contracting Company, LLC  
 8435 Backlick Road, Lorton, VA 22079  
 (703) 550-3579 (d) or (703) 216-2660 (c)  
 gpalleschi@shirleycontracting.com

Table 1-3 identifies our Team members directly involved in the Project:




**Table 1-3- Key Personnel**

Name, Title, and Contact Information	Role and Relevant Experience	Relevant Experience
 <p><b>Jeff Austin, PE, DBIA</b>                      Executive Committee                      Shirley Contracting Company, LLC                      8435 Backlick Road                      Lorton, VA 22079                      703-537-2216                      jaustin@shirleycontracting.com                      32 Years Experience</p>	<p>Jeff will provide executive oversight and leadership to set project objectives and policies and continuously monitor the project's progress to ensure these objectives are met. He will ensure our Design-Build Project Manager, and the team have the necessary corporate resources at the project's disposal to ensure successful delivery.</p>	<ul style="list-style-type: none"> <li>• Fairfax County Parkway Widening Southern Segment</li> <li>• Route 29 Widening Phase II</li> <li>• Route 7 Corridor Improvements</li> <li>• Route 28 Corridor Improvements</li> <li>• Route 28 Widening Phase III</li> <li>• Route 772 Transit Connector Bridge</li> <li>• Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes</li> <li>• Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening</li> <li>• Gloucester Parkway Extension</li> <li>• I-66 Widening</li> <li>• Route 7 Westbound Truck Climbing Lane</li> <li>• I-64 Exit 91 Interchange Improvements</li> <li>• Route 50 Widening</li> <li>• Route 27/244 Interchange Modification</li> <li>• University Boulevard Extension</li> <li>• Pacific Boulevard Extension</li> <li>• Pacific Boulevard</li> <li>• Battlefield Parkway</li> </ul>




## Section 1 - Qualifications and Experience

Name, Title, and Contact Information	Role and Relevant Experience	Relevant Experience
 <p><b>Steve Kuntz, PE, DBIA</b>            Executive Committee            Dewberry Engineers Inc.            8401 Arlington Boulevard            Fairfax, VA 22031            703-289-4796            skuntz@dewberry.com            25 Years Experience</p>	<p>Steve is responsible for oversight of Dewberry's Mid-Atlantic Transportation Design Group/Business Unit (BU) including roadway, structural, hydraulic, traffic, and environmental disciplines in the Fairfax, Gainesville, Glen Allen and Roanoke offices in Virginia and the Owings Mills office in Maryland. Responsibilities include oversight of project managers and senior staff and financial status of the BU, decision making for project pursuits and business opportunities, and coordination with other BU leaders within the company.</p>	<ul style="list-style-type: none"> <li>• I-64 Hampton Roads Express Lanes (HREL) Segment 4C</li> <li>• I-81 Widening MM 136.6 to 141.8M</li> <li>• I-64 Capacity Improvements – Segment III</li> <li>• I-95/Route 630 Reconstruction and Widening</li> <li>• Route 772 Transit Connector Bridge</li> <li>• Route 659 (Belmont Ridge Road) Reconstruct to 4-Lanes</li> <li>• I-64 Capacity Improvements – Segment I</li> <li>• Route 606 Reconstruction &amp; Widening</li> <li>• Gloucester Parkway Extension</li> <li>• Interstate 66 Widening</li> <li>• Route 29 Bridge over Little Rock Run</li> <li>• Sycolin Road Overpass</li> <li>• Pacific Boulevard Extension</li> <li>• Route 50 Widening</li> <li>• Fairfax County Parkway Phase III</li> <li>• Dulles Greenway Capital Improvements</li> <li>• Route 28 Corridor Improvements</li> <li>• Interstate 66 Improvements</li> </ul>
 <p><b>Robert Johnson</b>            Design-Build Project Manager (DBPM)            Shirley Contracting Company, LLC            8435 Backlick Road            Lorton, VA 22079            703-296-8213            robert.johnson@shirleycontract-ing.com            15 Years Experience</p>	<p>Robert maintains authority over all aspects of the Shirley Team's responsibilities and is the primary point of contact with the County after award. Robert has the ultimate responsibility for contract management and to coordinate and integrate all Project disciplines. He will develop and maintain the Project Schedule and has authority to resolve all issues through best efforts and good faith negotiations with County representatives. Robert will lead coordination efforts with third-party stakeholders and will work with the County to promote public outreach efforts, hold public meetings, and answer inquiries.</p>	<ul style="list-style-type: none"> <li>• I-64 GAP Segment A Widening</li> <li>• Landmark West End</li> <li>• National Museum of the United States Army</li> <li>• Market Terminal</li> <li>• Robinson Landing</li> <li>• Arlington National Cemetary Spoils Yard</li> <li>• 45 L Street</li> <li>• Fort Belvoir SMW Pond</li> <li>• National Geospatial Intelligence Agency Surface Lot</li> <li>• Prince William Number 12 High School</li> <li>• Chesterfield at Opitz Crossing</li> <li>• Capitol Crossing Highway Deck, Bridge &amp; Garage</li> <li>• CSX NGL Phase II - Track Lowering</li> <li>• Telegraph Road Improvements</li> <li>• Eskridge Road Extension</li> <li>• Essrock Railroad Bridge</li> <li>• Opal Interchange</li> <li>• Eskridge Road Improvements</li> <li>• Route 28 PPTA</li> <li>• Fort Belvoir Main Post Infrastructure and Security Improvements</li> </ul>

## Section 1 - Qualifications and Experience

Name, Title, and Contact Information	Role and Relevant Experience	Relevant Experience
 <p><b>Mark Brewer, PE, DBIA</b>            Design Manager (DM)            Dewberry Engineers Inc.            8401 Arlington Boulevard            Fairfax, VA 22031            703-849-0622            mbrewer@dewberry.com            17 Years Experience</p>	<p>Mark will manage the overall design and will serve as the point of contact for all design related activities. Mark has served in this role on multiple design-build projects for both public and private clients, including local projects in Prince William County and for VDOT. He has been responsible for overseeing integration of multiple engineering disciplines on similar projects, including roadway, structural, hydraulic, traffic, and environmental disciplines that operate out of Dewberry's Fairfax, Gainesville and Leesburg Virginia offices. He also manages project subconsultant services including planimetric surveys, utility designation surveys, noise analysis, geotechnical engineering, title and record research, existing pipe inspections, specialty environmental surveys, and traffic data analysis. He will oversee the preparation and documentation of all design and permit related elements, manage subconsultants, monitor and adjust design related budgets and schedules, coordinate with other project managers and discipline leads, meet with the owner and third parties, and will ensure compliance with project requirements. Mark will oversee the design QA/QC program, ensuring all project deliverables and engineering functions adhere to the processes and certifications that result in a quality, accurate product.</p>	<ul style="list-style-type: none"> <li>• Route 29 Widening Phase II</li> <li>• Centreville Road Widening</li> <li>• Van Buren North Extension NEPA Documentation</li> <li>• Nokesville Road (Route 28) Phase III Widening</li> <li>• Leesburg Bypass Improvement Project</li> <li>• Dulles Greenway Westbound Ramp Reconfiguration Design-Build</li> <li>• Dulles Greenway Eastbound Widening</li> <li>• Interstate 66 Widening</li> <li>• University Boulevard Extension PPTA</li> <li>• Hornbaker Road Improvements Phase II</li> <li>• Route 28 Corridor Improvements</li> <li>• Interstate 66 Improvements</li> </ul>
 <p><b>Michael "Mike" Gallaher</b>            Construction Manager (CM)            Shirley Contracting Company, LLC            8435 Backlick Road            Lorton, VA 22079            703-932-8620            michael.gallaher@shirleycontracting.com            16 Years Experience</p>	<p>As Construction Manager, Mike is responsible for managing manpower, equipment and materials, quality and budget control, and compliance with job specifications. He is also responsible for project scheduling, purchasing of major materials and subcontractors, writing subcontracts and purchase orders and managing cost control activities including owner and subcontractor payment requisitions, daily shift costs for self-perform activities and monthly Job Status Reports. Responsibilities also include safety training and enforcement as well as equipment control and reporting.</p>	<ul style="list-style-type: none"> <li>• Route 28 Widening Phase III</li> <li>• Vint Hill Road Widening</li> <li>• Minnieville Road Widening</li> <li>• I-66 Widening</li> <li>• Rollins Ford Road Phase IV</li> <li>• Fort Belvoir Main Post Infrastructure - Phase I &amp; II</li> <li>• Route 28 Corridor Improvements               <ul style="list-style-type: none"> <li>• Willard Road Interchange</li> <li>• Frying Pan Road Interchange</li> <li>• Centreville Road Widening</li> </ul> </li> <li>• I-79/910 Widening and Bridge Rehabilitation</li> </ul>
 <p><b>Andrew Deitrich</b>            Environmental Permitting Manager (EPM)            Dewberry Engineers Inc. 8401 Arlington Boulevard            Fairfax, VA 22031            703-849-0351            adietrich@dewberry.com            13 Years Experience</p>	<p>As the Environmental Permitting Manager, Andrew will serve as the main point of contact for obtaining all environmental regulatory permits for the project. Andrew has served in this role on multiple design-build projects and will work closely with Shirley's Environmental Compliance Manager to maintain compliance throughout design and construction. Andrew's National Environmental Policy Act (NEPA) experience includes preparing and gaining approvals on the various classes of action for VDOT and the Federal Highway Administration (FHWA). He also spearheads public outreach for federally funded and Locally Administered Projects (LAP). His experience providing environmental services includes Clean Water Act (CWA) Rivers and Harbors Act Section 10, Water Quality Certification Section 401, National Pollutant Discharge Elimination System (NPDES) Section 402, Permitting Discharges of Dredge or Fill Material Section 404, and alteration of a USACE Civil Works projects Section 408 regulatory permitting. He is also intimately familiar with the regulations and requirements of local, state, and federal agencies including commenting resource agencies such as Natural Heritage Programs, U.S. Fish and Wildlife (USFWS), U.S. Coast Guard (USCG), the Environmental Protection Agency (EPA), and many other regulatory agencies involved in both NEPA and permitting.</p>	<ul style="list-style-type: none"> <li>• I-64 Hampton Roads Express Lanes (HREL) Segment 4C</li> <li>• Fairfax County Parkway Phase III</li> <li>• Route 29 Widening Phase II</li> <li>• Centreville Road Widening</li> <li>• Van Buren North Extension NEPA Documentation</li> </ul>

## Section 1 - Qualifications and Experience

Name, Title, and Contact Information	Role and Relevant Experience	Relevant Experience
 <p><b>Dave Overton</b> Environmental Compliance Manager (ECM) Shirley Contracting Company, LLC 8435 Backlick Road Lorton, VA 22079 571-329-0591 dave.overton@shirleycontracting.com 24 Years Experience</p>	<p>As Environmental Compliance Manager, Dave reports to the CM and is responsible for ensuring compliance with all environmental commitments. During the design phase, Dave works closely with Dewberry's Environmental Permitting Manager to ensure that construction means and methods are appropriately accounted for and any permit commitments are planned for by the Construction Team. Dave monitors work in progress verifying that measures adhere to the Project's requirements. Dave will also oversee the interaction with environmental regulatory agencies, attending regulatory inspections and reporting findings.</p>	<ul style="list-style-type: none"> <li>• Route 7 Corridor Improvements</li> <li>• Skiffes Creek Connector</li> <li>• Dulles Corridor Metrorail Project - Silverline Phase 2, Package A</li> <li>• I-64 GAP Segment A Widening</li> <li>• Arlington Memorial Bridge Rehabilitation</li> </ul>
 <p><b>Scott Shropshire, PE</b> Quality Assurance Manager (QAM) Quinn Consulting Services, Inc. Inc. 14160 Newbrook Drive, Suite 220 Chantilly, VA 20151 703-818-0721 sshropshire@quinn-consulting.com 28 years of experience</p>	<p>As the Quality Assurance Manager, Scott will report to the DBPM and have the overall responsibility for the development and adherence to the Design-Build Quality Plan. He manages all aspects of the QA Program, directs QA inspections, and monitors reports provided by the QC and the owners quality staff. Scott will manage a comprehensive system of QA/QC documentation and will be responsible for certification of the project and compliance to the contract requirements. He is thoroughly familiar with VDOT's Design-Build QA/QC requirements and Road and Bridge Specifications and Standards.</p>	<ul style="list-style-type: none"> <li>• I-95/Route 630 Interchange Reconstruction and Widening</li> <li>• Route 606 Bridge Replacement Over I-95 With 606 Improvements</li> <li>• I-81 Widening Mile Marker 221 to Mile Marker 225</li> <li>• I-95 Northbound Rappahannock River Bridge Crossing</li> <li>• I-95 Southbound Rappahannock River Crossing</li> <li>• Route 1 Improvements</li> </ul>
 <p><b>Todd Kief</b> Utility Coordination Manager (UCM) Shirley Contracting Company, LLC 8435 Backlick Road Lorton, VA 22079 703-856-2897 tkief@shirleycontracting.com 39 Years Experience</p>	<p>As Utility Coordination Manager, Todd will actively coordinate existing and proposed utility relocations. In this role, Todd is responsible for integrating the design with the existing utilities to identify and avoid or minimize conflicts. Where relocations are required, Todd will coordinate with the utility companies for their design, estimate, and easement requirements. Once utility easements are acquired he oversees the relocations coordinating closely with permitting, safety, MOT, construction, and QA/QC disciplines to meet schedule requirements. Todd has led Shirley's Utility Coordination Group for over 22 years and has established relationships with all of the utilities owners who will be impacted by the Project alignment.</p>	<ul style="list-style-type: none"> <li>• I-64 Hampton Roads Express Lanes (HREL) Segment 4C</li> <li>• I-64 GAP Segment A Widening</li> <li>• University Boulevard Extension PPTA</li> <li>• Route 606/LCP Reconstruction and Widening</li> <li>• Gloucester Parkway Extension</li> <li>• Route 7 Westbound Truck Climbing Lanes</li> <li>• Route 29 Over Little Rocky Run</li> <li>• I-66 Widening</li> <li>• Route 50 Widening</li> <li>• Route 28 Corridor Improvements</li> <li>• Loudoun Water Access Road</li> <li>• I-64 Exit 91 Interchange Improvements</li> <li>• Route 27/244 Interchange</li> <li>• Pacific Boulevard</li> <li>• Fairfax County Parkway - Phase III</li> <li>• Battlefield Parkway</li> <li>• Waxpool Road/LCP Intersection Improvements</li> <li>• Dulles Greenway</li> </ul>

## Section 1 - Qualifications and Experience

Name, Title, and Contact Information	Role and Relevant Experience	Relevant Experience
 <p><b>Ryan Marrah</b> Right-of-Way (ROW) Manager Shirley Contracting Company, LLC 8435 Backlick Road Lorton, VA 22079 703-537-2224 ryan.marrah@shirleycontracting.com 29 Years Experience</p>	<p>As ROW Manager, Ryan is responsible for managing the process to acquire all ROW and easements. He manages a VDOT prequalified ROW consultant to perform title searches, appraisals, appraisal reviews, offers, negotiations, and settlements. He facilitates communication with affected landowners; coordinates with the design, utility, and construction disciplines; maintains the ROW budget; and keeps landowners informed. Ryan maintains status of the process for owners including ROW schedule, budget, parcel status, and documentation.</p>	<ul style="list-style-type: none"> <li>• Route 29 Widening - Phase II</li> <li>• Route 28 (Centerville Road) Widening</li> <li>• I-64 Capacity Improvements - Segment I</li> <li>• Skiffes Creek Connector</li> <li>• Route 7 Corridor Improvements</li> <li>• Route 772 Transit Connector Bridge</li> <li>• Route 659 (Belmont Ridge Road) - Reconstruct to 4-Lanes</li> <li>• Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening</li> <li>• Gloucester Parkway Extension</li> <li>• Route 7 Westbound Truck Climbing Lane</li> <li>• Route 28 Corridor Improvements</li> <li>• I-66 Widening</li> <li>• Route 29 Bridge Over Little Rocky Run</li> <li>• I-64 Exit 91 Interchange Improvements</li> </ul>
 <p><b>Sean Knick</b> Safety Manager Shirley Contracting Company, LLC 8435 Backlick Road Lorton, VA 22079 571-319-7985 sean.knick@shirleycontracting.com 17 Years Experience</p>	<p>Sean oversees Shirley's corporate Safety Department and is the Safety Manager on this project. He monitors field activities to provide a safe environment for construction workers, the traveling public, local residents, and businesses. Sean is responsible for training and informing those engaged on the Project of specific safety hazards and enforces all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan. He monitors field activities and crews and has full authority to halt or suspend any activity not in compliance with the applicable safety standards. Using his extensive safety training and experience, Sean ensures that the Shirley Team delivers a safe project for everyone involved.</p>	<ul style="list-style-type: none"> <li>• I-95 Express Lanes Opitz Boulevard Ramp</li> <li>• Route 1 Widening</li> <li>• Route 28 Corridor Improvements Project</li> <li>• I-64 Hampton Roads Express Lanes (HREL) Segment 4C</li> <li>• Fairfax County Parkway Widening Southern Segment</li> <li>• Route 29 Widening Phase 2</li> <li>• I-66 Widening</li> <li>• I-64 Capacity Improvements - Segment I</li> <li>• I-64 Capacity Improvements - Segment III</li> </ul>
 <p><b>Jennifer Thomas</b> Public Liaison Shirley Contracting Company, LLC 8435 Backlick Road Lorton, VA 22079 703-550-8100 jennifer.thomas@shirleycontracting.com 30 Years Experience</p>	<p>As Public Liaison, Jennifer reports to the DBPM and will coordinate and execute public outreach activities. Serving as a liaison between the County, the traveling public, local communities, and other stakeholders, she will advise on construction operations and their potential impacts. Working closely with the County, she will develop communication programs and strategies to achieve Project goals and convey key Project concepts to stakeholders and communities of interest.</p>	<ul style="list-style-type: none"> <li>• Fairfax County Parkway Widening Southern Segment</li> <li>• Route 29 Widening Phase 2</li> <li>• I-64 Hampton Roads Express Lanes (HREL) Segment 4C</li> <li>• Route 7 Corridor Improvements</li> <li>• Dulles Corridor Metrorail Project - Silverline Phase 2, Package A</li> </ul>

***(e) Provide a current or most recently audited financial statement of the firm or firms and each partner with an equity interest of twenty percent (20%) or greater.***

Shirley's most recent audited financial statement is considered Proprietary and Confidential. The following is the link to the secured financial file: <https://clarkconstruction.box.com/s/bp7foq2bcwc42rkvuxohqtklmbdd00e4>. Please contact our Point of Contact listed on Page 8 for password instructions when you are ready to review the document.



## Section 1 - Qualifications and Experience

***(f) Identify any persons known to the proposer who would be obligated to disqualify themselves from participation in any transaction arising from or in connection to the project pursuant to the Virginia State and Local Government Conflict of Interests Act, Virginia Code § 2.2-3100 et seq.***

No members of our Team have a conflict in accordance with the stated law.

***(g) Identify the proposed plan for obtaining a sufficient number of qualified workers in all trades or crafts required for the project.***

Shirley employs a dedicated team of nearly 700 locally based skilled craftsmen who will be available when the Project construction begins. Should additional resources be required, we will recruit locally as our first priority. In addition, we plan to utilize our extensive list of subcontractors to supplement our workforce and perform specialty trades.

***(h) For each firm or major subcontractor that will perform construction and/or design activities, provide a sworn certification by an authorized representative of the firm attesting to the fact that the firm is not currently debarred or suspended by any Federal, State, or Local governmental entity.***

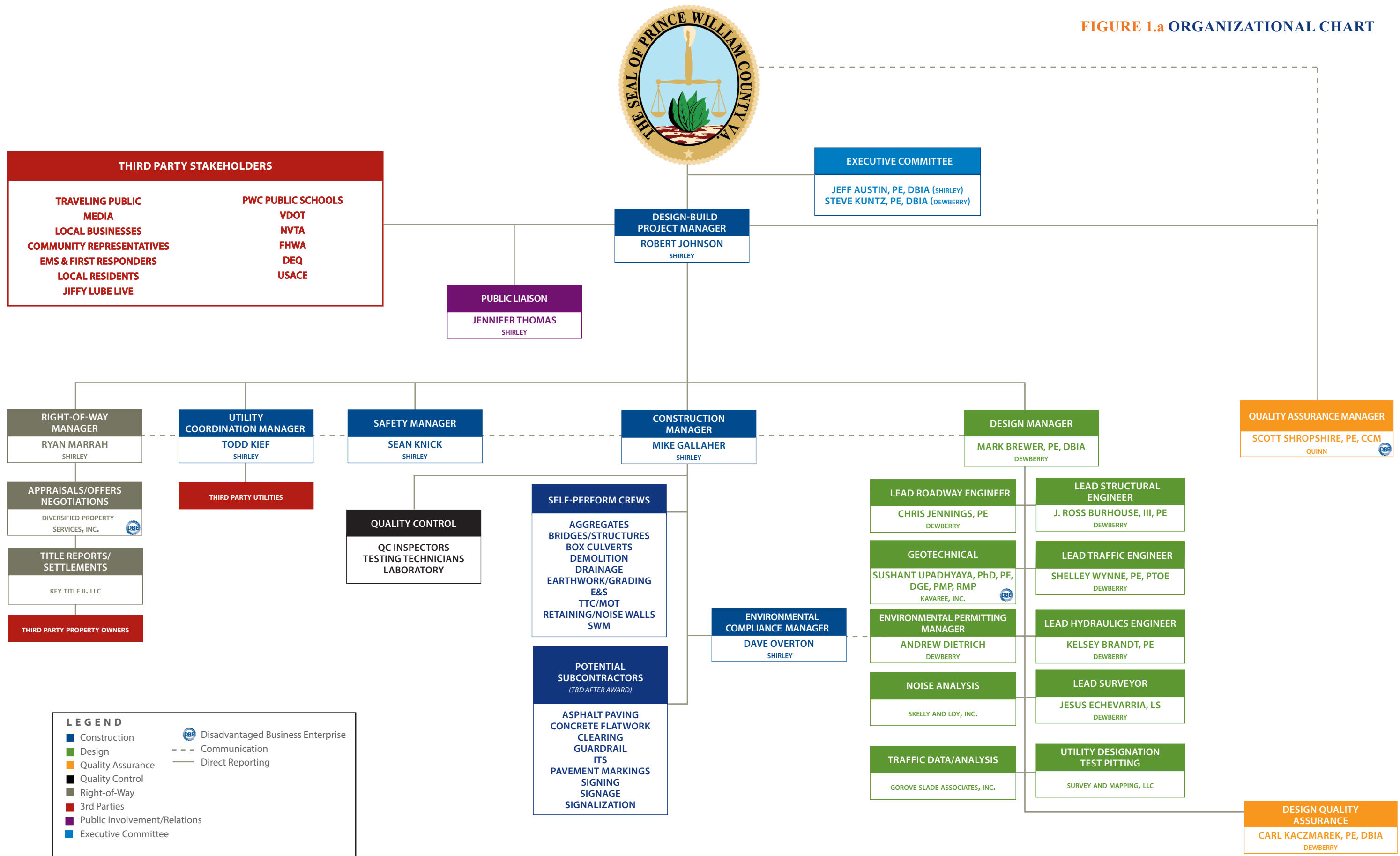
Shirley Contracting Company, LLC is not currently debarred or suspended by any federal, state or local government entity.

By:  \_\_\_\_\_  
Garry A. Palleschi, Vice President

Dewberry Engineers Inc. is not currently debarred or suspended by any federal, state or local government entity.

By:  \_\_\_\_\_  
David Mahoney, Executive Vice President

FIGURE 1.a ORGANIZATIONAL CHART



# UNIVERSITY BOULEVARD EXTENSION PPTA

EXHIBIT 1-1

PRINCE WILLIAM COUNTY, VIRGINIA



CLIENT:  
Prince William County

CONTRACT AMOUNT:  
\$30.8 million

DELIVERY METHOD:  
Design-Bid

CONTRACTOR:  
Shirley Contracting Company

DESIGNER:  
Dewberry Engineers Inc.

SUBSTANTIAL COMPLETION DATE:  
December 2013

In the fall of 2010, the Shirley-Dewberry team was awarded a contract to design and build University Boulevard as a divided Urban Arterial from Sudley Manor Drive at Prince William Parkway. The improvements along University Boulevard consisted of two segments totaling 1.4 miles: a 4-lane divided roadway on new alignment from Sudley Manor Drive to Hornbaker Road, and a widened segment from an existing 3-lane half section to a new 6-lane divided roadway from Hornbaker Road to Prince William Parkway. This improved University Boulevard corridor included shared use paths and sidewalk facilities, signalized intersections, and both public and private utility installations/relocations. Additionally, the contract included the widening and re-alignment of Hornbaker Road from a two-lane undivided roadway to a 4-lane divided roadway between Thomason Barn Road through the intersection with University Boulevard and north towards Robertson Drive, for a total of 1.3 miles.

As lead designer, Dewberry began design in September of 2010 to evaluate various alignment options, which required extensive coordination with property owners within the County's Innovation development. This included planned development and established stakeholders, such as George Mason University's Prince William campus and the FBI. Engineering scope included design of a single span bridge over a tributary of Broad Run, a double 10' x 6' box culvert, retaining walls, signalized intersection design, and pedestrian facilities which aligned with the County's mobility plan. During the design process and in coordination with Williams Gas and Colonial Pipeline, five corrugated metal arches were designed and constructed to bridge over the existing gas transmission lines in lieu of a bridge structure, which reduced project cost, schedule, and long-term maintenance obligations.

Shirley managed the acquisition of right-of-way from 30 parcels to allow construction to begin on schedule in January 2012, and was able to achieve substantial complete by December 2013, in less than 2 years. Utility betterments were coordinated by the team for an underground power ductbank installation along University Boulevard from Hornbaker Road to Prince William Parkway, a shared communications ductbank along Hornbaker Road, and a 30" waterline with cathodic protection system on University Boulevard between Sudley Manor Drive and Hornbaker Road. During construction, Shirley actively engaged with property owners to coordinate roadway access with on-going site development. Dewberry was engaged through construction to provide engineering support and environmental permit monitoring, and also provided construction inspection and QA services for the project.

# ROUTE 28 – PHASE III PPTA

PRINCE WILLIAM COUNTY, VIRGINIA

EXHIBIT 1-2



**CLIENT:**  
Prince William County

**CONTRACT AMOUNT:**  
\$30.1 million

**DELIVERY METHOD:**  
Design-Build

**CONTRACTOR:**  
Shirley Contracting Company

**DESIGNER:**  
Dewberry Engineers Inc.

**SUBSTANTIAL COMPLETION DATE:**  
February 2023

In March 2018 the Design-Build Team of Shirley as the Design-Builder and Lead Contractor and Dewberry as the Lead Designer were awarded the contract to widen Route 28 from four lanes to six-lanes between Pennsylvania Avenue and Linton Hall Road. Additional scope of the project included storm sewer pipe installation, a stormwater management pond, reconstruction of five traffic signals, pedestrian facilities, bridge modifications and a 36" waterline betterment for the City of Manassas.

The Project was a locally administered project (LAP) with Prince William County Department of Transportation overseeing the roadway construction and The City of Manassas overseeing the installation of the waterline betterment.

The Manassas VRE station's primary access was through the Project which created highly directional peak travel periods, requiring the use of modified lane closure schedules. There were also numerous impacted businesses including a golf course, and a church which required coordination to maintain access into their property at all times. As a change order to the Contract, the design and construction of a shared use path along Residency Road from Route 28 to the VRE was added to improve pedestrian connectivity.

Existing Route 28 consisted of two lanes in each direction with dedicated turn lanes onto side streets. The heavy traffic commuting to the VRE Station as well as accessing nearby Route 234 caused congestion and delays during rush hour and very heavy traffic at other times of the day. In addition, the City of Manassas's 24" waterline needed to be upgraded in order to meet current and future demands.

In order to widen Route 28, two gravity retaining walls were constructed. In addition, 3 traffic signals were reconstructed, and 2 new signalized intersections were completed. Once all the subsurface utilities were installed, the roadway widening was completed by shifting traffic multiple times to access each area of the widening. During each traffic phase, portions of the 36" waterline were constructed with portions located under or within the new or existing pavement areas.

The betterment for the City of Manassas consisted of 5,600 LF of a new 36" waterline to replace an existing 24" waterline. Part of the 36" waterline consisted of an open cut crossing of Broad Run. This work required several coffer dams in Broad Run and due to existing topography, access was limited from only one side. Work utilized a temporary bridge to allow water flow to pass while working on the far side stream bank.

# I-66 / ROUTE 29 / LINTON HALL ROAD INTERCHANGE

EXHIBIT 1-3

GAINESVILLE, VIRGINIA



**CLIENT:**

Virginia Department of Transportation (VDOT)

**CONTRACT AMOUNT:**

\$5.2 million (design)  
\$78.1 million (construction)

**DELIVERY METHOD:**

Design-Bid-Build

**CONTRACTOR:**

Shirley Contracting Company

**DESIGNER:**

Dewberry Engineers Inc.

**COMPLETION DATE:**

August 2015

In 1997, VDOT awarded Dewberry with the contract to complete the design for widening of I-66 from 4-lanes to 8-lanes including a High Occupancy Vehicle (HOV) lane in each direction between Manassas (Exit 47) and Gainesville (Exit 43) and the reconfiguration of the I-66/Route 29 Interchange (Exit 43) in Gainesville. The contract also included the study of improvements on Route 29 in Gainesville to alleviate peak period queuing associated with the at-grade railroad crossing of Route 29. This study phase included traffic data collections and projections, operational analysis, and conceptual interchange layouts so that a preferred concept could be identified, environmental documentation and the Interchange Justification Report (IJR) could be completed, and final design could then be authorized.

As a result of the work, a Single Point Urban Interchange (SPUI) and railroad grade separation was selected as the preferred interchange configuration to improve operations along Route 29 between I-66 and the Linton Hall Road intersection. VDOT issued a contract modification to complete final design of these improvements which were completed in 2011. Due to the tight spacing between I-66 and Linton Hall Road, as well as the severely skewed crossing of Route 28 and NSRR, the interchange included a braided ramp network along southbound Route 29, Route 29 was elevated over NSRR before passing under Linton Hall Road, and Linton Hall Road was raised to pass over Route 29 and NSRR. The interchange included four separate bridges, nine retaining walls, three new access roads, three stormwater management facilities, and extensive drainage improvements, including dual 72" pipes which passed below NSRR and the Route 29 bridge over the railroad.

In 2011, VDOT awarded Shirley Contracting Company, LLC the contract to complete construction. At the time, this bid-build project was one of the largest unit price construction projects in Virginia. Shirley was responsible for construction of all project elements, coordination with NSRR, and coordination with on-going widening projects on adjacent segments of I-66 (including the I-66 Widening design-build project underway by the Shirley-Dewberry team).

The \$78.1 million project created a limited-access facility on Route 29 between Virginia Oaks Drive and Heathcote Boulevard. Construction was completed in phases due to the tight footprint and to maintain traffic operations, and overall, more than one million cubic yards of earthwork operations were completed including 105,000 cubic yards of excavation and 947,000 cubic yards of embankment. Additional construction metrics included 59,100 tons of aggregate base, 123,500 tons of asphalt, construction of concrete railroad crash walls, and approximately 288,000 SF of precast MSE retaining walls.

# I-95/ROUTE 630 RECONSTRUCTION AND WIDENING

EXHIBIT 1-4

STAFFORD COUNTY, VIRGINIA



**CLIENT:**

Virginia Department of  
Transportation (VDOT)

**CONTRACT AMOUNT:**

\$112 million

**DELIVERY METHOD:**

Design-Build

**CONTRACTOR:**

Shirley Contracting Company

**DESIGNER:**

Dewberry Engineers Inc.

**SUBSTANTIAL COMPLETION DATE:**

May 2020

In 2016, the design-build team of Shirley Contracting and Dewberry was awarded a single contract comprised of the following three distinct project elements:

- I-95/Route 630 Interchange: Reconfiguration of the existing interchange to a Diverging Diamond Interchange (DDI), realignment of Route 630 to intersect Route 1 at the Hospital Center Drive intersection, reconfiguration of the local road network east of I-95, and a shared-use path facility connecting the Widening with the Park & Ride Facilities east of the interchange;
- Route 630 Widening: Widening of approximately 2 miles of Route 630 from a 2-lane undivided road to a 4-lane divided road, intersection improvements at Winding Creek Road/Ramoth Church Lane and Mine Road, a continuous shared use path along the westbound lanes, and a sidewalk along the Colonial Forge High School property frontage; and
- Park & Ride: Two new Park & Ride lots located east of I-95 providing 1,100 parking spaces.

As part of the Interchange, a contract modification was issued by VDOT to complete additional pedestrian improvements to connect the Park & Ride facility and shared-use path within and west of the interchange with existing sidewalk facilities along Old Courthouse Road east of the Project limits. This additional element completed a continuous pedestrian facility (combination of shared-use path and sidewalk) for a length of over 3-miles, connecting residential and commercial properties along Route 630 with Colonial Forge High School, Winding Creek Elementary School, and the Stafford County Government Center. Additional contract elements included:

- Accommodations for future connection of the I-95 Express Lanes via a new ramp bridge over Old Courthouse Road;
- Full interchange lighting of the DDI and roadway lighting along a portion of Route 630;
- Noise barrier along northbound I-95 north of the DDI;
- Resurfacing of northbound and southbound I-95;
- Extensive water and sanitary sewer utility adjustments;
- Drainage and stormwater management improvements; and
- Significant public outreach efforts, including meetings, radio advertisements, and an advertisement released in movie theaters prior to the opening of the DDI.

Opening of the interchange was simplified due to implementation of temporary ramps early in construction which allowed the new bridges and embankment approaches to be constructed in a single phase.

# ROUTE 7 / LOUDOUN COUNTY PARKWAY INTERCHANGE EXHIBIT 1-5

LOUDOUN COUNTY, VIRGINIA



**CLIENT:**

Loudoun County

**CONTRACT AMOUNT:**

\$1.9 million (design)  
\$25.9 million (construction)

**DELIVERY METHOD:**

Design-Bid-Build  
Locally Administered Project

**CONTRACTOR:**

Shirley Contracting Company, LLC

**DESIGNER:**

Dewberry Engineers Inc.

**COMPLETION DATE:**

December 2010

In December 2007, Dewberry entered into a contract with a private developer to complete the environmental permitting and design for a single point urban interchange (SPUI) at the intersection of Route 7 and Loudoun County Parkway (Route 607), consistent with proffer commitments made between the developer and Loudoun County. Due to changes in project funding and other off-site improvements, the contract was ultimately taken over by Loudoun County for completion of design and subsequent construction. As part of the interchange improvements, Loudoun County Parkway was realigned north of Route 7 to align with a future extension of Riverside Parkway. Presidential Drive, which was the extension of Loudoun County Parkway north of Route 7, was abandoned and a new segment of George Washington Boulevard was completed to complete a new local roadway network between Loudoun County Parkway and Presidential Drive. In addition to completing all of the required environmental studies and permitting, Dewberry also completed all required traffic analysis and modeling, all engineering services (including roadway, structural, hydraulic, and traffic engineering), as well as all public outreach efforts. During construction, Dewberry remained involved by reviewing shop drawings and submittals, responding to RFI's, and attending bi-weekly coordination meetings.

Following completion of design and a successful bid advertisement in May 2008, Loudoun County awarded Shirley Contracting Company, LLC a lump sum contract for construction of the improvements. The construction scope included over 400,000 cubic yards of excavation and embankment construction, the single point bridge deck with an area of over 40,000 square feet, 13,500 square feet of retaining walls, two box culvert extensions, a precast concrete arch, overhead signs, roadway lighting, a new traffic signal, over one mile of widening and ramps construction along Route 7, and 0.6 miles of four lane roadway and roadway widening along Loudoun County Parkway.

In addition to the roadway and interchange construction scope, Shirley was also responsible for all of the utility relocations. Due to the extensive existing utilities along Route 7, unavoidable relocations included 2,800 linear feet of 30" water main, 2,500 linear feet of a 24" Washington Gas main, and construction of 4,000 LF of common duct bank for use by Verizon, MCI, AboveNet, Qwest Communications, Cavalier Telephone, XO Communications, Level 3, and AT&T.

Shirley completed construction within an aggressive 18-month schedule, which required integration of utility relocations concurrently with construction activities.

# ROUTE 7 / 659 INTERCHANGE

LOUDOUN COUNTY, VIRGINIA

EXHIBIT 1-6



**CLIENT:**

Loudoun County

**CONTRACT AMOUNT:**

\$2.9 million (design)

\$48.3 million (construction)

**DELIVERY METHOD:**

Design-Bid-Build

**CONTRACTOR:**

Shirley Contracting Company, LLC

**DESIGNER:**

Dewberry Engineers Inc.

**COMPLETION DATE:**

March 2019

In 2008, Dewberry was awarded the design contract by Loudoun County for the development of conceptual plans for an interchange at the existing intersection of Route 7 and Belmont Ridge Road (Route 659). This initial contract phase included traffic counts, projections, analysis, and field surveys necessary to develop conceptual interchange plans so a recommended/preferred interchange could be identified and approved by the Loudoun County Board of Supervisors and VDOT. Based on the interchange operation, minimization of impacts to adjacent properties, and anticipated construction, utility relocation, and right-of-way acquisition costs, a single point urban interchange (SPUI) was the recommended interchange alternative. Dewberry completed an Interchange Justification Report (IJR), including all environmental investigations, that was submitted, reviewed, and approved by VDOT and the Federal Highway Administration (FHWA). Following approval of the IJR, funding for final design and construction was authorized by Loudoun County and VDOT, and the project limits were extended to include additional widening and reconstruction of Route 659 to a point just south of Gloucester Parkway. The final project scope included realignment of Route 659 approximately 400' west of the existing intersection, a 4-lane divided typical section on Route 659 between Gloucester Parkway and Promenade Drive, grade separation of Route 659 over Route 7, a noise barrier, and acquisition of right-of-way and easements from over 25 properties, utility relocations were required for a 36" water main, 26" gas transmission main, and overhead power and communication facilities. Dewberry prepared right-of-way acquisition and construction plans which were approved by VDOT and Loudoun County.

In February 2015, Loudoun County awarded Shirley Contracting Company, LLC the construction contract for the full scope of work. During construction, access to an existing slave cemetery was maintained, and based on additional coordination with public groups, plans were modified to maintain permanent public access to the cemetery. Due to the width of Route 7 and the requirement to accommodate a future 8-lane typical section beneath the bridge, the bridge deck was over one acre in area and required unique "kicker" girders to accommodate the ramp geometry adjacent to the structure. Further complicating the Project was the steep, irregular and extremely hard rock in the area, requiring the foundations to vary from spread footings bearing on rock to pile supported spread footings. Additional project metrics included 386,000 CY of onsite cut-to-fill, 656,000 CY of import embankment, 31,000 SF of noise barrier, 21,000 SF of MSE retaining wall, over 21,000 linear feet of storm sewer, 4 water quality swales, 2 storm water management ponds, over 6,000 linear feet of watermain (ranging from 16" to 36" diameter), numerous overhead signs, interchange lighting, and three traffic signals.



# ROUTE 606 BRIDGE REPLACEMENT OVER I-95 WITH 606 IMPROVEMENTS

EXHIBIT 1-7

SPOTSYLVANIA COUNTY, VIRGINIA



**CLIENT:**  
Virginia Department of  
Transportation (VDOT)

**CONTRACT AMOUNT:**  
\$18.7 million

**DELIVERY METHOD:**  
Design-Build

**CONTRACTOR:**  
Shirley Contracting Company, LLC

**DESIGNER:**  
Dewberry Engineers Inc.

**SUBSTANTIAL COMPLETION DATE:**  
June 2019

In January 2017, the Shirley-Dewberry design-build team was awarded the Route 606 Bridge Replacement Over I-95 with Route 606 Improvements Design-Build Project by the Virginia Department of Transportation (VDOT). The primary objective of this project was to replace the existing 4-span bridge carrying Route 606 over I-95 due to its “structurally deficient” and “functionally obsolete” condition. Further, as part of the bridge replacement and due to on-going development in the area, including a new auto racetrack immediately north of the interchange, Route 606 was widened to 4-lanes.

During the procurement phase, VDOT allowed for development and submission of Alternate Technical Concepts (ATC) as part of the technical proposal, and our Team prepared a unique Offset Diamond Interchange which avoided over ¼-mile of additional widening and a roundabout east of the interchange, along with all associated right-of-way and easement acquisition impacts and costs. The ATC submitted by our Team was accepted by VDOT, resulting in a minimized interchange footprint which allowed the bridge replacement to be constructed off-line in a single phase, and all roadway work to be completed within the existing interchange footprint and west of the adjacent Mallard Road.

Dewberry, as Lead Designer, was responsible for all engineering design services, including updating the interchange traffic analysis, final roadway and interchange design, hydraulic design, structural design, and traffic engineering design. Dewberry also prepared all environmental documents and permit application packages, provided environmental permit monitoring during construction, and completed construction Quality Control (QC) inspections and materials testing.

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

The aggressively scheduled project was completed three months ahead of the contract schedule, without claims, and inclusive of scope added at the request of the owner.

# WARRENTON SOUTHERN INTERCHANGE

EXHIBIT 1-8

FAUQUIER COUNTY, VIRGINIA



**CLIENT:**  
Virginia Department of  
Transportation (VDOT)

**CONTRACT AMOUNT:**  
\$19.7 million

**DELIVERY METHOD:**  
Design-Build

**CONTRACTOR:**  
Shirley Contracting Company, LLC

**DESIGNER:**  
Dewberry Engineers Inc.

**SUBSTANTIAL COMPLETION DATE:**  
November 2020

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

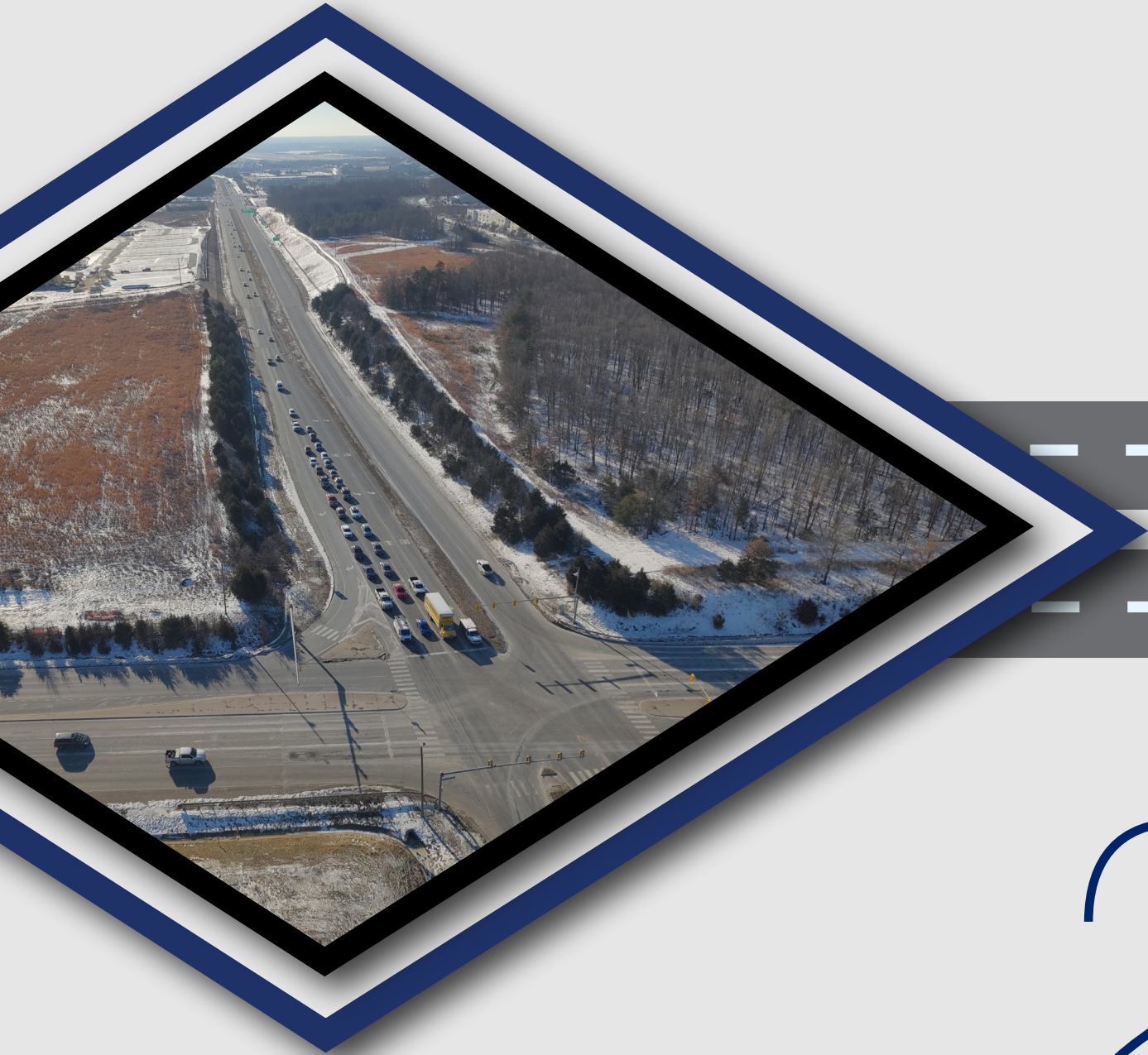
As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of all aspects of this Design-Build Project, including design and engineering, right-of-way acquisitions, permitting, coordination of utility relocations, construction, public outreach, overall Project administration,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

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services. Additional services completed by Dewberry included field surveys, all environmental permitting and documentation, and managing subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations, traffic counts, noise analysis, and pipe condition inspections and analysis.

Our Team improved VDOT's original roundabout design by adjusting the location of the two roundabouts further away from existing traffic which enabled both roundabouts to be fully built without impacts to the existing traffic pattern. The improved design allowed for 75% of the roadway construction to be completed before the major milestone of opening the bridge. In addition, the ramp configuration was adjusted to avoid constructing a 2,000 foot long retaining wall adjacent to private property.

In addition, several creative adjustments to the temporary traffic control plans were coordinated with VDOT to allow safer conditions for the travelling public while still allowing favorable constructability. VDOT allowed a shift from the existing ramp to the signalized intersection for a two-month duration in order to allow for expedited construction.

# Project Characteristics



Project Characteristics

2



## Section 2 - Project Characteristics

**(a) Provide a description of the project, including the conceptual design. Describe the proposed project in sufficient detail so that type and intent of the project, the location, and the communities that may be affected are clearly identified.**

The Shirley/Dewberry team proposes to design and construct a Single Point Urban Interchange (SPUI) at the existing signalized intersection of Prince William County Parkway (Route 234) and Sudley Manor Drive (the "Project"). This project represents the final grade separation currently proposed by the County on Route 234 between I-66 and Route 28, and it was fully funded by the Northern Virginia Transportation Authority (NVTA) FY2024-2029 Six Year Program. Our Team will complete all aspects of this Project, including design, permitting, right-of-way acquisitions, utility relocations, and construction, as detailed in Table 2-1:

Table 2-1

Project Concept	
Item	Description
Project Description	This Project consists of the replacement of the existing signalized intersection at Route 234 and Sudley Manor Drive with a SPUI, configured with Route 234 passing over Sudley Manor Drive and avoiding impacts to the existing Williams Pipeline gas transmission and Colonial Pipeline petroleum lines which cross at a skew directly beneath the existing intersection.
Project Type and Intent	The intent of this Project is to complete a new interchange at the intersection of Route 234 and Sudley Manor Drive, eliminating two at-grade signalized intersections along Route 234.
Location	The Project is located at the existing intersection of Route 234 and Sudley Manor Drive.
Environmental Impacts	The Project has been previously studied for environmental features, and wetland and stream impacts are expected. An Environmental Studies document will be completed to re-evaluate the original NEPA document, water quality permits will be obtained, and additional environmental coordination efforts for threatened and endangered species, hazardous materials, air and noise, and cultural and historic resources will be completed.
Utility Impacts	Existing utilities within the Project footprint include fiber optic, communications, electric, gas, water, and sanitary sewer. The primary utility concern is associated with the Williams Pipeline gas facilities and Colonial Pipeline petroleum lines which cross Route 234 and Sudley Manor Drive at a skew beneath the existing intersection.
Right-of-Way Impacts	The majority of the Project will be completed within existing right-of-way of Route 234, although variable width acquisitions will be necessary along Route 234 south of Sudley Manor Drive to construct the interchange ramps. Acquisition of temporary, permanent, and utility easements are also anticipated and will be determined as design is progressed and finalized.
Communities Affected	No residential communities will be directly affected or impacted. The Project is located along an industrial section of the Route 234 corridor, and following completion, Route 234 will be converted to a Limited Access facility for the length of the improvements. The closest residential community, Chatsworth Village, is located approximately 0.6 miles east of Route 234 and north of Sudley Manor Drive.

**(b) Identify and fully describe any work to be performed by the County or any other public entity.**

Our Team's approach will be to manage and oversee all aspects of this design-build project to minimize the work required by the County and all other public entities and agencies. The following agencies will be involved in the Project for the activities described below:

### Prince William County:

The County will be the owner, responsible for oversight of all work completed under the design-build contract, and for payment of all work completed by the design-builder. During the design phase, the County will review, comment, and ultimately approve plan package(s) for construction. In addition to plan review and approval responsibilities, the County will also be involved in the right-of-way acquisition process to review appraisals, authorize the presentation of offers to impacted property

## Section 2 - **Project Characteristics**

owners, review and approve counteroffers and negotiated settlement amounts, and make payments directly to property owners. In the event of an impasse in the negotiations with a property owner, we expect the County will assist with the use of eminent domain to acquire required right-of-way and easements.

In addition to the County Department of Transportation, Prince William Water will be engaged for all work related to water and sanitary sewer facilities.

### **Virginia Department of Transportation (VDOT):**

During the conceptual and preliminary design phases, VDOT will assist in coordination with the Commonwealth Transportation Board (CTB) as our Team prepares the Limited Access Control Change (LACC) information. Our Team will prepare all graphics and information required to obtain CTB approval of Limited Access (L/A) adjustments along Route 234. The CTB will likely require documentation of past studies and public outreach efforts associated with this interchange, and we will work with the County and VDOT to ensure the information provided is comprehensive of those past efforts.

Additionally, VDOT will review the LD-459 Framework Document which our Team will prepare at the outset to determine the level of documentation required for the interchange, as well as the analysis methods and tools which will be used to analyze and study the interchange configuration.

Concurrently with plan submissions to the County, plans will be submitted to VDOT for review and comment. Once plans are approved, VDOT will issue Land Use Permits (LUP) for work within existing VDOT right-of-way. We recognize that all improvements will be turned over to VDOT for maintenance and operations following completion, and obtaining VDOT's concurrence on the design is critical to ensure a seamless and expedited transition from our Team to VDOT, following the street acceptance requirements and process.

### **Federal Highways Administration (FHWA):**

FHWA will be involved for review of the National Environmental Policy Act (NEPA) document as well as for review of the Interchange Access Report (IAR). A NEPA document is required to be completed because federal funds were previously used for environmental studies associated with this interchange. Additionally, because of the use of federal funds in the past, we expect a Federal Action will be required. While all communication from our Team will be with the County and VDOT, we expect VDOT will share pertinent information and documentation with FHWA to obtain concurrence on the studies, documentation, and design of the Project.

### **Environmental Regulatory Agencies:**

Our Team will complete all coordination efforts with regulatory agencies including, but not limited to, the Virginia Department of Environmental Quality (DEQ) and the U.S. Army Corps of Engineers (USACE) to obtain all required permits for completion of the Project.

### ***(c) Include a list of all Federal, State, and County permits and approvals required for the project and a schedule for obtaining such permits and approvals.***

Our Team has a full contingent of environmental scientists with the knowledge and expertise to conduct the environmental investigations and studies required to re-evaluate the 1994 Route 234 Bypass Supplemental Environmental Impact Statement (SEIS) prepared by FHWA and VDOT. That SEIS included the Project as a component of the study. Upon approval of NEPA by FHWA, in coordination with VDOT, our Team will obtain permits and approvals from all necessary Federal, State, and County agencies. Our approach to completing field surveys and studies will be to ensure information collected is not only suitable for completion of the NEPA re-evaluation, but that information obtained can also

## Section 2 - Project Characteristics

be used for permitting to reduce costs and save time during final design.

NEPA documentation will follow a methodical and linear approach in coordination with VDOT to ensure all steps are completed at the appropriate time, with all necessary information and supplemental studies, so that re-reviews are avoided. Following the approval of the NEPA re-evaluation and the completion of NEPA, our Team will provide the necessary information to prepare the appropriate EQ forms for VDOT approval and Issuance.

Permits will be obtained from the USACE and DEQ to authorize work within Waters of the U.S. (WOUS) and wetlands. Individual Permits may be required and involve a more detailed permit application, more in-depth review and consultation with additional regulatory agencies, public notices, a Coastal Zone Management Act (CZMA) Consistency Determination issued by DEQ, and an Environmental Protection Agency (EPA) review of the USACE draft Individual Permit prior to issuance. Following plan approval and prior to land disturbance, our Team will obtain a Virginia Erosion and Stormwater Management Program (VESMP) Construction General Permit (CGP).

The Project Schedule relies heavily on obtaining the appropriate Federal, State, and County permits and approvals in a timely manner. Table 2-2 details the permits and approvals that we anticipate will be required.

**Table 2-2**

Agency	Permit/Approval	Description
<b>Federal</b>		
FHWA	NEPA re-evaluation and approval	Our Team will coordinate with VDOT and FHWA re-evaluate the original 1994 NEPA study and complete an Environmental Studies document.
USACE	Jurisdictional Determination (JD)	Our Team will conduct a wetland delineation and submit to the USACE to obtain a JD to confirm jurisdictional boundaries.
	Clean Water Act (CWA) Section 404 Permit	The JD will be used to calculate impacts to obtain a permit to impact non-tidal streams and wetlands. The USACE permit triggers compliance with Section 7 and Section 106.
USFWS	Section 7 Endangered Species Act (ESA)	Our Team will initiate consultation with the USFWS during NEPA document development and permitting to gain concurrence on Section 7 and determine potential Time of Year Restrictions (TOYR).
USEPA	CWA Section 404(c)	The USEPA has oversight of the USACE program and comments on permit applications and the USACE Individual Permit prior to permit issuance.
FAA	Coordination	Our Team will submit design information for coordination with two Airport Safety Overlay Districts (EX-Approach-16L-34R and EX-Transitional-16L-34R) for the Manassas Regional Airport.
<b>State</b>		
VDOT	FHWA Liaison	Our Team will coordinate with VDOT to obtain FHWA approval of the Environmental Studies document.
	Plan Approval	Our Team will address comments provided by VDOT following plan submissions to obtain concurrent plan approval with the County.
	Environmental Approvals	We will provide documentation to allow VDOT to complete the EQ-121, EQ-199, EQ-200, EQ-201, and EQ-429 forms.
	Land Use Permits	Our Team will obtain Land Use Permits for each signal and all work within existing VDOT right-of-way.
	Street Acceptance	Our Team will complete the street acceptance process so that the Project can be accepted into the VDOT system for maintenance.
	Limited Access Control Change (LACC)	Our Team will prepare the exhibits, documents, and descriptions required to obtain approval from VDOT and the Commonwealth Transportation Board (CTB) for the LACC to designate Route 234 as a Limited Access (L/A) facility within Project limits.

## Section 2 - Project Characteristics

Agency	Permit/Approval	Description
Virginia DEQ	State Surface Waters Determination (SSWD)	The wetland delineation will be submitted to DEQ to obtain a SSWD to confirm jurisdictional boundaries regulated by Virginia.
	CWA Section 401 Permit, Water Quality Certification (WQC), 9 VAC 25-680	The JD and SSWD will be used to calculate impacts to obtain permits to impacted streams and wetlands.
	CZMA Consistency Determination	A CZMA Consistency Determination, issued by DEQ's Office of Environmental Impact Review (OEIR), is required for activities within the coastal zone and is required prior to issuance of Individual Permits.
Virginia Marine Resource Commission (VMRC)	Subaqueous Bottoms Permit, No Permit Required Determination	Our Team will submit the Joint Permit Application (JPA) to VMRC as the clearinghouse for permit application submittals. Under the July 2023 Memorandum of Agreement (MOA) between VMRC and DEQ, a VMRC permit will not be required for uses of non-tidal waters for transportation projects provided a DEQ permit is obtained.
Virginia Department of Historic Resources (DHR)	Section 106 National Historic Preservation Act (NHPA)	Review and consultation is required for NEPA and prior to USACE and DEQ permit issuance.
Virginia Department of Wildlife Resources (DWR)	State Listed Threatened and Endangered (T&E) Species	Review and consultation is required for NEPA and prior to USACE and DEQ permit issuance.
Virginia Department of Conservation and Recreation (DCR)	State Listed T&E Species	Review and consultation is required for NEPA and prior to USACE and DEQ permit issuance. Consultation will also be required as the project encroaches upon the Vulcan Gainesville Track, a managed conservation site.
Virginia Department of Agriculture and Consumer Services (VDACS)	State Listed T&E Plant and Insect Species	DCR represents VDACS in comments under an MOA to determine potential effect on documented state listed T&E plant or insect species.
<b>Local</b>		
Prince William County	Section 402 of the CWA Permit, VESMP	A Construction General Permit (CGP) is required for land disturbance greater than 1 acre. Prince William County is the VESMP authority and the CGP approval letter is issued by DEQ.

***(d) Identify any anticipated adverse social, economic, environmental, and transportation impacts of the project measured against the County's comprehensive plan, and applicable County ordinances, design and construction standards, and policies. Specify the strategies or actions to mitigate known impacts of the project.***

### Social Impacts

No adverse social impacts are expected.

### Economic Impacts

No adverse economic impacts are expected.

### Environmental Impacts

These improvements will result in environmental impacts, specifically to wetlands and streams as a result of constructing the improvements at the intersection of Route 234 and Sudley Manor Drive. Understanding that the Project was a component of the 1994 Route 234 Bypass Supplemental SEIS prepared by FHWA and VDOT, we expect that a NEPA re-evaluation consisting of an Environmental Studies document will be required. During the design phase, our Team will complete comprehensive environmental studies and field research to verify the extents of any environmental features, complete all necessary investigations, and develop environmental documentation and permit applications to obtain approval from local, state, and federal agencies. Anticipated environmental studies include:

- Wetland delineations, surveys, and obtaining a Jurisdictional Determination (JD);
- Threatened & Endangered (T&E) species review;
- Hazardous materials reviews and Environmental Site Assessments (ESAs);
- Cultural and historic resource surveys;
- Air and noise quality analysis; and,
- Noise impact analysis.

## Section 2 - Project Characteristics

A preliminary schedule, including major phases (design, right-of-way, utilities, and construction) and environmental permitting efforts, is included in Section 3, as Exhibit 3-2.

All construction activities will be completed in accordance with County ordinances related to noise impact reduction, construction times and durations, and access restrictions. There are no County ordinances which are anticipated to negatively impact the scope or schedule of our Team's work.

Following completion of these studies, final design will be completed in a way which minimizes impacts to any identified features. Avoidance and minimization measures will be documented and included in permit submission packages so that all required environmental permits can be obtained in a timely manner. Any unavoidable impacts will be mitigated in accordance with agency requirements.

### Transportation Impacts

No adverse permanent transportation impacts are anticipated. Public outreach efforts will be completed to display and explain the benefits of the Project. A detailed traffic analysis will be completed for the full Project scope, incorporating proposed land uses and future development to accurately account for design-year traffic volumes.

Although no permanent transportation impacts are expected, temporary impacts during construction are anticipated due to placement of temporary concrete barrier service, off-peak temporary lane closures, and lane adjustments associated with traditional construction sequencing. During design, a comprehensive Transportation Management Plan (TMP) will be prepared for the entire Project. This TMP will identify mitigation measures for temporary impacts; ensure safe, efficient, and continuous access is maintained to all adjacent properties; and provide contact information for all first responders so that effective communication can be initiated prior to new traffic patterns being implemented. Additionally, public outreach meetings such as "Pardon our Dust" meetings will be held by our Team prior to any major traffic switches.

Design and construction will be completed in accordance with Prince William County and VDOT standards and specifications, and will also adhere to all applicable state and federal regulations applicable based on the use of state and federal funds. Design of Route 234 will adhere to VDOT Freeway (GS-5) Design Criteria and a 60-MPH design speed.

***(e) Identify the projected positive social, economic, environmental, and transportation impacts of the project measured against the County's comprehensive land use plan and applicable County ordinances, design and construction standards, and policies.***

### Social Impacts

Positive social impacts are anticipated as a result of improved travel times to the Hylton Performing Arts Center as well as other social developments located adjacent to Route 234 and Route 28.

### Economic Impacts

Completion of this Project will support the local and regional land development which is currently planned and will be completed in the future. Improved access will improve property values, and the additional development will provide increased tax revenue to the County.

### Environmental Impacts

Positive environmental impacts include reduced emissions associated with traffic delays and congestion. Additionally, stormwater management facilities will control both water quality and quantity runoff.



## Section 2 - Project Characteristics

### Transportation Impacts

The completion of a new interchange at this location is consistent with the County's CIP and funding applications made to the Commonwealth and NVTVA. Following completion, Route 234 will be converted to a Limited Access facility. A comprehensive traffic impact analysis will be completed to identify necessary traffic signal timing adjustments required on Sudley Manor Drive at Wellington Road and Bethlehem Road to improve efficiency in the transportation network. Our Team will work with County and VDOT staff to identify the limits of traffic data collection and analysis to enable a comprehensive study to be completed and approved.

***(f) Identify the proposed schedule for the work on the project, including sufficient time for the County's review, any State department or agency review, and the estimated time for completion.***

Our proposed schedule is included in Section 3 as Exhibit 3-2 and is considered Proprietary and Confidential.

***(g) Propose allocation of risk and liability, and assurances for timely completion of the project.***

Subject to the terms of the contract, the risk and liability for the design, permitting, right-of-way administration, utility relocations, construction, and timely completion are with Shirley. The County will retain the risk and liability for actual property acquisition costs, any County and/or VDOT administrative costs, and any agreed to allowances.

Shirley will provide 100% Payment and Performance bonds as guarantees to the County. In addition, we expect the contract will include liquidated damages to ensure timely completion of the work by the contract completion date.

***(h) State assumptions related to ownership, legal liability, law enforcement and operation of the project and the existence of any restrictions on the County's use of the project.***

### Ownership

Existing right-of-way will remain under ownership of VDOT or the County throughout the entire Project duration, and Shirley will be responsible for operation of the road during construction. All new right-of-way required from private properties will be obtained or acquired in the County's name. All County right-of-way will be transferred to VDOT upon completion of construction and acceptance into the VDOT system for maintenance. All construction, both within existing right-of-way and in right-of-way and easements acquired for the Project, will be completed under permit to the County or VDOT.

### Legal Liability

Legal liability will be the responsibility of Shirley during construction and will be transferred to the County upon contract completion, subject to the terms of the contract.

### Law Enforcement

It is expected that County Police and the Virginia State Police will continue to serve and patrol the project limits during construction. Specific coordination will be initiated by our Team during temporary traffic operations which may require police involvement, including but not limited to bridge girder erection, installation of overhead signs, opening of new roadway segments, temporary diversions, or detours, traffic signal adjustments, and any construction work over active travel lanes.

### Operation

During construction, traffic operations on the existing roadways will be maintained by our Team and maintenance and snow plowing operations will remain VDOT's responsibility. Following completion,

## Section 2 - **Project Characteristics**

all improvements will be transferred to VDOT for operation and maintenance. Construction warranties will be provided to the County consistent with County transportation improvement contracts.

### **Restriction of County Use**

No restrictions on use are anticipated, and use of existing roadways will be maintained by our Team throughout the duration of construction.

#### ***(i) Provide information relative to phased openings of the proposed project.***

Information regarding phased openings is included in our Preliminary Schedule in Section 3 and is considered Proprietary and Confidential.

#### ***(j) List any other assumption(s) relied on for the project to be successful.***

Our Team has assumed that design and construction will be completed in accordance with VDOT standards and specifications, and that processes used for VDOT design-build projects will be followed for this Project. Assumptions related to specific design and construction features are included in Section 3 and is considered Proprietary and Confidential.

#### ***(k) List any contingency(ies) that must occur for the project to be successful.***

Information regarding contingencies is included in Section 3 and is considered Proprietary and Confidential.

# Project Financing



ROUTE 234 AND SUDLEY MANOR DRIVE INTERCHANGE

3

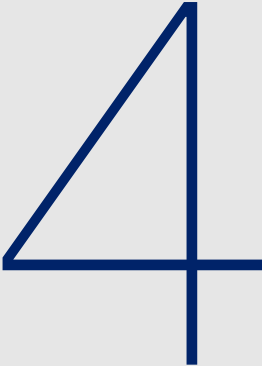
Project Financing



## **Section 3 - Project Financing**

Due to the confidential and proprietary nature of this response it has been included only in the confidential volume of this proposal submission.

# Project Benefit & Compatibility





## Section 4 - Project Benefit and Compatibility

***(a) Identify who will benefit from the project, how they will benefit, and how the project will benefit the County and the overall community. Describe any anticipated significant benefits to the community and the County, including anticipated benefits to the economic, social, environmental, transportation, etc., condition of the County and whether the project is critical to attracting or maintaining competitive industries and businesses to the County.***

**Community:** As this interchange is located on a major arterial road, community benefits are more regional in nature, providing improved connectivity between communities in western and northern Prince William County and those located towards the central and southern parts of the County. Creation of parallel, local roads through the realignment of Wellington Road will improve connectivity from Gainesville and Wellington to the north and Bristow to the south, allowing traffic to access those areas more efficiently and without requiring use of Route 234.

**County:** Completion of the Route 234 and Sudley Manor Drive Interchange will provide a benefit to the County by completing a major element of the County's CIP under a single contract and in an expedited design-build manner. By procuring the Project under the PPTA regulations, nearly \$115 million of transportation improvements will be completed more quickly versus using the conventional design-build process. This will expedite completion of the Project and reduce County administration and oversight resources, resulting in substantial cost and time savings.

Additionally, the County will maximize the benefits of any proffered right-of-way prior to development of the adjacent land bays, ensuring the public needs are met prior to being restricted by new development or additional utilities.

***(b) Identify any anticipated public support or opposition, as well as any anticipated Federal, State, and/or Local government support or opposition (including that in any affected jurisdiction), for the project.***

**Public Support or Opposition:** Due to the overarching benefits to public safety, motorists, and the surrounding community, we expect the Project to receive overwhelming support from the public. Additionally, opposition should be minimal due to the lack of impacts to residential communities or businesses. Further, the improvements are consistent with the County's CIP. Through comprehensive, open, and honest communication with the public, our Team will ensure that the public is informed of the benefits and impacts, and community concerns are addressed.

**Government Support or Opposition:** Based on the sources of funding, we expect this Project will be fully supported by local, state, and federal governments. Having worked with the County on numerous transportation projects, we know that the County desires to provide a comprehensive transportation network to support the continued operation and growth of the community. Completion of this Project will meet the CIP program goals and support the continued operation and future growth of the communities and areas served by the improvements.

***(c) Explain the strategy and plans, including the anticipated timeline that will be carried out to involve and inform the general public, business community, and governmental agencies in areas affected by the project.***

Our Team will implement a comprehensive and transparent communication and outreach program with the County, the public, business communities, and governmental agencies to inform them of activities that may impact them, solicit feedback, and address concerns. Our outreach strategy will

## Section 4 - **Project Benefit and Compatibility**

begin immediately after Project award, reaching out to impacted and adjacent properties to notify them of initial field activities which they may observe. Once data collection has been completed to a level which allows for development of preliminary design concepts, a public meeting will be held to introduce our Team, describe the process for development of the improvements, display the conceptual design, and address any feedback received from the public.

Formal public outreach efforts will be made consistently throughout development and delivery of the Project. During design, formal public outreach meetings will be scheduled as design progresses and prior to design approval and endorsement from the County. During construction, "pardon our dust" meetings will be held to inform the public of upcoming traffic pattern changes, unique work which may be required, or prior to new phases of work being initiated. We recognize the importance of public outreach and our Team includes a Public Liaison to lead these efforts. All communication will be coordinated with the County prior to dissemination to the public.

***(d) Compatibility with the County's and/or affected jurisdiction's local comprehensive plan (including applicable environmental, land use, and facility standards ordinances), infrastructure development plans, transportation plans, the capital improvements plan, and capital budget or other government spending plan.***

The Project is consistent with the County's CIP and is fully funded by local, state, and federal funds. Plans will be developed to meet County and/or VDOT standards and specifications as required by the contract.



**SHIRLEY CONTRACTING COMPANY, LLC**

8435 Backlick Road

Lorton, VA 22079

(703) 550-8100

[shirleycontracting.com](http://shirleycontracting.com)



ROUTE 234 AND SUDLEY MANOR DRIVE INTERCHANGE