

**BOARD OF SUPERVISORS  
FINANCE/GOVERNMENT OPERATIONS AND  
ECONOMIC DEVELOPMENT COMMITTEE  
ACTION ITEM**

**SUBJECT:** **CONTRACT AWARD/Design Build Delivery of the  
Route 772 Transit Connector Bridge**

**ELECTION DISTRICT:** Broad Run

**CRITICAL ACTION DATE:** April 12, 2016

**STAFF CONTACTS:** Joe Kroboth, Transportation & Capital Infrastructure  
Melissa Tello, Transportation & Capital Infrastructure  
Christopher Bresley, Finance and Procurement

**PURPOSE:** To award a contract for the Design-Build Delivery of the Route 772 Transit Connector Bridge.

**RECOMMENDATIONS:** Staff recommends that the Finance/Government Operations and Economic Development Committee (FGOEDC) recommend to the Board of Supervisors (Board) that the Purchasing Agent be authorized to award a contract for the Design-Build Delivery of the Route 772 Transit Connector Bridge to Shirley Contracting Company, LLC in the total estimated amount of \$16,563,160.

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**BACKGROUND:** Part 1 of the Design Build Request for Proposal (RFP) No. 228 for the Route 772 Transit Connector Bridge was issued on July 17, 2015 requesting that interested organizations (i.e., design-build teams) provide their qualifications for evaluation. These qualifications established that the Offeror met the RFP minimum qualifications and consisted of documentation of the Offeror's design-build experience; description of the Offeror's organization structure and credentials of the Offeror's project team. Four (4) organizations submitted qualification statements in response to Part 1 on August 26, 2015. These qualifications were evaluated based upon the criteria contained in Part 1 of the RFP by a Proposal Analysis Group (PAG) consisting of members from the Department of Transportation and Capital Infrastructure and a consultant from Kimley-Horn Associates Inc.

The Proposed 772 Transit Connector Bridge will carry vehicular traffic over the Dulles Greenway to connect the Moorefield Station development with the Loudoun Station development.

As a result of the PAG's evaluation of the qualifications, the design-build organizations were ranked as follows:

<b>Initial Ranking</b>	
Shirley Contracting Company, LLC	1 <sup>st</sup>
Allan Myers VA, Inc.	2 <sup>nd</sup>
Fort Myers Construction Corporation	3 <sup>rd</sup>
Keiwit Infrastructure South	4 <sup>th</sup>

Based on the evaluations of the qualifications submitted, the PAG decided to shortlist and interview the two (2) top ranked organizations. The shortlisted organizations were provided Part 2 of the RFP on December 1, 2015, which consisted of the Technical Specifications for the Project. The Technical Specifications are the project scope of work and include a detailed description of the roadway and bridge improvements; anticipated design, environmental, right-of way and construction services; standards and reference documents; County furnished information; utility relocation information; project management requirements to include permits and approvals and the Virginia Department of Transportation's acceptance process.

On March 15, 2016 the shortlisted organizations provided their cost and schedule proposal in response to Part 2 of the RFP. Based on the combined evaluation results of Parts 1 and 2 of the RFP, it was determined that the firm of Shirley Contracting Company, LLC, partnering with Dewberry, was the most qualified Design-Build team to enter into a contract for the Design Build Delivery of the Route 772 Transit Connector Bridge.

<b>Final Ranking</b>	
Shirley Contracting Company, LLC	1 <sup>st</sup>
Allan Myers VA, Inc.	2 <sup>nd</sup>

This Project consists of the design and construction of the Route 772 Transit Connector Bridge carrying vehicular traffic (cars, buses etc.) across the existing Dulles Greenway (State Route 267) between Exit 6 (Ashburn Village Boulevard, State Route 643) and Exit 7 (Loudoun County Parkway) for the Ashburn Metro Station.

The project will extend existing Metro Center Drive from its proposed intersection with Devin Shafron Drive south across the Dulles Greenway via a two-lane overpass to a proposed roundabout at the future intersection of Metro Center Drive and Moorefield Boulevard. Design and construction of the intersection of Devin Shafron Drive and Metro Center Drive is included in the project scope of work.

The project will also include the design and construction of Moorefield Boulevard from the roundabout to its intersection with future Croson Lane. The Project length along Metro Center Drive is approximately 0.46 miles. The Project length along Moorefield Boulevard is approximately 0.16 miles.

This project will link the proposed parking garages and station entrances being constructed to serve the planned Route 772 Silver Line Metro Station to be located directly north of the proposed overpass.

The Project includes the installation of a 447 foot, three-span bridge carrying two vehicle travel lanes and a 10 foot shared-use path over the Dulles Greenway and future Vinegar Hill Road to be located parallel to and directly to the south of the Dulles Greenway. The Project also includes the construction of a roundabout at the intersection of Metro Center Drive and future Moorefield Boulevard. The completion date for this Project is December 1, 2018.

**ISSUES:** The Route 772 Metro Transit Connector Bridge is a key project in the Route 772 Silver Line Metro Station development. The vehicular bridge will allow passage over the Dulles Greenway from the northern and southern portions of the station kiss-&-ride areas providing key connectivity including the construction of Moorefield Boulevard.

Beginning in early 2015, the County was tasked to procure and complete the design and construction for this project. County staff recognized the aggressive Silver Line schedule and elected to proceed with the development of a Design-Build process in order to meet the required delivery date of December 2018.

With the onset of the 772 Silver Line Metro Station, other development in the area on both sides of the Dulles Greenway is also planned for completion within the same timeframe in late 2018. The Design-Build RFP referenced several other projects (including other County projects) adjacent to the new Route 772 Transit Connector Bridge in order to help facilitate coordination efforts with the Design-Build team. Ongoing schedule management will be required by the Design-Build team to coordinate the design and construction of the County's project.

**FISCAL IMPACT:** Sufficient funding is appropriated in the Route 772 Transit Station Connector Bridge capital project account to award the Design Build contract to Shirley Contracting Company LLC, in the estimated amount of \$16,563,160. Appropriations for this project totaled \$24,953,375 in FY 2015, however since that time the Moorefield Boulevard – Croson Lane to Metro Center Drive project scope of work and budget have been incorporated into the Design-Build contract for the Route 772 Transit Station Connector Bridge. This resulted in an additional \$725,000 in local tax funding and \$850,000 in cash proffers for a new total project budget of \$26,528,375. The \$26,528,375 project is funded utilizing \$18,209,360 in lease revenue financing, \$2,896,000 in local gasoline tax funding, \$2,925,000 in fund balance, and \$2,498,015 cash proffers. The current remaining balance after expenditures and encumbrances is \$24,616,420.

It is anticipated that the remaining project balance will be required to fully execute the design and construction of the Route 772 Transit Station Connector Bridge. Independent third party testing and inspections services are required outside of the Design-Build contract as are County costs for utility relocation, additional Right-of-Way acquisition, if required and approved by the County and construction contingency.

**ALTERNATIVES:**

1. Recommend to the Board of Supervisors that the Purchasing Agent be authorized to award a contract for the Design-Build Delivery of the Route 772 Transit Connector Bridge to Shirley Contracting Company, LLC in the total estimated amount of \$16,563,160.

OR

2. Do not recommend renewal of the contracts and direct staff on how to proceed.

**DRAFT MOTIONS:**

1. I move that the Finance/Government Operations and Economic Development Committee recommend to the Board of Supervisors that the Purchasing Agent be authorized to award a contract for the Design-Build Delivery of the Route 772 Transit Connector Bridge to Shirley Contracting Company, LLC in the total estimated amount of \$16,563,160.

OR

2. I move an alternate motion.

**ATTACHMENT:**

1. *Capital Improvement Program: Route 772 Transit Connector Bridge, FY 2016 Adopted Budget; page 11-62.*



## Route 772 Transit Station Connector Bridge

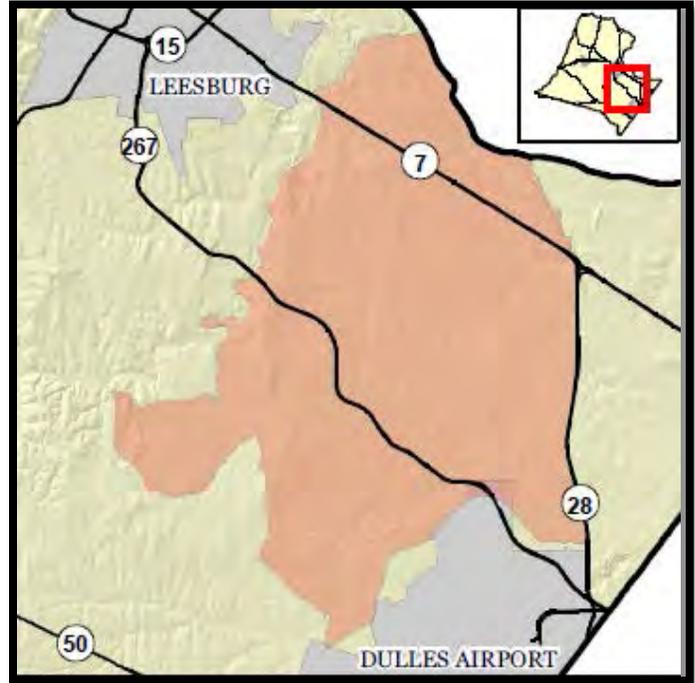
### Project Description – C00210

The Route 772 Metrorail Station Connector Bridge is depicted in the 2010 Countywide Transportation Plan (CTP). This bridge is a key element of the CTP roadway extension linking Croson Lane on the western side of the Dulles Greenway to Shellhorn Road on the eastern side of the Greenway. Additionally, the bridge provides an integral connection linking both sides of the Route 772 Station, providing a direct, vehicular connection between the northern and southern parking garages at the Station. This eliminates the need for private vehicles, transit buses, and bicycles to revert to using local roads to access the parking garages on either side of the Greenway, and provides a transportation link that unifies the Moorefield Station and Loudoun Station Transit Oriented Developments (TOD).

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Funding Plan

This project is funded using lease revenue financing, local gasoline tax funding, fund balance, and cash proffers. An amendment to the FY 2015 CIP was approved by the Board of Supervisors to transfer \$18.20 million in lease revenue financing from the Route 606 Widening project to the bridge project to accelerate the development of the bridge. The Route 606 Widening project will receive a like amount of RSTP grant and cash proffer appropriations to replace the lease revenue financing transferred to the bridge project in FY 2015.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	19,105	-	-	-	-	-	-	-	-	19,105
Construction	-	5,848	-	-	-	-	-	5,848	-	5,848
<b>Total Cost</b>	<b>19,105</b>	<b>5,848</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,848</b>	<b>-</b>	<b>24,953</b>
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
GO Bond	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	18,209	-	-	-	-	-	-	-	-	18,209
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	1,648	-	-	-	-	-	1,648	-	1,648
Local Gasoline Tax	896	2,000	-	-	-	-	-	2,000	-	2,896
Transit Bus Fees	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	2,200	-	-	-	-	-	2,200	-	2,200
<b>Total Financing</b>	<b>19,105</b>	<b>5,848</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,848</b>	<b>-</b>	<b>24,953</b>

Operating Impact (\$ in 1000s)	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
Debt Service	68	117	582	1,034	1,827	1,780	5,408
<b>Total Impact</b>	<b>68</b>	<b>117</b>	<b>582</b>	<b>1,034</b>	<b>1,827</b>	<b>1,780</b>	<b>5,408</b>

