

Response to Request for Qualifications

I-95 SOUTHBOUND CD LANES - RAPPAHANNOCK RIVER CROSSING

Stafford County/City of Fredericksburg, Virginia

State Project No.: 0095-111-259

Federal Project No.: IM-5111(235)

Contract ID Nmber: C00101595DB94



SUBMITTED BY:



IN ASSOCIATION WITH:





3.2 - Letter of Submittal



February 7, 2017

Mr. Suril R. Shah
Alternate Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

**RE: I-95 Southbound CD Lanes - Rappahannock River Crossing
Stafford County/City of Fredericksburg, Virginia
Contract ID Number: C00101595DB94
3.2 Letter of Submittal**

Dear Mr. Shah:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our response to your Request for Qualifications (RFQ) for the project referenced above. With Dewberry Consultants LLC (Dewberry) as our Lead Designer, Shirley offers VDOT an experienced Team with a proven track record of delivering design-build projects on time, under budget and with a partnering approach. As a testament of our experience and history working together as a Team, Shirley and Dewberry to date have been awarded 38 design-build transportation projects totaling more than \$3.2 billion.

3.2.1 - The full legal name and address of the Offeror is Shirley Contracting Company, LLC, 8435 Backlick Road, Lorton, VA 22079.

3.2.2 - Our Point of Contact is:
Garry A. Palleschi, Vice President
8435 Backlick Road, Lorton, VA 22079
703-550-3579 (Phone) 703-550-9346 (Fax)
gpalleschi@shirleycontracting.com

3.2.3 - Our Principal Officer is:
Michael E. Post, President/CEO/Manager
8435 Backlick Road, Lorton, VA 22079
703-550-8100 (Phone)

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

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

3.2.6 - Full legal names and addresses of affiliated and/or subsidiary companies of the Offeror are provided in Attachment 3.2.6.

3.2.7 - Signed Certification Regarding Debarment Forms for Primary and Lower Tier Covered Transactions are included as Attachments 3.2.7(a) and 3.2.7(b).

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

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

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

3.2.11 - The Shirley Team is committed to achieving the 10% DBE participation goal for the entire value of the contract.

Sincerely,


Michael E. Post
President/CEO/Manager

3.3 - Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley Contracting Company, LLC (Shirley) exceeds the experience and personnel requirements to successfully manage all design-build elements of the I-95 Southbound CD Lanes - Rappahannock River Crossing Project (the Project). Shirley, along with Dewberry Consultants LLC (Dewberry) as our Lead Designer, are VDOT’s *most experienced design-build team having been awarded 18 VDOT design-build projects to date, valued at over \$1.1 billion*. Each of these projects has provided our Team with a range of unique challenges that resulted in a level of experience that no other team can match. Our design-build projects have won several awards to include:

Table 1 - Shirley/Dewberry Project Team Awards

Project	Awards
Route 27/244 Interchange Modifications	2016 - DBIA National Award of Merit 2016 - DBIA Mid-Atlantic Region Transportation 2016 - DBIA Mid-Atlantic Excellence in Engineering 2015 - HCCA Excellence in Infrastructure
InterCounty Connector - Contract C	2012 - DBIA National Transportation Award 2012 - ABC Award of Excellence for Heavy/Industrial/Transportation 2012 - NCCACI - Award of Excellence in Heavy Construction 2011 - The Maryland Asphalt Association - Quality Pavement Award/New Construction 2011 - Roads and Bridges Top 10 Roads Award (#3)
Dulles Greenway Improvements	2008 - DBIA Regional Design-Build Excellence Award - Transportation: Over \$50M
Route 28 Improvements	2012 - NVTA Salute 2004 - Tower of Dulles Award

Our success on design-build projects is due in large part to the selection of personnel and team members, each with strengths that address critical project risks. The Shirley/Dewberry Team, with over 15 years of design-build experience, is committing Key Personnel to address these challenges. Further, we bring additional design-build strength to the Project through our sub-consultants and specialty firms as detailed in our Organizational Chart. We have a long history of working together with these subconsultants and specialty firms as a cohesive Team as shown in Table 2.

Table 2 - Subconsultant and Specialty Firms

TEAM MEMBERS	VDOT DESIGN-BUILD PROJECTS												
	I-64 Capacity Improvements Segment I	I-66 Widening	Route 28 PPTA	Battlefield Pkwy	Pacific Blvd.	Pacific Blvd Ext.	Route 50 Widening	Route 27/244	Route 29 Over Little Rocky Run	Sycolin Road	Gloucester Pkwy	Route 7 Truck Climbing Lane	Route 606 Reconstruction
Dewberry Consultants LLC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Quinn Consulting Services, Inc.	✓					✓	✓	✓	✓	✓	✓	✓	✓
GeoConcepts Engineering, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Skelly & Loy	✓	✓	✓	✓				✓		✓			✓
Quantum Spatial	✓	✓	✓				✓	✓				✓	✓
So Deep, Inc.		✓	✓	✓	✓	✓	✓	✓	✓	✓			✓
Diversified Property Services, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Key Title	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

3.3 Offeror’s Team Structure

3.3.1 Key Personnel

Key Personnel are listed in Table 3 below and Key Personnel Resume Forms are included in Attachment 3.3.1:

Table 3 - Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Jeff Austin, PE, DBIA	Shirley Contracting Company, LLC
Responsible Charge Engineer (RCE)	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Quality Assurance Manager (QAM)	John Vicinski, PE, DBIA	Quinn Consulting Services, Inc.
Design Manager (DM)	Jeremy Beck, PE	Dewberry Consultants LLC
Construction Manager (CM)	Joe Maguire	Shirley Contracting Company, LLC
Lead Structural Engineer	Jim Davidson, PE, DBIA	Dewberry Consultants LLC

Each individual has extensive experience in the design, construction, and administration of VDOT design-build projects, as well as significant overall design and construction expertise.

As design-build projects require a high level of coordination and integration among the various disciplines, our Team’s approach is demonstrated in Figure 3.3.1. It is crucial that Key Personnel have an extended history of working together and an understanding of how all project disciplines interact. A successful team must integrate the design, construction, QA/QC, right-of-way, utilities, permitting, safety, third party coordination, and public outreach disciplines into a single, cohesive project.

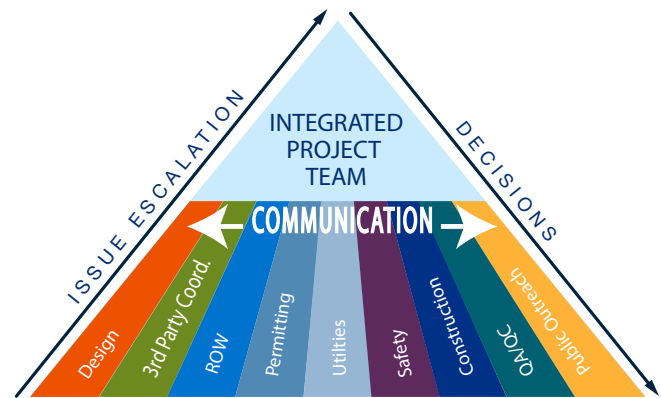


Figure 3.3.1 - Integrated Project Team

To mitigate risks and to address specific scope elements, our Team is *exceeding the Request for Qualifications (RFQ) requirements* by committing the *Value Added* personnel shown in Table 4. These individuals play an important role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT.

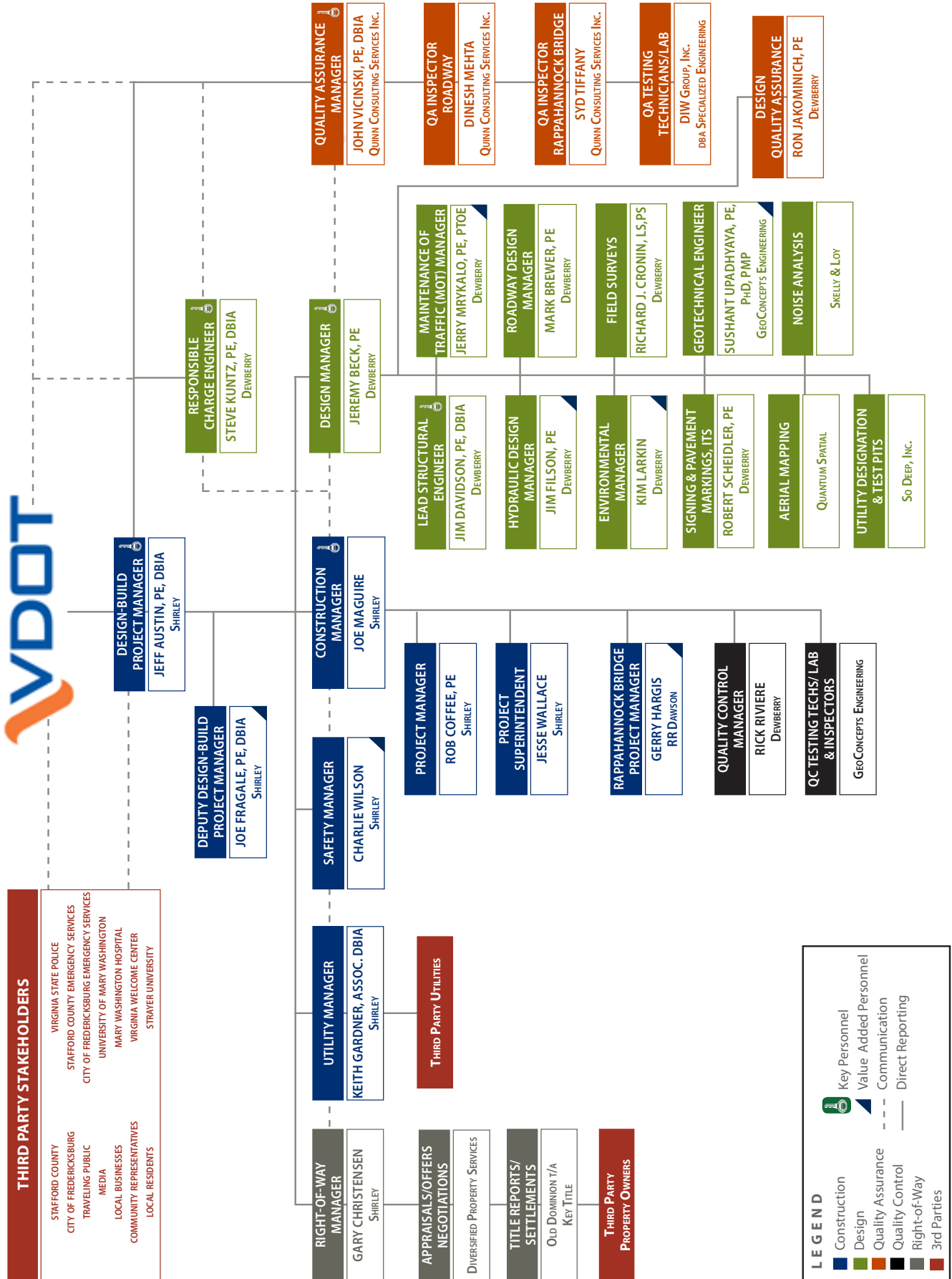
Table 4 - Value Added Personnel

Value Added Position	Name	Firm
Deputy Design-Build Project Manager	Joe Fragale, PE, DBIA	Shirley Contracting Company, LLC
Maintenance of Traffic (MOT) Manager	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC
Geotechnical Engineer	Sushant Upadhyaya, PE, PhD, PMP	GeoConcepts Engineering
Hydraulic Design Manager	Jim Filson, PE	Dewberry Consultants LLC
Environmental Manager	Kim Larkin	Dewberry Consultants LLC
Safety Manager	Charlie Wilson	Shirley Contracting Company, LLC
Rappahannock Bridge Project Manager	Gerry Hargis	R.R. Dawson Bridge Company, LLC

3.3.2 Organizational Chart


The Organizational Chart on the following page outlines the structure of our proposed Team. The “chain of command” shown on the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major project disciplines and participants.


3.3 Offeror's Team Structure





3.3 Offeror's Team Structure


The following narrative describes the functional relationships and communications among our Team.

 **Design-Build Project Manager, DBPM (Jeff Austin, PE, DBIA)** is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, Jeff has ultimate responsibility for contract management and to coordinate and integrate all project disciplines. He has full authority to resolve all disputes or disagreements through best efforts and good faith negotiations with VDOT representatives. Jeff will also work with VDOT to communicate with all third-party stakeholders and coordinate all public outreach efforts, public meetings, and answer project inquiries.


 **Responsible Charge Engineer, RCE (Steve Kuntz, PE, DBIA)** is fully integrated among the project team including specialty subcontractors and subconsultants, and will have direct involvement or supervisory direction and control authority in making and/or approving engineering decisions during design and construction. Steve will communicate regularly with VDOT, report directly to the DBPM, and have direct lines of communication with the Design Manager, Construction Manager, and QAM. As a registered PE in Virginia, he ensures all engineering services are performed by qualified professionals and signed and sealed by engineers licensed in Virginia. Steve is capable of answering construction questions/inquiries relevant to engineering decisions relating to design, construction, quality control and quality assurance, and is fully vested with the authority to act on behalf of the Design-Build Team to shut the Project down if warranted.

 **Quality Assurance Manager, QAM (John Vicinski, PE, DBIA)** reports directly to the DBPM and is completely independent from the construction operations and QC inspections. John has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and directs the QA inspections by the QA inspectors and independent QA testing technicians. This position is unique in that John has the autonomy to report findings directly to VDOT in addition to the DBPM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

 **Design Manager, DM (Jeremy Beck, PE)** reports to the DBPM and has overall responsibility for management of the design process. Of vital importance is Jeremy's role in integrating the various design disciplines with the construction, right-of-way, utility, permitting, and safety elements. He will establish and oversee the Design QA/QC program ensuring that design QA and QC functions are exclusively designated and not assigned to those with conflicting duties or production work, as outlined in the *VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*. Jeremy will remain involved throughout the construction phase to support implementation of the design, review shop drawings, attend regular progress and public meetings, and respond to all construction questions and RFI's.

 **Construction Manager, CM (Joe Maguire)** reports to the DBPM and has the responsibility to manage all aspects of construction and the Quality Control process. Prior to construction, Joe will facilitate all constructability reviews for the design, work closely with the Utility Manager to plan relocations, and coordinate with the Right-of-Way Manager to prioritize and schedule acquisitions. During construction, he will be on site for the duration of construction operations, maintain the project schedule, and coordinate with the QC Manager, Project Manager, and Superintendent ensuring all construction materials and activities are in accordance with the Contract Documents. Joe will also communicate with the Design Manager to arrange for design engineer's review of construction submittals and shop drawings.

3.3 Offeror's Team Structure

 **Lead Structural Engineer (Jim Davidson PE, DBIA)** reports directly to the Design Manager and is responsible for oversight, review, and verification of all structural design elements of the Project. He will coordinate with roadway, hydraulic and geotechnical engineers\designers as well as the Environmental Manager ensuring structures are integrated into the overall design and meet all project environmental commitments. Jim ensures structures are designed in accordance with VDOT, AASHTO, and RFP criteria and oversees the development of design and as-built Load Ratings for bridges. He is also responsible for coordinating the review of all construction submittals (shop drawings, RFI's) for structures during construction. Jim served as the Lead Structural Engineer on each of the comparable projects listed on our work history forms, as well as more than a dozen other successfully completed design-build projects.

Value Added Positions

Our Team is *exceeding the RFQ requirements* by committing the following *Value Added* positions:

▲ **Deputy Design-Build Project Manager (Joe Fragale, PE, DBIA)** reports directly to the DBPM and supports the management of all project elements. Joe will assist with coordination of permitting, utilities, design, construction, and field operations. He will manage the day-to-day updating and monitoring of the project schedule, project submittals, preparation of the monthly requisition, and generally supports the DBPM's project administration activity. As described in Section 3.5, Joe will act as the design and construction liason responsible for coordination with adjacent projects and third parties.

▲ **Maintenance of Traffic (MOT) Manager (Jerry Mrykalo, PE, PTOE)** reports directly to the Design Manager and will be responsible for all MOT design elements. He provides expertise and monitoring of the TMP and TTC plans throughout design and construction ensuring safe and efficient operations are maintained. As a Professional Traffic Operations Engineer (PTOE), Jerry has successfully led the MOT design on 17 VDOT design-build projects and 10 projects on interstates including I-95. As a VDOT Certified Work Zone Traffic Control training instructor, Jerry will also provide the added value of safety training tailored to the unique project challenges.

▲ **Geotechnical Engineer (Sushant Upadhyaya, PE, PhD, PMP)** reports directly to the Design Manager and will develop a geotechnical exploration program which meets the VDOT Manual of Instructions requirements and make geotechnical recommendations which are approved by VDOT and incorporated into the construction plans. Sushant will also identify boring access routes for bridge foundations which address environmental and hydraulic challenges. He has led the geotechnical investigations on multiple Shirley design-build projects that included bridges over waterways.

▲ **Hydraulic Design Manager (Jim Filson, PE)** reports directly to the Design Manager and will design all hydraulic modeling, stormwater management associated with water quality and quantity control, and floodplain management. This value added position addresses our concern with the existing and proposed conditions bridge hydraulic model and the resulting scour evaluation identified as a critical risk in Section 3.5. Jim has over 25 years of extensive experience in hydrology and bridge hydraulic modeling for large and small structures over waterways for VDOT, and has completed over 350 hydraulic analysis and more than 50 scour evaluations. In the 1990's Jim was one of the engineers that evaluated the scour potential of the I-95 bridge crossing over the Rappahannock River for VDOT.

▲ **Environmental Manager (Kim Larkin)** reports directly to the Design Manager and is responsible for all environmental studies, investigations, and permit applications. Kim also coordinates and communicates with the DBPM, Utility Manager, Right-of-Way Manager, Construction Manager, and VDOT. Kim has served in this role on all of our design-build projects over the past 15 years including complex roadway

3.3 Offeror's Team Structure

widening, reconstruction and interchange projects. She ensures all design is conducted to minimize or avoid impacts to environmental elements, and that studies, investigations, and permits are completed efficiently and accurately.

▲ **Safety Manager (Charlie Wilson)** reports to the DBPM and will review field activities to provide a safe environment for VDOT, construction personnel, and the traveling public. Safety is one of our **Core Values** and ensuring the safety of the public is paramount. Charlie will train and inform our Team of project specific safety hazards and enforce industry safety standards and Shirley's Corporate Safety Policy.

▲ **Rappahannock Bridge Project Manager (Gerry Hargis)** reports to the DBPM and has 39 years of road and bridge construction experience including major design-build projects such as the Spotsylvania Parkway Bridge in Fredericksburg, VA, and SCDOT projects like the US 378 Bridge Replacement over the Little Pee Dee River and Pee Dee Swamps. Gerry oversaw the construction of the award-winning Fantasy Harbour Bridge spanning the Intracoastal Waterway in South Carolina. He also managed the construction of the Dominion Boulevard Improvements Project in Chesapeake, VA as a member of the Dominion Boulevard Constructors Joint Venture. Gerry was instrumental in the construction of the Edward E. Willey Memorial Bridge in Richmond, Virginia as well. The Willey Bridge is very similar in construction to the proposed Rappahannock River Crossing on this project and Gerry adds the value of knowledge and experience to manage the construction of this important project element.

▲ **Specialty Firm (R.R. Dawson Bridge Company, LLC)** One of the most visible and challenging elements of the I-95 Southbound CD Lanes project is the proposed bridge over the Rappahannock River. To focus our efforts on constructing this bridge safely and efficiently we are adding R.R. Dawson Bridge Company, LLC to our Team. Dawson has been constructing bridges and heavy civil works throughout the Southeast and Mid-Atlantic regions since the late 1930's. Throughout its history, Dawson has achieved an unmatched level of success in completing large, complex bridge projects with aggressive schedules. Dawson has been successful at the construction of long-span, high-level bridge structures similar in size and complexity to the Rappahannock River bridge including the Edward E. Willey Bridge in Richmond, Virginia, a 4,223' dual bridge that carries Route 150 over the James River, the Historic Kanawha Canal, and CSX Transportation railroad tracks. ***The Willey Memorial Bridge (shown in Figure 3.3.2) was constructed in just 24 months, six months ahead of schedule. Dawson received the maximum bonus allowable by VDOT for their early completion of the project.***

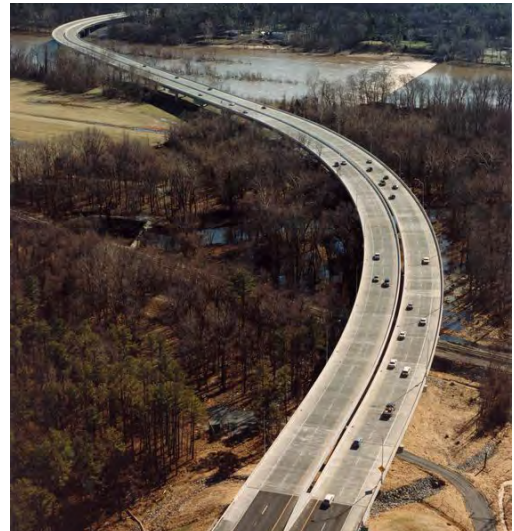


Figure 3.3.2 - Edward E. Willey Bridge over the James River in Richmond

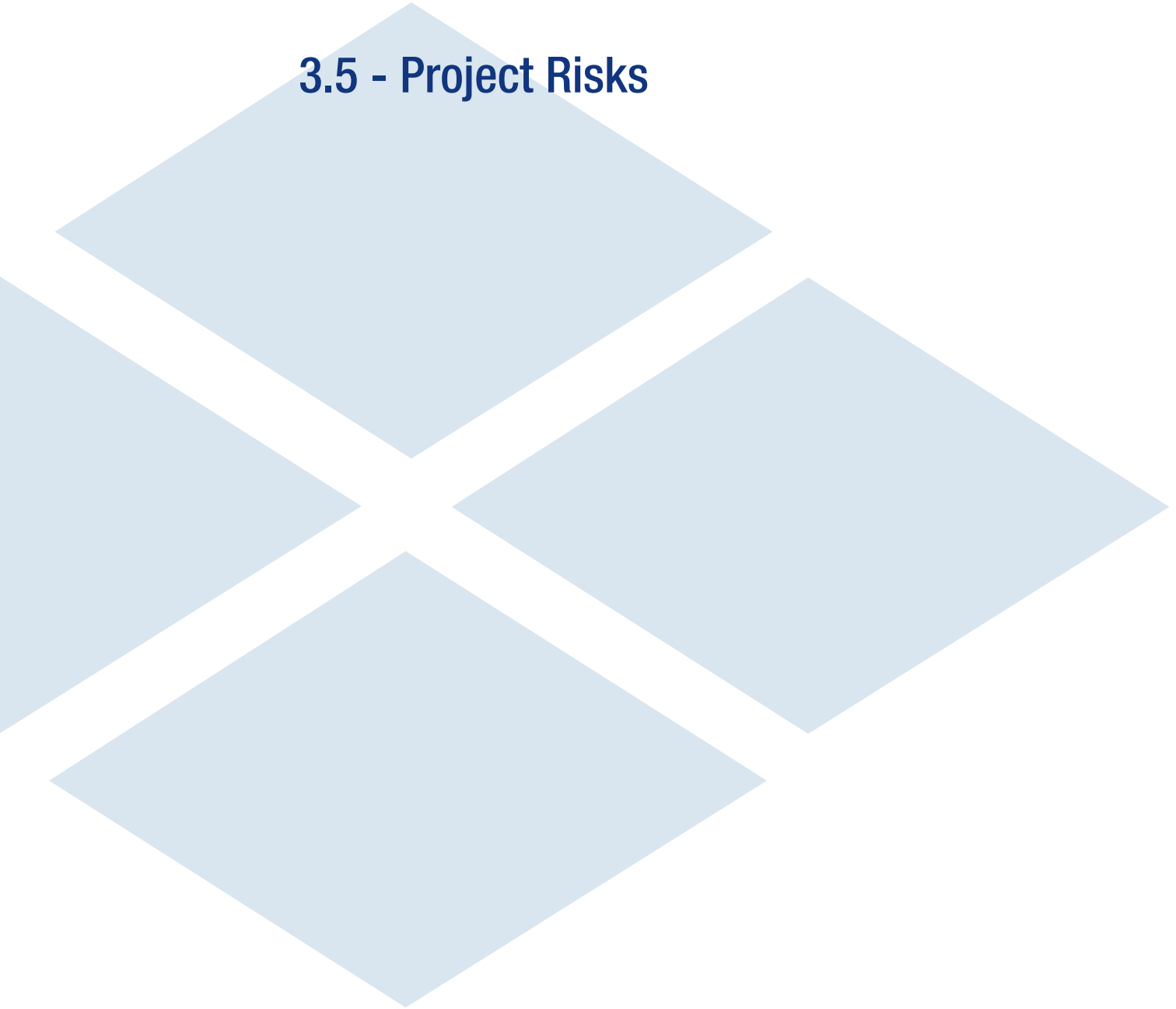
3.4 - Experience of the Offeror's Team



3.4 Experience of Offeror's Team

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

3.5 - Project Risks





3.5 Project Risks

Design-build projects by their very nature have elements of risk which the Project Team must identify and address early in project development in order to effectively manage and mitigate. Our Team's proactive approach when dealing with project risk is a strength that is unmatched and our successful methods have reduced risks to VDOT resulting in lower project costs and resource requirements.

In preparation of this SOQ, we carefully reviewed all the RFQ documents and visited the site to understand the existing conditions and constraints in order to best identify and understand the Projects risks and challenges. Our Team is committed to taking ownership of each risk factor and establishing strategies and mitigation measures to address them. At this stage of project development the three most relevant and critical risks are:

CRITICAL RISK #1 – SCOUR ANALYSIS

Why the Risk is Critical

Scour analysis is one of the most important design considerations for bridges over waterways and is a critical risk to the I-95 Southbound CD Lanes - Rappahannock River Crossing Project (the Project). The Project design consists of a high bridge crossing over water, where drastic changes in flow rates and volumes are anticipated. Additionally, the new bridge foundations will have an impact on the existing foundations from the scour perspective due to their close proximity. In addition, the existing bridges were designed in 1961 utilizing scour criteria and analysis procedures that are no longer applicable or appropriate. Finally, the condition of the existing foundations is cause for concern. In the 1990's, the existing I-95 Bridges over the Rappahannock River were reviewed in accordance with the National Bridge Inspection Standards (NBIS), and underwater inspection reports documented scour and undermining of between 6 and 12 inches at some of the tremie footing foundations.

Based on current scour analysis criteria, and due to the close proximity between the proposed and existing foundations, hydraulic models will need to consider all of the existing and proposed foundations as a single bridge to determine if the proposed foundations will introduce additional scour concerns on the existing foundations. While geotechnical information was provided as part of the RFQ documents, rock quality information was not provided for the existing bridge foundations, and needs to be obtained in order to develop an accurate scour analysis for the bridge foundations.

These scour-related concerns are a critical risk since they have the potential to impact the scope, cost, and schedule of the Project. Obtaining additional geotechnical information for the existing foundations could impact the time-table for initiating and completing the scour analysis. The results of the scour analysis could indicate that countermeasures or modifications are necessary around the existing foundations, or that proposed foundations need to be deepened, enlarged, or otherwise modified so that they don't adversely impact the existing foundations.

Impact on the Project

Scour analysis requires accurate and complete geotechnical information in order to properly analyze the existing riverbed conditions and how it will be impacted by the proposed foundations. In order to initiate the scour analysis, additional borings are needed in the river adjacent to the existing pier foundations. Access to complete these borings will need to be coordinated with environmental permits and restrictions, and will be further described in Risk #2. The additional time needed to complete the geotechnical borings may delay the completion of the scour analysis, and therefore delay designs for the bridge foundations.

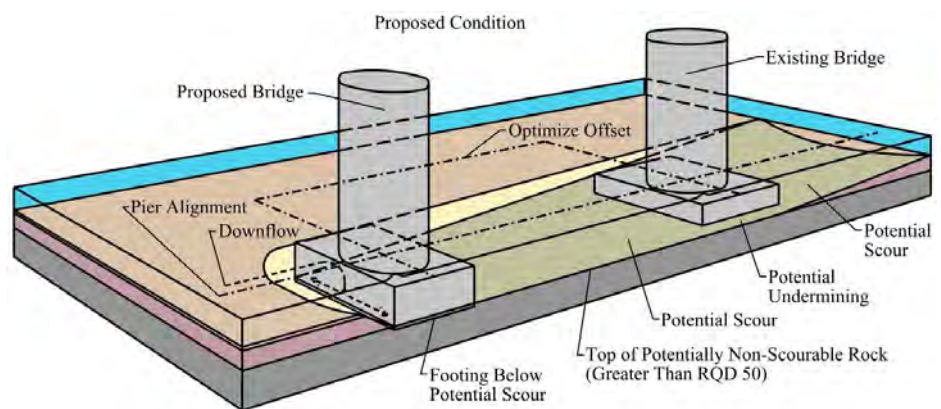
3.5 Project Risks

Once geotechnical information is obtained and the scour analysis is completed, results may indicate that the proposed foundations will introduce additional scour on the existing bridge foundations. This concern is shown in Figure 3.5.1. Since the proposed pier foundations will be located upstream of the existing foundations, there is a potential that scouring around the new foundations could continue around and below the existing foundations, thereby undermining the existing bridge. To avoid this, the proposed bridge foundations may need to be modified to address current scour conditions, including the addition of scour countermeasures. These foundation retrofits and the addition of countermeasures would increase the Project cost and schedule, further complicate access to and within the river, and result in increased environmental impacts that were not otherwise anticipated or accounted for during preliminary designs and coordination efforts with the permitting agencies.

Mitigation Strategies

Our Team has formulated a multi-faceted mitigation approach to address this risk. First, our Team will establish a task force consisting of hydraulic, geotechnical, and structural engineers and environmental and construction personnel to determine the optimal proposed bridge configuration that minimizes scour impacts. Our efforts will include eliminating proposed piers, aligning proposed piers with existing piers, streamlining the proposed piers and placing them in the most advantageous location within the river, as well as installing scour countermeasures to the existing foundations.

Figure 3.5.1 - Potential Scour Conditions



Second, recognizing additional geotechnical information is critical to initiating the scour analysis, we will develop an access plan during the RFP stage so coordination efforts can begin immediately following NTP. Extensive geotechnical investigations, supervised by a our Geotechnical Engineer will be conducted for the existing and proposed bridges to obtain the necessary properties of the underlying material. Next, hydraulic conditions of the 100-year and 500-year floods will be determined and the effects of the resulting scour will be investigated.

Third, we will ensure that proposed bridge footing bases will be placed below the potential scour depth. Blasting for bridge foundations will be avoided to the greatest extent possible to minimize overbreak beneath the footing level which can reduce the overall RQD of the material. Procedures found within Hydraulic Engineering Circular No.'s 18 and 23 will be utilized in conjunction with the hydraulic conditions to determine the erodibility of the material beneath the existing foundations and ascertain measures to mitigate the potential impact of scour.

Our engineers have evaluated over 300 bridges under the Virginia Scour Evaluation Program in the Commonwealth of Virginia. In some cases the calculated scour was determined to be below the bottom of the existing foundations. In those cases, we utilized current procedures to determine how different rock materials resist scour, and we are familiar with different approaches to evaluating the strata's of stream materials. Our hydraulic engineers have worked closely with VDOT to develop design procedures which determine reasonable limits of potential scour.

3.5 Project Risks

Role of VDOT and Other Agencies

Our Team anticipates that VDOT will provide all available information for the existing I-95 bridges over the Rappahannock, including but not limited to geotechnical reports, inspection reports, and maintenance efforts. We also expect to work hand-in-hand with VDOT, utilizing their depth of experience with regard to the long history of the structure to arrive at the optimal solution for the existing foundations utilizing solutions that are acceptable to VDOT. Regular meetings will be scheduled with VDOT hydraulic and materials staff to discuss the scour analysis and modeling process, and identify challenges or concerns at the earliest time possible so that reasonable and appropriate solutions can be developed collectively. This ultimately ensures that the scour analysis can be quickly reviewed and accepted by VDOT when it is formally submitted. The goal is to address the issues as a Team and focus on avoiding impacts to the environment, the existing bridge, and the overall schedule.

CRITICAL RISK #2 – RAPPAHANNOCK RIVER ACCESS

Why the Risk is Critical

A major component of the Project is the proposed I-95 southbound bridge over the Rappahannock River. With design and construction of this bridge expected to be on the Critical Path, several challenges will be encountered that may constrain our ability to access the bridge area and commence supplemental field investigations and preliminary design activities including:

- Permitting and/or avoidance of regulated wetlands, streams and historic resources;
- Time of Year Restrictions (TOYR);
- Topography along the river’s edge;
- Characteristics of the Rappahannock River; and
- Right-of-way and access restrictions.

Not being able to initiate field activities due to Rappahannock River access challenges or restrictions could result in delays to construction of the bridge, which could impact the completion schedule of the Project.

Impact on the Project

Project Award is anticipated on December 6, 2017. Allowing 45 days for Notice to Proceed (NTP), preliminary design activities are expected to begin in February of 2018. One of the first, and most critical activities as discussed in Risk #1, that is necessary to complete the design and analysis of bridge foundations, will be to conduct geotechnical investigations for both the existing and proposed piers within the Rappahannock River. This will most likely require a causeway, as the use of barges and/ or other means of equipment access will likely not be feasible due to the shallow, rocky, and flood-prone nature of the river as highlighted in Figure 3.5.2. Furthermore, several TOYR’s may also affect our ability to install a causeway and perform these critical tasks as shown in Figure 3.5.3.



Figure 3.5.2 - Rappahannock River

Figure 3.5.3 - TOYR

January 1 - February 14	February 15 - June 30	July 1 - August 14	August 15 - October 15	October 16 - December 31
No TOYR	Anadromous Fish and Dwarf Wedge Mussel Restriction	No TOYR	Dwarf Wedge Mussel Restriction	No TOYR

3.5 Project Risks

Because the causeway will require certain hydraulic design elements to be advanced, permits from the USACE, VDEQ and VMRC, and right of entry from land owners, it is unlikely that construction could begin prior to the start of the Anadromous Fish TOYR (February 15, 2018). Assuming a three and a half month period, a small window of time between July 1st and August 14th, 2018 will be available to install the causeway and commence the borings. If not, then access to the river to complete geotechnical borings would not be permitted until October 15, 2018, nearly one year after Award. Issues with constructing the causeway are compounded by the need to minimize impacts to the historic Rappahannock Navigation System and city owned recreational lands located on the south bank of the river as shown in Figures 3.5.4 and 3.5.5.

Any delay to accessing the river means that scour analysis, as described in Critical Risk #1, cannot be initiated as a first design process as desired. Allowing 9 to 11 months for completion, review, and approval of the hydraulic, scour and bridge design, construction of the bridge would most likely not commence until late 2019 or early 2020. With Final Completion of the entire Project required by April 28, 2022, bridge construction would have to be completed in less than 22-24 months to allow time in the schedule to complete roadway approaches, inspections, punchlist items, and other construction close-out activities. Because of the access challenges, long lead time for bridge elements, TOYR's and potential impacts to the existing bridge foundations (requiring the implementation of scour retrofits and countermeasures), this could become a critical schedule impact.

Mitigation Strategies

Mitigation of this critical risk begins at the earliest stages of project development. During the preparation of our Technical Proposal, we will explore alternative options for the in-stream work that will facilitate and expedite acquisition of the necessary permits. We will review permitting requirements and discuss

Figure 3.5.4 - Constructability concerns depicts overlapping access issues along the southern bank of the Rappahannock River including construction access, avoidance of the historical canal and causeway construction.

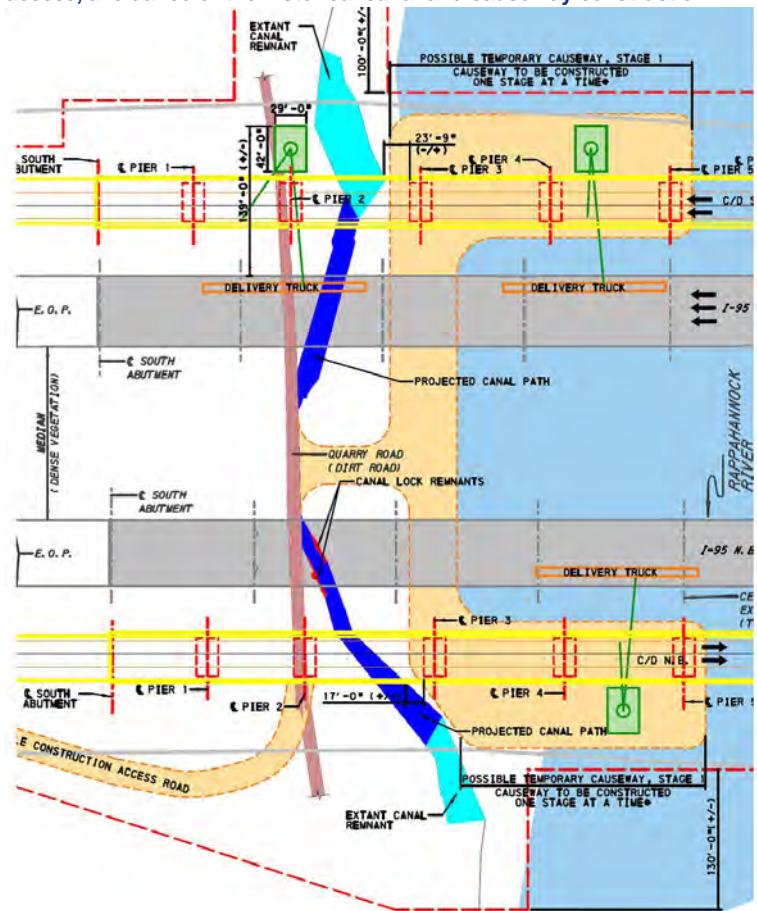
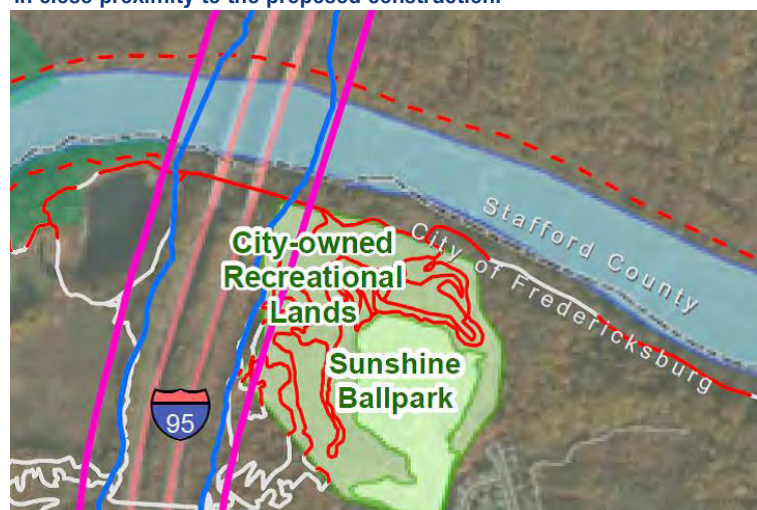


Figure 3.5.5 - Access issues shows existing trail system (in red/red dash) in close proximity to the proposed construction.



3.5 Project Risks

in-stream options with the permitting agencies in an effort to reduce review and approval timeframes. We are also prepared to submit an early permit application for the in-stream geotechnical investigations scope upon Project Award at our Team's risk.

To improve the schedule, our Team will explore all reasonable opportunities for access. This will involve careful planning to include thorough constructability reviews, impact minimization, permitting requirements, TOYR's, the right-of-way acquisition process, and schedule contingencies. We will constantly coordinate with VDOT, the City of Fredericksburg, as well as the regulatory agencies throughout the permitting process. We recognize that Dwarf Wedge Mussel relocation may need to be conducted multiple times, prior to geotechnical investigations and again prior to construction. We also believe the use of the Quarry Road in lieu of constructing access directly from I-95, and avoiding the historic Rappahannock Navigation System will be key to mitigating these risk elements by reducing impacts to the environment.

During design of the bridge, our Team will coordinate early design packages with VDOT in an effort to reduce the final bridge approval timeframe. This will most likely include an early package for the superstructure to allow fabrication of the beams off of the Critical Path. As we prepare our construction schedule, the construction teams will review the bridge in detail ensuring that the sequence of work, materials, and resources are planned as efficiently as possible.

Role of VDOT and Other Agencies

We envision VDOT playing a key role in facilitating authorizations for construction access particularly with regard to historic resources and the use of the Quarry Road. We believe holding regular coordination meetings with stakeholders immediately upon Award will be beneficial to obtaining access that satisfies all parties. Furthermore, we suggest that the Project will benefit from having all geotechnical borings for existing and proposed bridges within the Rappahannock River completed prior to the submission of the Technical Proposal. This removes the risk associated with accessing the river for causeway construction and facilitates geotechnical investigations ahead of major design activities. We will also partner with VDOT to develop Plan submission packages, schedules and resource requirements that minimize the overall timeframes associated with this risk.

CRITICAL RISK #3 – MAINTAINING TRAFFIC MOBILITY & SAFETY WITH MULTIPLE ONGOING PROJECTS

Why the Risk is Critical

The careful planning and implementation of maintenance of traffic mobility and safety is important on all projects, yet becomes especially critical when working on a corridor with multiple adjacent projects underway. This importance is magnified as I-95 is a crucial north-south artery for commuters, commerce, and tourists traveling regionally between the Richmond-Fredericksburg-Washington areas as well as for long-distance travelers along the eastern seaboard. It will be critical that this program ensures the preservation of traffic mobility for rush hour commuters, commercial vehicles, and off-peak tourist traffic, as well as ensuring safety is held paramount for the public and construction personnel. The detailed project elements our Team has identified as the basis of this critical risk include:

- Overlapping construction activities for the I-95 Safety Improvements at Route 3, and concurrent design activities for the 95 Express Lanes extension to Fredericksburg;
- Maintenance of all existing thru lanes, ramp movements, and a shoulder for vehicle refuge during construction;

3.5 Project Risks

- The combination of high traffic volumes (72,000 vehicles/day) and high travel speeds (existing posted speed of 65 mph);
- Implementation of “typical” lane closure hours can result in significant interstate delay as well as safety degradation;
- Construction access for trucks entering/exiting I-95 at lower speeds than highway traffic; and
- Construction impacts in the vicinity of the Virginia Welcome Center.

Impact on the Project

The impact of improperly or inadequately maintaining traffic in a safe manner throughout the duration of the Project, or inadequately communicating construction activities with the traveling public, could have substantial consequences including:

- Degradation of safety for the public, state personnel, and/or construction personnel;
- Additional travel delays;
- Potential schedule and project completion delays;
- Loss of capacity and/or emergency responder access;
- Conflicting MOT devices causing driver confusion if concurrent projects are not fully coordinated;
- Temporary loss of usage of the Virginia Welcome Center; and
- Driver frustration or loss of public support.

Mitigation Strategies

Our Team is adamant about maintaining the highest possible levels of traffic mobility and safety within our work zones. We are committed to making mobility and safety our top priorities, and to exceeding the standard project requirements by implementing the mitigation strategies listed below.

- 1. Coordinating Concurrent Projects:** In order to ensure the design activities and construction activities for concurrent projects are fully coordinated, our Deputy DBPM will serve as the *design and construction liaison*. He has the responsibility of working directly with VDOT, the designers/constructors, and all applicable third parties to ensure safety, mobility, construction sequencing, and design features are fully coordinated. This commitment ensures drivers are presented with a seamless “one project” look while traveling the corridor, and any “rework” of an adjacent project by others is minimized or avoided.
- 2. Assembling An Industry Leading MOT Team:** All of our TTC, TMP and traffic analysis processes will be supervised by our MOT Manager, Jerry Mrykalo, who is also a VDOT-certified TTC Training Instructor. He has led the implementation of an in-house training program for our engineers, allowing all of our engineers involved in MOT design to achieve VDOT Advance Work Zone Traffic Control certification. Most importantly we have recent MOT design and construction experience on interstate projects, allowing us to understand all of the unique considerations and challenges for this Project.
- 3. Carefully staging work in a manner that minimizes impacts, and allows for efficient construction:** To accomplish this, our Team has already formulated solutions for the following:
 - **Existing shoulder strength:** In the first phase of construction, we anticipate the need to temporarily shift traffic partially on the existing left shoulder. To do so, analysis of the existing shoulder pavement will be performed, and the shoulder strengthened as an initial activity to accommodate traffic loading (if necessary). Our experienced Team has recently completed this exact type of work, on I-95, I-64, and on I-66. We will analyze the existing pavement, project anticipated traffic loading during construction, and strengthen pavement as required. Required strengthening can be completed during night operations, where the shoulder is milled and stone

3.5 Project Risks

removed to a specified depth, and immediately replaced with a thicker asphalt section during the same night. Completing this analysis and strengthening from the outset avoids the risk of the shoulder failing during construction, which could cause both motorist and schedule delays.

- **Maintaining Ramp Movements:** While constructing the CD roadway in the vicinity of the existing interchanges, it will be critical to complete a multi-phased approach to maintain ramps “crossing over” this work area. Construction will be carefully planned to utilize temporary ramp geometry so that ramp movements can be relocated to allow for construction while also maintaining continuous access and meeting safe MUTCD and AASHTO compliant geometry.
- **Maintaining Shoulders:** We intend to maintain either a full left or full right shoulder along I-95 at all times, which we expect to be required by the RFP documents. This will provide safe room for emergency access, incident management, police enforcement, and refuge areas without blocking a travel lane.

4. **Mitigating Speed Differentials:** To reduce the risk between work trucks entering and exiting the I-95 thru lanes, we plan on utilizing the following strategies:

- Consolidating entrance/exit points to locations with greatest sight distances;
- Providing full acceleration/deceleration lengths for trucks meeting AASHTO requirements as feasible, minimizing slow truck interaction with fast-lane traffic;
- Utilizing existing ramps for truck access to minimize their interaction with high speed thru traffic.

5. **Focusing on site-specific enhanced safety and mobility strategies:**

These efforts begin by studying the preconstruction safety concerns and crash statistics, and then making interim safety enhancements as part of the first stage of our MOT plans in order to deliver immediate improvements to the traveling public. As shown in Figure 3.5.6, **a preliminary investigation already completed by our Team** has found that there were 83 injury crashes (and 2 fatality crashes) within the work zone along southbound I-95 within the past four years. Given this high number of crashes, including many run-off-road and rear-end crashes, we have identified the following enhancements that maximizes safety and operations:

- Temporary raised pavement markers and wider than minimum temporary lane markings for increased visibility;
- Design of lane shift geometry to the full “L” length for the posted speed limit (double the minimum length) as avoidance of abrupt transitions is especially important on interstates;
- Utilizing durable pavement marking materials that retain their visibility longer;
- Use of Portable Changeable Message Signs (PCMS) and overhead Dynamic Message Signs to alert motorists of slow or stopped traffic and new traffic patterns.

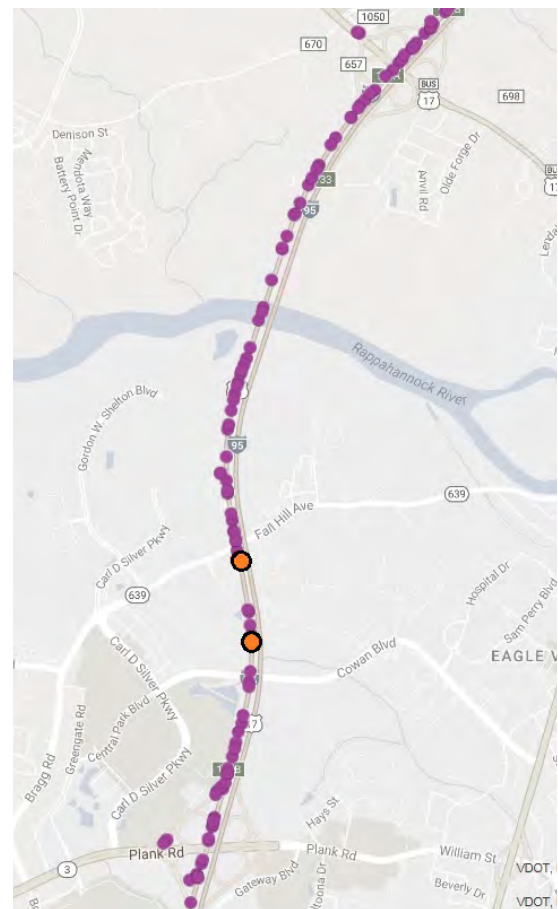


Figure 3.5.6 - Map showing 83 severe crashes along to proposed workzone I-95 southbound in the past 4 years (each dot represents a crash) Orange = Fatality and Purple = Injury.

3.5 Project Risks

5. **Public Outreach program:** From our successful design-build experience, we know that this objective is best accomplished utilizing a team approach with VDOT. This is important given the high travel speeds, high traffic volumes, the Welcome Center, and the adjacent interchanges. We already identified the potential public outreach solutions below:

- **Pardon-our Dust Meetings** - Holding regular “pardon-our-dust” and public information meetings throughout design and construction, especially prior to implementing major traffic pattern switches;
- **Project Website** - Coordination with VDOT to provide updates via a project website, including updates of construction progress and the posting of photos;
- **Public Outreach** - Our Team in coordination with the VDOT Fredericksburg District public outreach staff, will develop a comprehensive public outreach program that includes social media, radio, and television news coverage. This outreach will communicate major operations or traffic pattern changes, permanent access route changes for the Route 3 West, and impacts to the Virginia Welcome Center. For example, the Route 3 exit point will be shifted approximately 2 ½ miles north of the existing exit location. The opening of the new ramp will require substantial outreach as motorists will reach their “decision point” much sooner than they currently do. This outreach can also include media blitzes, web postings, mailing, and PCMS signs targeting audiences affected by these access changes.
- **Emergency Responders** - Direct communication with emergency responders prior to traffic switches, including in-person meetings with construction personnel to plan access routes, roles, and responsibilities in the event of an emergency in the work zone;
- **Other Agencies** - Information sharing with other agencies and industry groups along the I-95 corridor, such as neighboring state DOTs, trucking associations, and AAA.

Role of VDOT and Other Agencies

It is expected that VDOT will be involved from a review and approval standpoint during the development of the plans. Analysis of traffic volumes and travel patterns as well as the proposed construction sequencing will be discussed with VDOT during the TMP and TTC development process to determine if the proposed configurations are acceptable. We anticipate that VDOT will also remain involved in the public outreach process during design and construction (either in a support or lead role). We also anticipate that VDOT will help integrate our work activities into VDOT’s LCAMS system, which applies to both the design and construction phases. Throughout construction we anticipate VDOT will play an essential role in maintaining a safe work site for motorists, construction, and inspection staff. We also anticipate MOT coordination during construction with other agencies, such as coordination with local emergency responders.



Appendix



2.10 - C-78 Form

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**


RFQ NO. C00101595DB94
PROJECT NO.: 0095-111-259

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ – November 1, 2016
(Date)
2. Cover letter of RFQ Addendum No.1 – December 19, 2016
(Date)
3. Cover letter of RFQ Addendum No.2 – January 23, 2017
(Date)



SIGNATURE

2/7/2017

DATE

Michael E. Post

PRINTED NAME

President/CEO/Manager

TITLE



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

Project: 0095-111-259

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0095-111-259

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	N/A
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2-7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Responsible Charge Engineer	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Key Personnel Resume – Lead Structural Engineer	Attachment 3.3.1	Section 3.3.1.7	no	N/A
Organizational chart	NA	Section 3.3.2	yes	4

ATTACHMENT 3.1.2

Project: 0095-111-259

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Organizational chart narrative	NA	Section 3.3.2	yes	5-7
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	N/A
Project Risk				8-15
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	8-15

3.2.6 - Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0095-111-259

Affiliated and Subsidiary Companies of the Offeror

Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

The Offeror does not have any affiliated or subsidiary companies.

Affiliated and/ or subsidiary companies of the Offeror are listed below.

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Affiliate	Atkinson Construction	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Atkinson Contractors, LP	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Shirley Design/Build, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	SCC Infrastructure	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Civil Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Concrete Contractors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction International, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Design/Build, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Facility Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Foundations, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Global Technologies, LLC	7500 Old Georgetown Road, Bethesda, MD 20814

ATTACHMENT 3.2.6

State Project No. 0095-111-259

Affiliated and Subsidiary Companies of the Offeror

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

3.2.7 - Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

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

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

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

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


Signature

2/7/2017
Date

President/CEO/Manager
Title

Shirley Contracting Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

Dave Mahoney 1/25/17 Executive Vice President
Signature Date Title
Dewberry Consultants LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

 February 1, 2017 President
Signature Date Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)


**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

 _____ February 1, 2017 VP of Business Development
Signature Date Title

Specialized Engineering

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

Maull L. Sullivan *1-25-17* *MANAGER*
Signature Date Title

So-Deep, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

W. J. McKeague 1/27/2017 Vice President
Signature Date Title

Quantum Spatial, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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



1/25/17

President and Chief Operating Officer

Signature

Date

Title

SKELLY and Loy, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this form.

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

Gerry Hayes 2/1/17 Area Manager
Signature Date Title

R.R. Dawson Bridge Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

RRab Runke 1-26-17 Settlement officer
Signature Date Title

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

ATTACHMENT NO. 3.2.7(b)

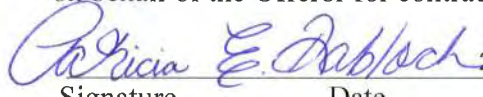
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-111-259

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

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

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

 2/1/2017
Signature Date

President
Title

Diversified Property Services, Inc
Name of Firm



3.2.8 - VDOT Prequalification Certificate



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/27/2017**

- S -

Vendor ID: S1060
Vendor Name: SHEPAUL ENTERPRISES, INC.
Prequal Exp: 09/30/2017

-- PREQ Address --

P. O. BOX 1638
BECKLEY, WV 25802-1638
Phone: 304-877-6451
Fax: 304-877-5789

Work Classes (Listed But Not Limited To)

020 - FENCE INSTALLATION
021 - GUARDRAIL INSTALLATION
023 - REINFORCING STEEL PLACEMENT

Bus. Contact: HAPUARACHY, SUMITH PETER
Email: SH1912BECK@AOL.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

Vendor ID: S018
Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC
Prequal Exp: 09/30/2017

-- PREQ Address --

8435 BACKLICK RD.
LORTON, VA 22079-1403
Phone: 703-550-8100
Fax: 703-550-7897

Work Classes (Listed But Not Limited To)

002 - GRADING
003 - MAJOR STRUCTURES
007 - MINOR STRUCTURES
045 - UNDERGROUND UTILITIES

Bus. Contact: CLYMORE, DANIEL EDWARD
Email: DCLYMORE@SHIRLEYCONTRACTING.COM

-- DBE Information --

DBE Type: N/A
DBE Contact: N/A

3.2.9 - Surety Letter



One Tower Square
Hartford, CT 06183

February 3, 2017

Suril R. Shah
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00101595DB94 - A Design-Build Project
I-95 Southbound CD Lanes – Rappahannock River Crossing From: Exit 130 To: 0.66 Miles North of Exit 133
Stafford County/ City of Fredericksburg, Virginia
Estimated Contract Value: \$100 million

Dear Mr. Shah:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$150,000,000 with an aggregate of \$5,000,000,000.

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

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

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

Sincerely,

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

By: 

Karen C. Bowling, Attorney-in-Fact



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 006886706

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

Diana L. Parker, and Karen C. Bowling

of the City of Columbia, State of Maryland, their true and lawful Attorney(s)-in-Fact, each in their separate capacity if more than one is named above, to sign, execute, seal and acknowledge any and all bonds, recognizances, conditional undertakings and other writings obligatory in the nature thereof on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 13th day of July, 2016.

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

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



State of Connecticut
City of Hartford ss.

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

On this the 13th day of July, 2016, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

In Witness Whereof, I hereunto set my hand and official seal.
My Commission expires the 30th day of June, 2021.



[Signature]
Marie C. Tetreault, Notary Public

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

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

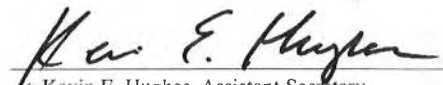
FURTHER RESOLVED, that the Chairman, the President, any Vice Chairman, any Executive Vice President, any Senior Vice President or any Vice President may delegate all or any part of the foregoing authority to one or more officers or employees of this Company, provided that each such delegation is in writing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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 3rd day of February, 2017


Kevin E. Hughes, Assistant Secretary



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

3.2.10 - SCC/DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0095-111-259

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-3	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Class A Contractor	2705071652	October 31, 2018
Dewberry Consultants LLC	S044733-6	Limited Liability Co.	Active	8401 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2017
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2017
DIW Group Inc.	F128190-8	Corporation	Active	4845 International Blvd. #104 Frederik, MD. 21703	Business Entity	0407004748	December 31, 2017
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active	19955 Highland Vista Drive Ste.170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2017
Diversified Property Services of Virginia, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2018
Skelly and Loy, Inc.	F113636-7	Corporation	Active	449 Eisenhower Blvd. Suite 300 Harrisburg, PA. 17112	Business Entity	0407001402	December 31, 2017
Quantum Spatial, Inc.	F113594-8	Corporation	Active	45180 Business Court Suite 800 Sterling, VA. 20166	Business Entity	0407005489	December 31, 2017
So-Deep, Inc.	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA. 20111	Business Entity	0407002900	December 31, 2017
R.R. Dawson Bridge Company, LLC	T009098-7	Limited Liability Co.	Active	1999 Richmond Road Suite 1 Lexington, KY 40588	Class A Contractor	2705030731	January 31, 2018
Old Dominion Settlements, Inc.	0243891-9	Corporation	Active	n/a			

ATTACHMENT 3.2.10

State Project No. 0095-111-259

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, VA 20169	Professional Engineer	0402039440	June 30, 2018
Dewberry Consultants LLC	Jeremy Beck	Fairfax, Va.	5862 White Dove Circle Clifton, VA. 20124	Professional Engineer	0402043254	July 31, 2017
Quinn Consulting Services, Inc.	John Vicinski	Chantilly, Va.	4609 Marble Rock CT. Chantilly, VA. 20151	Professional Engineer	0402026380	August 31, 2017

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02/01/17

08:33:31

LLCM3220 LLC DATA INQUIRY

LLC ID: S082038 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/01/02
LLC NAME: Shirley Contracting Company, LLC

DATE OF FILING: 08/01/2002 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

RTN MAIL:

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

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
16	50.00			

(Screen Id:/LLC_Data_Inquiry)

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02/01/17

08:35:32

LLCM3220 LLC DATA INQUIRY

LLC ID: S044733 - 6 STATUS: 00 ACTIVE STATUS DATE: 10/14/09
LLC NAME: Dewberry Consultants LLC

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

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

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
17	50.00			

(Screen Id:/LLC_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

02/01/17
08:36:16

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

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

STREET: 2208 S KNOLL ST AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134
R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
ACCEPTED AR#: 216 13 3280 DATE: 08/29/16 ARLINGTON COUNT
CURRENT AR#: 216 13 3280 DATE: 08/29/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

02/01/17

08:36:56

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

DATE OF CERTIFICATE: 01/30/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 2500.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 COX ROAD AR RTN MAIL:
 SUITE 285
 CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143
 ACCEPTED AR#: 217 01 2461 DATE: 12/05/16 HENRICO COUNTY
 CURRENT AR#: 217 01 2461 DATE: 12/05/16 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 17 1,700.00 2,000,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

02/01/17

08:37:30

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99
CORP NAME: GeoConcepts Engineering, Inc.

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

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
19955 HIGHLAND VISTA DR #170

CITY: ASHBURN STATE : VA ZIP: 20147-0000

R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153

ACCEPTED AR#: 217 02 3803 DATE: 01/19/17 LOUDOUN COUNTY

CURRENT AR#: 217 02 3803 DATE: 01/19/17 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	100.00				100.00	5,000

(Screen Id:/Corp_Data_Inquiry)

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02/01/17
08:38:04

CISM0180 CORPORATE DATA INQUIRY

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 09/04/15
CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.
(USED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC)

DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: BRENDAN R HANTZES

STREET: 3771 VERMACCHIA DR AR RTN MAIL:

CITY: CHANTILLY STATE : VA ZIP: 20151-0000
R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
ACCEPTED AR#: 216 12 0358 DATE: 08/01/16 FAIRFAX COUNTY
CURRENT AR#: 216 12 0358 DATE: 08/01/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

02/01/17

08:38:44

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216

ACCEPTED AR#: 216 07 5864 DATE: 04/29/16 RICHMOND CITY

CURRENT AR#: 216 07 5864 DATE: 04/29/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)

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02/01/17
08:39:20

CISM0180

CORPORATE DATA INQUIRY

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
CORP NAME: Quantum Spatial, Inc.
DATE OF CERTIFICATE: 02/09/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: WI WISCONSIN STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

AR RTN MAIL:

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

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143

ACCEPTED AR#: 216 06 5416 DATE: 04/08/16 HENRICO COUNTY

CURRENT AR#: 216 06 5416 DATE: 04/08/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	670.00					100,000

(Screen Id:/Corp_Data_Inquiry)

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02/01/17
08:39:54

CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0216275 - 8 STATUS: 00 ACTIVE STATUS DATE: 11/15/85
CORP NAME: SO-DEEP, INC.

DATE OF CERTIFICATE: 04/07/1981 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: C T CORPORATION SYSTEM

STREET: 4701 COX ROAD AR RTN MAIL:
STE. 285

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

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/17 LOC : 143
ACCEPTED AR#: 216 17 7072 DATE: 12/08/16 HENRICO COUNTY
CURRENT AR#: 216 17 7072 DATE: 12/08/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 130.00 10,000

(Screen Id:/Corp_Data_Inquiry)

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02/01/17

08:34:32

LLCM3220 LLC DATA INQUIRY

LLC ID: T009098 - 7 STATUS: 00 ACTIVE STATUS DATE: 08/02/16
LLC NAME: R. R. DAWSON BRIDGE COMPANY, LLC

DATE OF FILING: 06/16/1995 PERIOD OF DURATION: 99/99/9999 INDUSTRY CODE: 00
STATE OF FILING: KY KENTUCKY MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 1999 RICHMOND ROAD

CITY: LEXINGTON STATE: KY ZIP: 40502-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

RTN MAIL:

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

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
16	50.00	25.00		

(Screen Id:/LLC_Data_Inquiry)

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02/01/17
08:40:29

CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 08/09/16
CORP NAME: OLD DOMINION SETTLEMENTS, INC.

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

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

CITY: ANNANDALE STATE : VA ZIP: 22003-0000
R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129
ACCEPTED AR#: 216 13 5197 DATE: 09/01/16 FAIRFAX COUNTY
CURRENT AR#: 216 13 5197 DATE: 09/01/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 220.00 22.00 25,000

(Screen Id:/Corp_Data_Inquiry)

DPOR License Lookup License Number 2705071652

License Details

Name	SHIRLEY CONTRACTING COMPANY LLC
License Number	2705071652
License Description	Contractor
Firm Type	LLC - Limited Liability Company
Rank ¹	Class A
Address	8435 BACKLICK ROAD, LORTON, VA 22079
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	2002-10-08
Expiration Date	2018-10-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup build 1,192 (built 2016-06-23 09:13:05).

DPOR License Lookup License Number 0407003966

License Details

Name	DEWBERRY CONSULTANTS, LLC
License Number	0407003966
License Description	Business Entity Registration
Firm Type	LLC - Limited Liability Company
Rank	Business Entity
Address	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
Initial Certification Date	2000-03-14
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401008756	BEIGHT, JAMES LADEN	Architect License	Architecture	2017-08-31
0402026519	STONE, DONALD EDWARD JR	Professional Engineer License	Engineering	2017-09-30
0403001932	ROBINSON, BRYANT L	Land Surveyor License	Land Surveying	2019-01-31

Showing 1 to 3 of 3 entries

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DPOR License Lookup License Number 0407003733

License Details

Name	QUINN CONSULTING SERVICES INCORPORATED
License Number	0407003733
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
Initial Certification Date	1998-03-05
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2017-08-31

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DPOR License Lookup License Number 0407004748

License Details

Name	DIW GROUP INC
DBA Name	SPECIALIZED ENGINEERING
License Number	0407004748
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	4845 INTERNATIONAL BLVD #104, FREDERICK, MD 21703
Initial Certification Date	2005-11-01
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402020050	MITCHELL, CHARLES ROBERT	Professional Engineer License	Engineering	2017-07-31

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DPOR License Lookup License Number 0407004404

License Details

Name	GEOCONCEPTS ENGINEERING INC
License Number	0407004404
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	19955 HIGHLAND VISTA DRIVE SUITE 170, ASHBURN, VA 20147
Initial Certification Date	2003-03-28
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402021276	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	Engineering	2018-04-30
0402021556	BURKART, PAUL EDWARD	Professional Engineer License	Engineering	2018-03-31

Showing 1 to 2 of 2 entries

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DPOR License Lookup License Number 4008001190

License Details

Name	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number	4008001190
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
Initial Certification Date	2000-11-29
Expiration Date	2018-11-30

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DPOR License Lookup License Number 0407001402

License Details

Name	SKELLY & LOY INC
License Number	0407001402
License Description	Business Entity Registration
Rank	Business Entity
Address	449 EISENHOWER BLVD SUITE 300, HARRISBURG, PA 17112
Initial Certification Date	1982-08-31
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402018049	MORSE, STEPHEN RICHARD	Professional Engineer License	Engineering	2018-04-30

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407005489

License Details

Name	QUANTUM SPATIAL INC
License Number	0407005489
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	45180 BUSINESS CT SUITE 800, STERLING, VA 20166
Initial Certification Date	2009-07-30
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0408000008	MCKEAGUE, WILLIAM J	Surveyor Photogrammetrist License	Land Surveying	2017-02-28

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DPOR License Lookup License Number 0407002900

License Details

Name	SO-DEEP, INC.
License Number	0407002900
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	8397 EUCLID AVENUE, MANASSAS PARK, VA 20111
Initial Certification Date	1989-02-06
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402022310	SKAHN, CARY ALAN	Professional Engineer License	Engineering	2017-06-30

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DPOR License Lookup License Number 2705030731

License Details

Name	R R DAWSON BRIDGE COMPANY, LLC
License Number	2705030731
License Description	Contractor
Firm Type	LLC - Limited Liability Company
Rank ¹	Class A
Address	1999 RICHMOND RD SUITE 1, LEXINGTON, KY 40588-0028
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1996-01-31
Expiration Date	2018-01-31

- 1 Refer to the Statutory Definitions (<http://law.lis.virginia.gov/vacode/title54.1/chapter11/section54.1-1100/>) for descriptions of the rank or class of license (A, B, or C) that determines the monetary limits on contracts/projects.
- 2 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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DPOR License Lookup License Number 0402039440

License Details

Name	KUNTZ, STEVEN KLINE
License Number	0402039440
License Description	Professional Engineer License
Rank	Professional Engineer
Address	HAYMARKET, VA 20169
Initial Certification Date	2004-06-14
Expiration Date	2018-06-30

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DPOR License Lookup License Number 0402043254

License Details

Name	BECK, JEREMY JAMES
License Number	0402043254
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CLIFTON, VA 20124
Initial Certification Date	2009-07-13
Expiration Date	2017-07-31

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DPOR License Lookup License Number 0402026380

License Details

Name	VICINSKI, JOHN KEVIN
License Number	0402026380
License Description	Professional Engineer License
Rank	Professional Engineer
Address	CHANTILLY, VA 20151
Initial Certification Date	1995-08-10
Expiration Date	2017-08-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0407003733	QUINN CONSULTING SERVICES INCORPORATED	Business Entity Registration	Engineering	2017-12-31

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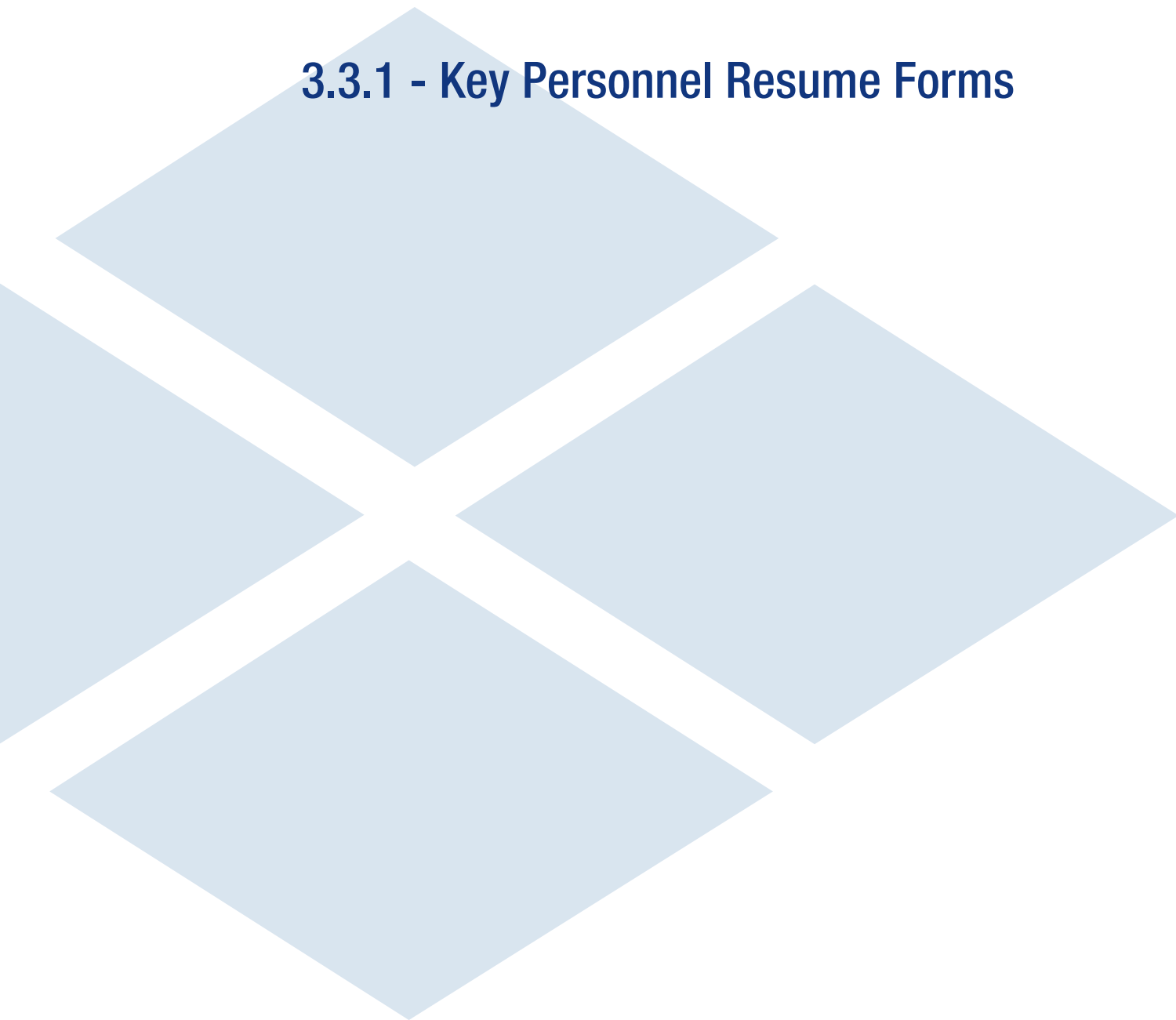
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3.3.1 - Key Personnel Resume Forms



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Jeff Austin, PE, DBIA, Vice President
b.	Project Assignment: Design-Build Project Manager (DBPM)
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Shirley Contracting Company, LLC (Full Time)
d.	<p>Employment History: With this Firm 16 Years With Other Firms 8 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC Contract Manager/Vice President, September 2004 to Present Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owner's representatives, designers, construction staff and quality teams.</p> <ul style="list-style-type: none"> ▪ Route 659-Reconstruct to 4-Lanes Design-Build (\$45.5M) - 10/2015 to 12/2018 - Design-Build Project Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$90M) - 6/2014 to 8/2018 - Design-Build Project Manager ▪ Gloucester Parkway Extension Design-Build (\$26M) - 3/2014 to 8/2016 - Design-Build Project Manager ▪ I-66 Widening Design-Build (\$56M) - 9/2013 to 8/2016 - Design-Build Project Manager ▪ Route 28 Corridor Improvements Design-Build (\$442M) - 9/2004 to 6/2017 - Design-Build Project Manager ▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28M) - 11/2013 to 12/2015 - Design-Build Project Manager ▪ I-64-Exit 91 Interchange Improvements Design-Build (\$20.5M) - 10/2012 to 12/2015 - Design-Build Project Manager ▪ Route 27/244 Interchange Modifications Design-Build (\$32.5M) - 9/2011 to 11/2015 - Design-Build Project Manager ▪ Pacific Boulevard Extension Design-Build (\$5.9M) - 7/2011 to 7/2013 - Design-Build Project Manager ▪ Route 50 Widening Design-Build (\$77M) - 3/2011 to 12/2015 - Design-Build Project Manager ▪ University Boulevard Extension PPTA Design-Build (\$30.7M) - 3/2011 to 12/2013 - Design-Build Project Manager ▪ Pacific Boulevard Design-Build (\$19.3M) - 7/2008 to 8/2010 - Design-Build Project Manager ▪ Battlefield Parkway Design-Build (\$26.9M) - 7/2007 to 11/2009 - Design-Build Project Manager ▪ Dulles Greenway Capital Improvements Design-Build (\$71M) - 3/2005 to 12/2007 - Design-Build Project Manager <p>Senior Project Manager, October 2000 to September 2004 Responsible for daily management of large construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, owner requisitions, public relations and subcontractor management.</p> <ul style="list-style-type: none"> ▪ Springfield Interchange Phase IV, (\$140M) - 10/2000 to 9/2004 - Responsible for managing construction
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University/Blacksburg, VA/B.S./1992/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 1999/Professional Engineer/0402 033555 2015/DBIA Design-Build Professional Certification
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. Dulles Greenway Capital Improvements Design-Build - Loudoun County, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (3/2005 – 12/2007)

Responsibilities: Jeff was responsible for the overall contract administration for this \$71 million design-build project. He managed and integrated the individual design-build disciplines including design, permitting, utility relocations, and construction to ensure constructability, safety, and mobility for the improvements on this limited access toll facility. Jeff led the Team in developing and implementing a detailed TMP Plan to widen 6.2-miles of highway including 14 bridges, with minimal impact to the more than 70,000 vpd using the facility. He was the main point of contact for the communication and coordination with the Owner, VDOT, the Town of Leesburg, MWAA, permitting agencies, and other stakeholders. Jeff developed the CPM schedule and monitored project controls for the duration of the contract. In recognition of the success of this project, he was part of the design-build team that received the Design-Build Institute of America 2008 *Regional Design-Build Excellence Award*. The Design-Build project included widening the mainline roadway from 4 to 6-lanes for 10 miles, widening of 10 bridges along with the widening of twin three span 660' long bridges over Goose Creek, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Route 654, extensive daily maintenance of traffic operations, and stakeholder coordination. All work was coordinated with maintenance of traffic operations with critical elements being performed at night for safety and traffic operations considerations. Elements of the construction scope required that all improvements be completed without any loss to the capacity of the toll facility, in a manner that maintained all existing access and traffic movements, and in a safe high-quality manner. With over 80,000 vehicles per day utilizing the facility, the team successfully achieved this goal.

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

Shirley Contracting Company, LLC, Design-Build Manager (9/2004 – 6/2017)

Responsibilities: Jeff led the Shirley/Dewberry Team's efforts through the successful completion of many components of the Route 28 PPTA program that were issued as change orders to the Route 28 contract and totaling more than \$442 million. He was responsible for leading the Team through all phases of the Design-Build process including design, permitting, right-of-way acquisition, utility relocations and construction. Jeff was the primary point of contact for our team coordinating the design and construction with VDOT, MWAA, local landowners, developers, and the Fairfax and Loudoun County Departments of Transportation and Boards of Supervisors. Jeff has also led the design and permitting for the extension of Pacific Boulevard and the widening of Route 28 between Sterling Boulevard and Route 50. This design-build project included roadway and bridge construction, widening of multiple secondary roadways, coordination with multiple entities including owners and developers, permits from multiple agencies, communication and coordination with stakeholders.

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

Shirley Design-Build, LLC, Design-Build Project Manager (7/2007 – 11/2009)

Responsibilities: Jeff was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance and quality control, and construction for the \$26.9 million design-build project to extend Battlefield Parkway from Kinkaid Boulevard to Route 7 in Leesburg, Virginia. The most significant project element was the design and construction of dual 1,250' long bridges spanning the W&OD Trail and the Tuscarora Creek floodplain. Jeff was the point of contact for communication and coordination with VDOT, the Town of Leesburg, NVRPA, permitting agencies, impacted property owners, and local communities on the project. He also developed the CPM schedule. Management of Design, permitting, utility relocations, construction and QA/QC for roadways, retaining walls and bridges.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Steven Kuntz, PE, DBIA, Associate Vice President
b.	Project Assignment: Responsible Charge Engineer (RCE)
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Dewberry Consultants LLC (Full Time)
d.	<p>Employment History: With this Firm <u>17</u> Years With Other Firms <u>0</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC Project Manager/Design Manager/Roadway Design Engineer, 1999 to Present</p> <p>Steve has over 16 years of experience developing and managing design-build and design-bid-build transportation infrastructure projects valued at over \$1.8 billion. As the head of Dewberry's Fairfax Transportation Department, his responsibilities include the oversight of several project managers as well as the entire Fairfax Transportation Department staff. Steve is also involved in individual projects, signing and sealing plans for right-of-way acquisition and construction, interacting with stakeholders, developing alternative technical concepts, managing design sub-consultant and conducting internal coordination activities between the roadway, structural, stormwater management/water resources and environmental groups. His efforts include directing numerous transportation related studies and analyses, developing and assessing cost estimates as well as project budgets, coordinating land acquisition and utility relocation activities, implementing and monitoring design quality assurance and quality control processes as well as coordinating with construction partners. On his projects, Steve serves as the single point of contact for design related issues and oversees construction support services provide by engineering staff. His relevant projects include:</p> <ul style="list-style-type: none"> ▪ Route 659 Reconstruct to 4-Lanes Design-Build (\$45.5M), 10/2015 to 4/2016 – Design Manager ▪ Route 28 Corridor Improvements Design-Build (\$442M), 9/2002 to 7/2017 – Design Manager ▪ I-64 Capacity Improvements – Segment I Design-Build (\$96.2M), 3/2015 to 1/2016 – Design Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$90M), 6/2014 to 6/2015 – Roadway Design Engineer ▪ Gloucester Parkway Extension Design-Build (\$26M), 3/2014 to 11/2014 – Design Manager ▪ Route 7–Westbound Truck Climbing Lane Design-Build (\$28M), 11/2013 to 12/2015 - Roadway Design Engineer ▪ I-66 Widening Design-Build (\$56M), 9/2013 to 6/2014 – Roadway Design Engineer ▪ Route 29 Bridge over Little Rocky Run Design-Build (\$11.3M), 6/2013 to 10/2015 – Design Manager ▪ Sycolin Road Overpass Design-Build (\$11.8M), 12/2012 to 8/2014 – Design Manager ▪ Route 27/244 Interchange Improvements Design-Build (\$32.5M), 7/2011 to 8/2015 – Roadway Design Engineer ▪ Pacific Boulevard Extension Design-Build (\$5.9M), 7/2011 to 8/2013 – Design Manager ▪ Route 50 Widening Design-Build (\$77M), 3/2011 to 12/2015 – Roadway Design Engineer ▪ Waxpool Road/LCP Intersection Improvements Design-Build (\$1.4M), 2/2010 to 10/2010–Design Manager ▪ Fairfax County Parkway Phase III Design-Build (\$28M), 10/2009 to 12/2012 – Design Manager ▪ InterCounty Connector–Contract C Design-Build (\$528.6M), 11/2007 to 11/2011 – Area “E” Design Manager ▪ Route 7/659 Interchange (\$45M), 2/2008 to 12/2014 – Project Manager ▪ Battlefield Parkway Design-Build (\$26.9M), 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements Design-Build (\$71M), 3/2005 to 12/2007 – Design Manager ▪ I-66 Improvements (\$215M), 6/1999 to 11/2011 – Project Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & State University, Blacksburg, VA/B.S./1999/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2004/Professional Engineer/Virginia #0402 039440 2008/Professional Engineer/Maryland #36172 2010/DBIA Design-Build Professional Certification
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i>

(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

**1. InterCounty Connector Contract C Design-Build – Montgomery and Prince George’s Counties, Maryland
Dewberry Consultants LLC, Area “E” Design Manager (11/2007 to 11/2011)**

Responsibilities: This \$528.6 million design-build contract included the construction of a new 6-lane limited access facility between US 29 and I-95 including interchanges at US 29, Briggs Chaney Road and I-95 as well as multiple secondary roadway improvements. Steve was responsible for oversight of the eastern area of the project, which included the new interchange on I-95 and approximately two miles of CD Roads along northbound and southbound I-95. He oversaw roadway and interchange geometric design, roadway drainage design and coordinated with stormwater and hydraulic, structural, traffic, ITS, utility, and environmental permitting disciplines. Steve was also responsible for sub-consultant management and coordination for geotechnical, utility designation, noise analysis, and aerial mapping services. This project constructed a limited access toll facility on new alignment but also implemented significant adjustments to I-95, including a new interchange. The work involved numerous bridges, retaining walls and noise barriers built on and around interstate facilities and was coordinated with on-going adjacent phases of the overall ICC project. Multiple-phase traffic control plans were required as were substantial tolling, ITS, lighting, signing and pavement design and coordination. Floodplain modeling of Little Paint Branch and ground improvements were needed to address existing conditions. Environmental, utility and right-of-way avoidance, mitigation and permitting were required to complete the project. Weekly meetings and the management of a multi-disciplined design team, sub-consultants and DBE’s were successfully completed.

2. I-66 Improvements – Prince William County, Virginia

Dewberry Consultants LLC, Design Project Manager (6/1999 to 1/2011)

Responsibilities: Steve was responsible for design and coordination of more than \$215 million of construction improvements along I-66, leading the design of phased improvements to widen I-66 from 4 to 8-lanes between Manassas and Gainesville, reconfigure the I-66/Route 29 Interchange in Gainesville, complete a new overpass of I-66 on new alignment and construct a single point urban interchange (SPUI) and railroad grade separation at Route 29 and Linton Hall Road. He was responsible for all elements of roadway design including horizontal and vertical geometry, drainage design, and maintenance of traffic and detour designs in preparation for phased right-of-way acquisition and construction advertisements. Steve participated in the public hearings, citizen information meetings, and meetings with individual property owners, residential, and retail developments. He coordinated the roadway designs with bridge plans, lighting and electrical plans, stormwater management plans, and landscaping plans. This project widened I-66 from 4 to 8-lanes including an HOV lane in each direction and was constructed by Shirley Contracting Company, LLC. Substantial structural work including bridges, retaining walls and noise barriers were required as was a complex- multi-phase traffic control plan. ITS, DMS, lighting, electrical and traffic signal facilities were implemented and the improvements were configured to increase mobility and safety while reducing right-of-way, environmental and utility impacts along the interstate.

3. Dulles Greenway Capital Improvements Design-Build – Loudoun County, Virginia

Dewberry Consultants LLC, Design Manager (3/2005 – 12/2007)

Responsibilities: Steve was responsible for design oversight of this \$71 million capital improvement project which consisted of new and modified interchanges, 6.2-miles of Dulles Greenway widening, including 14 bridges. Steve managed each of the sub-consultant activities as well as all internal design disciplines. He worked directly with VDOT, TRIP II, the Metropolitan Washington Airports Authority (MWAA), the Federal Aviation Administration (FAA), the Town of Leesburg and the public to coordinate project activities and to receive necessary permits and plan approvals. Sub-packages were identified and several multi-phased temporary traffic control plans were developed to maintain all of the existing travel lanes during construction, which safely moved over 80,000 vehicles per day within the corridor. Infrastructure improvements were phased and fast-tracked so that toll revenues were not affected. Improvements were completed within the original right-of-way identified for the corridor (which included provisions for rail within the Greenway median) and without needing additional stormwater management facilities beyond those anticipated during the original design in the early 1990’s. This Shirley Contracting Company, LLC led design-build project completed a widening of the existing freeway facility, the provision of new interchanges, significant modifications to existing interchanges, coordination of numerous structural elements, a substantial water crossing (Goose Creek) and the modification of existing toll facilities. New toll plazas were installed at three of the interchanges and the mainline toll plaza was expanded from 14 to 18 lanes. Floodplain modeling and extensive stormwater management activities were required to advance the project. Construction activities required the coordination and design of complex, multi-phase traffic control plans as well as environmental, utility and right-of-way impact avoidance, minimization, coordination, design and permitting.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: John K. Vicinski, PE, DBIA, Quality Assurance Manager
b.	Project Assignment: Quality Assurance Manager (QAM)
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Quinn Consulting Services, Inc. (Full Time)
d.	<p>Employment History: With this Firm 6 Years With Other Firms 25 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list all of your experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>John is a professional engineer and design-build professional with over 31 years of experience in transportation and heavy construction. His transportation experience includes quality assurance management and inspection on interstates, primary and secondary roads, and rural roadways. Since joining Quinn Consulting in June 2008, he has worked as a Quality Assurance Manager (QAM) on VDOT and FHWA Design-Build projects where he has written, overseen, and implemented project specific QA/QC Plans that conformed with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Projects.</p> <p>Quinn Consulting Services, Inc., Quality Assurance Manager (QAM), June 2008–Present As Quality Assurance Manager, worked exclusively on VDOT design-build projects in lead QA and QC roles.</p> <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements – Segment II (\$138M) 3/2016 to 4/2019 - QAM ▪ Route 606 Reconstruction Design-Build (\$77M) 1/2015 to 9/2017 – QAM ▪ Route 1 at Ft Belvoir (\$69M) 3/2014 to 6/2017 - QAM ▪ Telegraph Road and U.S. Route 1 Intersection Design-Build (\$138M) 2/2014 to 1/2016 – QAM ▪ Route 29 Bridge Over Little Rocky Run Design-Build (\$11.3M) 1/2014 to 8/2015 – QAM ▪ Route 27/244 Interchange Modifications Design-Build (\$32.5M) 3/2012 to 8/2015 – QAM ▪ Route 50 Widening Design-Build (\$77M) 9/2011 to 9/2015 – QAM ▪ Pacific Boulevard Extension Design-Build (\$5.9M) 2/2012 to 6/2013 – QAM ▪ Fort Lee A-Gate Roundabout Design-Build (\$2M) 3/2012 to 12/2012 – QAM ▪ Fairfax County Parkway Phase III Design-Build (\$28M) 1/2011 to 3/2013 - QAM ▪ Waxpool Road/Loudoun County Pkwy Interchange Improvements Design-Build (\$1.4M) 4/2010 to 12/2010 – QAM ▪ I-495 HOT Lanes (\$1.5B) 11/2008 to 3/2010 – Area Quality Control Engineer ▪ Pacific Boulevard Design-Build (\$5.3M) 6/2008 to 11/2008 – QAM ▪ Battlefield Parkway Design-Build (\$26.9M) 6/2008 to 11/2008 – QAM ▪ Gilberts Corner Design-Build (\$13M) 6/2008 to 11/2008 – QAM <p>Alpha Corporation, Vice President, September 1995 – June 2008 Vice President/Director of Transportation Services and managed up to 25 contracts primarily providing CEI services on design-build, district-wide, and project specific projects for VDOT and other transportation clients.</p> <ul style="list-style-type: none"> ▪ Roadway Design-Build Project in Portsmouth, VA, 2007- 2008 – QAM ▪ Northern Virginia District-Wide CEI Contracts, 2005-2008 and 1995-1998 – Inspector Coordinator ▪ VDOT Culpeper District-Wide CEI contracts, 1998-2008 – Inspector coordinator ▪ Task Order Contract, 2004-2008 – Project Director ▪ Monroe Street Design-Build, 2006-2008 – Project Director ▪ Transportation Projects in Prince William County, 2005-2008 – Project Director ▪ I-81 Maury River Bridge Replacement Project, 2004-2006 – Project Director ▪ Northern Virginia, Culpeper, and Fredericksburg Districts of VDOT, 2002-2007 – Inspector Coordinator ▪ VDOT Staunton District, 2000-2003 – Inspector Coordinator
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Pittsburgh at Johnstown/B.S./1982/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 1992/Civil Engineer/VA#0402 026380
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> <p>List at least three (3) but no more than five (5) relevant projects* for which you have performed a similar function.</p>

1. Route 27/244 Interchange Modifications Design-Build Project - Arlington, Virginia

Quinn Consulting Services, Inc., Quality Assurance Manager (3/2012 – 11/2015)

Responsibilities: John was Quality Assurance Manager (QAM) on Shirley Contracting Company's \$30 million interchange project to replace the Washington Boulevard bridge over Columbia Pike which was built in the 1940's by the War Department as part of the Pentagon Roadway Network. The new bridge has many architectural and aesthetic features including; decorative pylons in each corner, haunched steel fascia girders with a two-tone paint scheme to mimic the previous arch, a relief pattern incorporated into the vertical outer surfaces, a concrete block pattern on retaining and abutment walls, and medallions with images reflecting the historical significance of Freedmen's Village, for which the bridge was named. John's responsibilities included overseeing all of the QA oversight and testing as well as monitoring the QC program for compliance with the project specific QA/QC plan as well as the Virginia Department of Transportation (VDOT) Minimum Requirements for Quality Assurance & Quality Control on Design-Build & Public-Private Transportation Act Projects.

2. Route 50 Widening Design-Build Project – Chantilly, Virginia

Quinn Consulting Services, Inc., Quality Assurance Manager (9/2011 – 12/2015)

Responsibilities: Quality Assurance Manager for Shirley Contracting Company's \$77 million design-build project to widen Route 50 in Fairfax and Loudoun Counties between Route 742 (Poland Road) to Route 28 (Sully Road) from a 4-lane divided highway to a 6-lane divided highway. John's responsibilities included oversight of the QA team that worked closely with the Contractor's QC team to assure that the project adhered to the project specific QA/QC Plan and the Minimum Requirements for QA and QC as set forth in the VDOT Design-Build Manual. Responsibilities of the QA team included: scheduling and chairing activity preparatory meetings; performing the required QA inspection and testing; monitoring the performance and documentation of the QC team, reviewing and approving monthly pay estimates, developing project punch lists, and addressing non-conforming items with contractor QC personnel. He prepared, scheduled and delivered preparatory inspection meetings that utilized the VDOT Minimum Requirements as set forth in the Design-Build Manual. In addition, the John gained experience delivering a successful Design-Build project to VDOT under heavy traffic conditions and public scrutiny.

3. I-495 HOT Lanes Design-Build Project - Fairfax County, Virginia

Quinn Consulting Services, Inc., Area Quality Control Engineer (11/2008 – 3/2010)

Responsibilities: John was the Area Quality Control Engineer on the design-build widening on 14-miles of the Capital Beltway. The \$1.5 billion project added two-HOT lanes in each beltway direction, replaced more than 50 bridges and overpasses, upgraded 10 interchanges, and improved bike and pedestrian access. He was responsible for managing teams of inspectors to provide quality control inspection and testing services in accordance with the project specific quality assurance/quality control plan and VDOT's Minimum Quality Control & Quality Assurance Requirements for Design-Build & Public-Private Transportation Act Projects. John also interfaced with project design engineers on RFI's, field design changes (FDC's), and non-compliance reports (NCR's) and daily coordination with QA and general engineering consultant (GEC) personnel. He worked on this large VDOT PPTA project delivering a VDOT Design-Build project under heavily traveled Interstate conditions similar to those anticipated on the I-95 Southbound CD Lanes - Rappahannock River Crossing Project.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Jeremy Beck, PE, Senior Associate
b.	Project Assignment: Design Manager (DM)
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Dewberry Consultants LLC (Full Time)
d.	<p>Employment History: With this Firm 14 Years With Other Firms 0 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC Project Manager/Roadway Design Engineer, 2002 to Present</p> <p>As a Project Manager for Dewberry's Fairfax Transportation Department, Jeremy has over 14 years of experience developing and managing numerous design-build and design-bid-build transportation related projects valued at over \$1.1 billion. His general responsibilities include overseeing activities of multi-disciplined engineering project teams, interacting with local, state and federal agencies, formulating alternative technical concepts, leading geometric and hydraulic plan development, directing traffic studies and analysis, integrating structural components, coordinating environmental issues, guiding public information processes, facilitating constructability reviews, developing and assessing cost estimates as well as project budgets, coordinating land acquisition and utility relocation activities, performing quality control and quality assurance reviews and managing sub-consultants.</p> <ul style="list-style-type: none"> ▪ Salem and Edinburg Bridge Bundles (\$21M), 10/2013 to 12/2018 – Roadway Design Manager ▪ Dulles Corridor Metrorail Project, Silver Line Phase 2 Design-Build (\$1.2B), 6/2013 to 11/2015 - West Segment Design Manager ▪ University Boulevard Extension PPTA Design-Build (\$30.7M), 8/2010 to 12/2013 – Design Manager ▪ Route 7/River Creek Parkway Interchange (\$24M), 7/2006 to 11/2010 – Design Manager ▪ Spotsylvania County Design-Build (\$10M), 10/2008 to 10/2015 – Design Manager ▪ Dulles Greenway Capital Improvements Design-Build (\$71M), 5/2005 to 9/2007 - Roadway Design Engineer ▪ Route 28 Corridor Improvements Design-Build (\$442M), 9/2002 to 6/2011 - Roadway Design Engineer ▪ I-66 Improvements (\$215M), 6/2002 to 11/2011 - Roadway Design Engineer
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: The Pennsylvania State University, State College, PA/B.S./2002/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2009/Professional Engineer/VA#0402 043254 Advanced Work Zone Traffic Control Training, VDOT Certificate No. 102210780
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <p>1. Dulles Corridor Metrorail Project – Silver Line Phase 2 Design-Build - Loudoun County, Virginia Dewberry Consultants LLC, West Segment Design Manager (6/2013 to 11/2015) Responsibilities: As West Segment Design Manger, Jeremy was responsible for approximately \$325 million worth of design and construction which included 5.5-miles of freeway widening and reconstruction, several secondary road improvements, three track bridges - one of which crossed Broad Run, 11 miles of track retaining walls, roadway drainage elements as well as numerous stormwater management facilities. Two new at-grade stations and park and ride facilities, pedestrian bridges as well as wayside facilities including tie-breaker stations and traction power substations were included in the overall design. Jeremy led and coordinated civil design efforts with MWAA, WMATA, VDOT, Loudoun County, Toll Road Investors Partnership II in addition to numerous private developers and land owners which included the transition from Part II-C to Part II-B Virginia Stormwater Management Program requirements. He attended weekly meetings with MWAA, VDOT and Loudoun County where numerous project related items were reviewed and resolved in order to continuously advance the project. He served as the point of contact between the design-build team and the various public agencies on design related issues, managed numerous sub-consultants and DBE's, ensured timely delivery of studies, reports and project plans, oversaw design quality control activities and provided construction engineering support. The design-build project was advanced in conjunction with Shirley Contracting Company, LLC and included the design and construction of widening of existing freeway facilities, improvements to secondary roads as well as the study</p>

and coordination of new park and ride facilities. Significant structural elements, complex, multi-phase traffic control plans, challenging sub-surface conditions and unique construction techniques as well as floodplain modeling were all necessary to complete the work. Environmental, utility and right-of-way impact avoidance, minimization and coordination were key aspects of the design. The project required coordination with multiple stakeholders and adjacent projects as well as VDOT plan development. Part II-B Virginia Stormwater Management Program requirements and weekly coordination meetings with numerous entities were required along with the management of a multi-disciplined design team, several sub-consultants and DBE's.

2. University Boulevard Extension Design-Build, Prince William County, Virginia

Dewberry Consultants LLC, Design Manager (8/2010 to 12/2013)

Responsibilities: As Design Manger, Jeremy was responsible for the design of this \$30.7 million project which encompassed 1.5-miles of University Boulevard (widening and new alignment) including the connections with and improvements to Route 234, Sudley Manor Drive, Robertson Drive and Discovery Boulevard. A bridge over a Tributary to Broad Run, the protection of three existing gas transmission lines, 5,400' of new 30" waterline including cathodic protection) were necessary as were 1.3 miles of Hornbaker Road (widening and new alignment) improvements, drainage and stormwater management facilities, pedestrian features, overhead and underground utility relocations, right-of-way acquisition coordination and construction engineering support. Jeremy directed and organized broad civil design efforts with Prince William County, VDOT, as well as adjacent commercial and industrial development. In addition to leading the overall design effort, Jeremy coordinated project issues such as traffic analyses, environmental concerns, maintenance of traffic, geotechnical elements, and floodplain analyses. He managed numerous sub-consultants, attended weekly meetings, ensured timely delivery of studies, reports and project plans and provided construction engineering support. The design-build project was completed with Shirley Contracting Company, LLC as the Lead Contractor and included the widening and re-alignment of existing roadway facilities, intersection re-configurations and secondary road improvements. Multi-phase traffic control plans as well as erosion and sediment control plans were needed as were floodplain studies, drainage enhancements, structural items (bridges and retaining walls) and pedestrian & bicycle facilities to obtain plan approval. Existing gas transmission line coordination and protection, private utility relocation as well as water and sewer relocation and betterment designs were necessary. The project also required coordination with multiple stakeholders and the public, environmental avoidance, mitigation and permitting, right-of-way acquisition, weekly meetings and the management of a multi-disciplined design team and sub-consultants.

3. Route 7/Rivercreek Parkway Interchange, Loudoun County and Town of Leesburg, Virginia

Dewberry Consultants LLC, Design Manager (7/2006 to 11/2010)

Responsibilities: As Design Manger, Jeremy was responsible for overall interchange planning, conceptual design, alternative analysis, final design and construction coordination for the \$24 million hybrid diamond interchange. The project was located directly on the boundary between Loudoun County and the Town of Leesburg, within existing public right-of-way. The project involved the widening of Route 7 for approximately one mile including the removal of two traffic signals, realigning 1.3 miles of Rivercreek Parkway including four new intersections and bridges over Route 7 and existing gas transmission line. Noise analysis, coordination with the public, major box culvert extensions, protection and avoidance of existing utilities, 2,000' of 36" sanitary sewer effluent force main relocation, drainage and stormwater management facilities, pedestrian features, overhead and underground private utility relocations, landscaping plans as well as permit and right-of-way acquisition were all required to complete the project. Jeremy represented the private developer that funded the project on design and permitting related issues and coordinated comprehensive development activities with the Town of Leesburg, Loudoun County, VDOT, adjacent developers and provided construction support to the contractor. He managed numerous sub-consultants, attended weekly meeting with project stakeholders, conducted public hearing activities, coordinated with homeowner's associations, and ensured timely delivery of studies, reports and project plans. The privately financed project was constructed by Shirley Contracting Company, LLC and included the design and construction of widening to existing freeway facilities, intersection re-configurations and secondary road improvements including an overpass of Route 7 and significant retaining walls. The effort required the design of hydraulic elements including stormwater management facilities, floodplain analysis and pedestrian & bicycle amenities and other infrastructure related items such as multi-phase traffic control plans as well as signing and pavement marking design. Existing gas transmission line avoidance and protection as well as public and private utility betterments and relocations were completed. Coordination with multiple stakeholders, public hearing processes, right-of-way acquisition, multiple jurisdictional plan development and weekly meetings were required.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Joe Maguire, Project Manager
b.	Project Assignment: Construction Manager (CM)
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Shirley Contracting Company, LLC (Full Time)
d.	<p>Employment History: With this Firm 17 Years With Other Firms 0 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC Senior Project Manager, January 2008 to Present Responsible for managing all aspects of project construction and coordinating with Design Managers on Design Build Projects. He works closely with the Owner, Project Stakeholders, Utility Owners, Project Administration and Superintendents ensuring all construction materials and activities are in accordance with the Contract Documents. He maintains the project schedule and coordinates work with all project subcontractors.</p> <ul style="list-style-type: none"> ▪ Route 606 Reconstruction and Widening Design-Build (\$90M) – 6/2014 to 8/2018 - Construction Manager ▪ CIT/Innovation Avenue Design-Build PPTA (\$22M) – 11/2015 to 12/2016 - Construction Manager ▪ Route 27/244 Interchange Improvements Design-Build (\$32.5M) – 9/2011 to 11/2015 - Construction Manager ▪ University Boulevard Extension PPTA Design-Build (\$30.7M) – 3/2011 to 12/2013 – Construction Manager ▪ I-95 4th Lane Widening (\$91M) – 3/2008 to 9/2011 - Senior Project Manager <p>Shirley Contracting Company, LLC, Project Manager, January 2002 to December 2007</p> <ul style="list-style-type: none"> ▪ Monroe Avenue Bridge (\$43M) – 4/2005 to 10/2009 - Project Manager ▪ Southern Avenue Bridge Replacement Design Build (\$10M) – 6/2004 to 5/2006 - Project Manager ▪ Pentagon Renovation Program - Remote Delivery Facility Secure Access Lane Design-Build (\$10M) – 2/2003 to 9/2004 - Project Manager ▪ Potomac Yard Trunk Sewer (\$10M) – 2/2002 to 5/2003 - Project Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University/B.S./1999/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2013/Erosion and Sediment Control Contractors Certification ESCCC #1-04368 2013/Responsible Land Disturber/RLD38535
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p> <p>1. Route 27/244 Interchange Improvements Design-Build - Arlington, Virginia Shirley Contracting Company, LLC, Construction Manager (9/2011 – 11/2015) Responsibilities: As Construction Manager, Joe was responsible for managing and directing the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for the reconstruction of the existing 70-year-old bridge carrying Route 27 (Washington Boulevard) over Route 244 (Columbia Pike) and replacement of the existing culvert conveying Long Branch through the middle of the interchange. The new bridge included aesthetic features including decorative parapets and abutment walls, memorial pylons at the bridge corners, and haunched girders with a two-tone paint scheme to mimic the arch structure of the old bridge. The bridge also accommodated the new widening of Columbia Pike also constructed as part of the Project and a potential future streetcar for Arlington County. In addition, the project included reconfiguration of the interchange ramps to improve safety and community access, signalization of three intersections, removal of one existing traffic signal along Route 244, overhead sign structures, shared use path and sidewalk facilities with connections to existing facilities on Route 244, retaining walls, box culverts, major drainage structures, right-of-way acquisition, utilities design, coordination, and relocation, sound barrier, storm drainage, storm water management and landscaping.</p>

2. University Boulevard Extension PPTA Design-Build - Prince William County, Virginia

Shirley Design-Build, LLC, Construction Manager (3/2011 – 12/2013)

Responsibilities: As Design-Build Project Manager, Joe was responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this \$30.7 million design-build PPTA project for Prince William County. The Project elements included construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as 6-lane divided urban roadway including two bridges. He was also responsible for managing the upgrading of 7,000 LF of Hornbaker Road to a 4-lane divided roadway. As the main point of contact for the Shirley/Dewberry Team, Joe was responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners, and other stakeholders on the project.

3. I-95 4th Lane Widening - Springfield, Virginia

Shirley Design-Build, LLC, Senior Project Manager (3/2008 – 9/2011)

Responsibilities: As Project Manager, Joe was responsible for overall management and oversight of the 42 month, \$90 million I-95 4th Lane Widening Project for the Virginia Department of Transportation. This project included the expansion/reconstruction of I-95 northbound and southbound lanes from Springfield, VA to the Occoquan River while maintaining the approximate 400,000 vehicles that drive through the project limits daily. The project included over 13-miles of roadway widening; 10 bridge widenings, including over the Occoquan River; 16 retaining walls totaling 11,355 LF; eight soundwalls totaling 5,790 LF; over 72,000 LF of storm sewer; and over 200,000 CY of earthwork. Joe coordinated daily with the owner, subcontractors and field crews; prepared and updated the Project CPM Schedule, three week look-ahead schedules, and daily work schedules; managed the budget; prepared the monthly requisition; and handled all subcontractor/supplier scoping and purchasing. Joe managed the entire Project Management team and all aspects of the project for the owner including Shop drawings and Submittals; EEO Documentation; Environmental Inspections and Coordination; and Site Safety Plans and Implementation. The project was completed on-time and under budget while maintaining high quality and a stellar safety record.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. **Joe is currently assigned to the Route 606 Reconstruction and Widening Project that is scheduled to be substantially complete by August 2018, prior to the expected start of construction on this Project.**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title James D. Davidson, PE, DBIA Director of Structural Engineering
b.	Project Assignment: Lead Structural Engineer
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Dewberry Consultants LLC (Full Time)
d.	<p>Employment History: With this Firm <u>29</u> Years With Other Firms <u>6</u> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC Director of Structural Engineering/Bridge Design Engineer, 1987 to Present</p> <p>As the Director of Structural Engineering for Dewberry’s Fairfax office, Jim’s responsibilities include supervising day to day aspects of structural design, ensuring adherence to proper design requirements, coordinating with other disciplines, investigating and delivering appropriate issue resolution as well as establishing and managing budgets. Jim is also involved with individual structural elements of various projects ensuring that proper horizontal and vertical clearances are achieved, bridges are properly sized for hydraulic requirements and foundation types and capacities are in agreement with the geotechnical recommendations and scour recommendations. Jim also reviews shop drawings, answers RFI’s during construction and develops load ratings.</p> <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements–Segment I Design-Build (\$96.2M), 3/2015 to 1/2016 – Bridge Design Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$90M), 6/2014 to 6/2015 – Bridge Design Manager ▪ Gloucester Parkway Extension Design-Build (\$26M), 3/2014 to 11/2014 – Bridge Design Manager ▪ Edinburg Bridge Bundle (\$21M), 10/2013 to 12/2018 – Project Manager ▪ I-66 Widening Design-Build (\$56M), 9/2013 to 6/2014 – Bridge Design Manager ▪ Route 29 over Little Rocky Run Design-Build (\$11.3M), 6/2013 to 10/2015 – Bridge Design Manager ▪ Sycolin Road Overpass Design-Build (\$11.8M), 12/2012 to 8/2014 – Bridge Design Manager ▪ Route 27/244 Interchange Improvements Design-Build (\$32.5M), 7/2011 to 8/2015 – Bridge Design Manager ▪ Route 50 Widening Design-Build (\$77M), 2/2011 to 12/2015 – Bridge Design Manager ▪ University Boulevard Extension PPTA Design-Build (\$30.7M), 8/2010 to 12/2013 - Bridge Design Manager ▪ InterCounty Connector–Contract C Design-Build (\$528.5M), 11/2007 to 11/2011 – Bridge Design Manager ▪ Battlefield Parkway Design-Build (\$26.9M), 7/2007 to 9/2009 - Bridges Design Manager ▪ Dulles Greenway Capital Improvements Design-Build (\$71M), 3/2005 to 12/2007 - Bridge Design Manager ▪ Route 28 Corridor Improvements Design-Build (\$442M), 9/2002 to 6/2015 – Bridge Design Manager ▪ I-66 Improvements (\$215M), 6/1999 to 11/2011 – Bridge Design Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Virginia, Charlottesville, VA/BS/1981/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 1990/Professional Engineer/VA #0402 020665 2010/DBIA Design-Build Professional Certification
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>
	<p>1. Dulles Greenway Capital Improvements Design-Build - Loudoun County, VA Dewberry Consultants LLC, Bridge Design Manager (3/2005 to 12/2007) Responsibilities: Jim was responsible for bridge and structural design of the widening of 14 bridges and one new bridge associated with the overall Capital Improvements Program. Bridges consisted of steel plate girder bridges, both straight and curved, ranging in length from 150’ to over 600’ and included the dual, 660’ long, three span, steel plate girder bridge over Goose Creek. Jim coordinated with the Design Manager and roadway designers to ensure that all required horizontal and vertical geometry of the bridges matched the road plans and that all required clearance (vertical and horizontal) were met, the hydraulics engineers to make sure that hydraulic and scour requirements were met (for the bridges over water) and other disciplines such as utility and environmental to ensure that the bridges met agreed to commitments. He was also responsible for the coordination and review of shop drawings, contracting and coordinating the steel shop fabrication inspection, answering contractor RFI’s during construction and bridge load ratings. This Shirley Contracting Company, LLC led</p>

design-build project completed a widening of the existing freeway facility, the provision of new interchanges, significant modifications to existing interchanges, coordination of numerous structural elements, a substantial water crossing and the modification of existing toll facilities. The “signature” bridge on the project carries Greenway traffic across Goose Creek. The bridge is 660 feet in length including the 300 foot main span. Piers are approximately 90 feet tall and are located adjacent to Goose Creek and required cofferdams in order to construct the spread footings. Construction activities were completed by Shirley Contracting Company, LLC which included the coordination and design of complex, multi-phase traffic control plans as well as environmental, utility and right-of-way impact avoidance, minimization, coordination, design and permitting.

**2. InterCounty Connector Contract C Design-Build – Montgomery and Prince George’s Counties, Maryland
Dewberry Consultants LLC, Bridge Design Manager (11/2007 to 11/2011)**

Responsibilities: This \$528.5 million design-build contract included the construction of a new 6 lane limited access facility between US 29 and I-95 including interchanges at US 29, Briggs Chaney Road and I-95 as well as multiple secondary roadway improvements. Jim was responsible for the design of the seven bridges on the eastern segment which included four bridges at the I-95 Interchange including a third level semi-directional ramp, a bridge carrying the InterCounty Connector (ICC) over I-95, and two braided ramp bridges. The section also included two parallel bridges over Little Paint Branch. Jim coordinated with the Design Manager and roadway designers to ensure that all required horizontal and vertical geometry of the bridges matched the road plans and that all required clearance (vertical and horizontal) were met, the hydraulics engineers to make sure that hydraulic and scour requirements met (for the bridges over Little Paint Branch) and other disciplines such as utility and environmental to ensure that the bridges met all agreed to commitments (in particular the time of year restrictions for construction in the flood plain over Little Paint Branch). He was also responsible for the coordination and review of shop drawings, answering contractor RFI’s during construction and bridge load ratings. This project constructed a limited access toll facility on new alignment but also implemented significant adjustments to I-95, including a new interchange. The work involved numerous bridges, retaining walls and noise barriers built on and around interstate facilities and was coordinated with on-going adjacent phases of the overall ICC project. Multiple-phase traffic control plans were required as were substantial tolling, ITS, lighting, signing and pavement design and coordination. Floodplain modeling of Little Paint Branch and ground improvements were need to address existing conditions. Environmental, utility and right-of-way avoidance, mitigation and permitting were required to complete the project. The semi-directional ramp bridge at the I-95 interchange was supported on piers with heights up to 55 feet. The bridges over Little Paint Branch required cofferdams to construct the piers which were located within the flood plain of the waterway with pier heights approaching 40 feet.

3. I-95/I-495/Telegraph Road Interchange & Mainline Reconstruction Project - Fairfax County & City of Alexandria, VA

Dewberry Consultants LLC, Senior Structural Engineer (3/1998 to 6/2013)

Responsibilities: Jim was a Senior Structural Engineer responsible for the design of multiple bridges for the major interchange modifications at Telegraph Road and the widening of I-95/I-495 in the Washington Metropolitan Area. The design included ten new or replacement bridges, widening of one existing bridge, and a combination of loop ramps, semi-directional flyover ramps and local roadway network improvements utilizing both steel and concrete girders. Two bridges crossed over Cameron Run Stream Valley (a major U.S. Army Corps of Engineer’s channel). Jim was responsible for coordinating with the roadway designers to ensure that all necessary horizontal and vertical geometry of the bridges matched the road plans and all required clearance (vertical and horizontal) were met and the hydraulics engineers to make sure the hydraulic and scour requirement were addressed. The bridges on this project included replacement of a mainline interstate bridge over Telegraph Road which required the new bridges to be constructed in multiple stages in order to maintain traffic on both the interstate and on Telegraph Road during construction. Additionally, a new ramp bridge parallel to the replacement bridge over Telegraph Road was constructed as part of the project. The bridges over Cameron Run Stream Valley required coordination with the hydraulics and environmental engineers since the piers were constructed within the floodplain. The semi-directional flyover bridge on the project was supported on piers with heights up to 45’.

* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.

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

3.4.1 - Work History Forms

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Dulles Greenway Capital Improvement Design-Build Location: Loudoun County, VA	Name: Dewberry Consultants LLC	Name of Client/Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Thomas McKean Phone: 703-668-0022 Email: tmckean@dullesgreenway.com	12/2007	12/2007	\$64,994	\$71,084* *Difference Due to Owner added scope	\$71,084

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

PROJECT NARRATIVE

In March 2005 TRIP II awarded Shirley Contracting Company LLC, (Shirley) the **\$65 million** Dulles Greenway Design-Build Capital Improvement Program. Our Team was chosen by TRIP II in large part because of our highly successful experience working together as a design-build team, excellent safety record, partnering approach, and experience integrating all of the various project elements. The project entailed designing and constructing the ultimate improvements to the Greenway as required by their contract with Virginia. The overall project was comprised of eight individual projects combined into a single design-build program. The project included new interchanges along the Greenway at Shreve Mill Road (Route 653) and Battlefield Parkway, improvements to the existing interchange at Old Ox Road (Route 606), over 6-miles of mainline Greenway widening (4 to 6-lanes) including the widening of parallel bridges at Claiborne Parkway (Route 901), Broadlands Boulevard (Route 640), Sycolin Creek and Sycolin Tributary. The work also involved expanding the mainline toll plaza (10 to 18-lanes) including tolling infrastructure enhancements, a new ramp from the Greenway to the Washington Dulles International Airport and the widening the existing, twin, three span, 660' long Greenway bridges over Goose Creek which required piers approximately 90' tall.



Shirley served as the Design-Builder and Lead Contractor and Dewberry Consultants LLC (Dewberry) was the Lead Designer. *Similar to the I-95 Southbound CD Lanes project*, the Greenway project included roadway construction, bridge construction over water, interchange improvements, and extensive maintenance of traffic operations.

In recognition of the owner's satisfaction with our Team's work, TRIP II awarded Shirley, mid-way through the Project, a design-build change order to complete improvements to an additional interchange at Route 772. *Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.*

Critical elements of the scope required that all improvements be completed without any loss to the capacity of the toll facility, in a manner that maintained all existing access and traffic movements, and in a safe high-quality manner. With over 80,000+ vehicles per day utilizing the facility, the Team successfully achieved each of the goals.

All Project elements were completed on-time, with the exception being the *mainline widening of the Greenway which was completed six months ahead of schedule.*

SHIRLEY'S ROLE

As the Lead Contractor, Shirley was responsible for all aspects of the design and construction of the Project, including roadway, structures, toll facilities expansion, maintenance of traffic, environmental permitting, utility relocations and quality control. Shirley also managed stakeholder coordination and public outreach, as well as overall project management and coordination with other on-going projects within the corridor.

PROJECT SCOPE

- Widening of the mainline roadway from 4 to 6-lanes for a distance of 6.2-miles
- Widening of the existing twin 660', three span, 100' high bridges over Goose Creek
- 2-new interchanges at Battlefield Parkway and Shreve Mill Road
- Widening of 14 bridges
- Enhancements to an existing interchange at Route 606
- Comprehensive Safety Program-over 300,000 man hours with no lost time accidents
- Extensive MOT Operations
- Environmental permitting
- Utility relocations
- Expansion of the mainline toll plaza

SIMILARITIES TO I-95 SOUTHBOUND CD LANES PROJECT

- Design-Build Delivery
- Design and Coordination of Major Water Crossing (Multi-Span bridge, 90' tall piers, cofferdams and constrained access)
- Roadway Widening
- ITS Infrastructure and Tolling Facilities
- Extensive MOT Operations
- Environmental Permitting
- Utility Relocations
- Partnering
- Multiple Agency Plan Review/Coordination
- Worked with Lead Designer - Dewberry

KEY PERSONNEL INVOLVEMENT

- Jeff Austin

EVIDENCE OF GOOD PERFORMANCE

1. In addition to enhanced safety features and increased capacity in final design, our Team developed detailed Traffic Management Plans that focused on maintaining lane widths and travel speeds and reduced the impact to traffic during interim construction phases.
2. Shirley *partnered with the Town of Leesburg and the local community* to avoid impacts to soccer fields. A segment of the Town's right-of-way was acquired for the project and was being used for little league soccer games. Shirley resequenced the CPM schedule to avoid impacting the area until after the completion of the soccer season, allowing the community time to find alternate playing fields for the next season. *This schedule resequencing was completed at no cost to the Owner, without impacting the project completion date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.*
3. We established a comprehensive, project specific, *Safety, Health and Welfare Program* for the Greenway to ensure the safety of everyone on the project. On the Greenway, our employees *logged more than 300,000 man hours with no lost-time accidents.*
4. All work was performed with no reduction in capacity for the 80,000+ vehicles per day utilizing the existing toll facility.
5. This wide-ranging and fast-paced project was completed on-time and in the planned sequence even though multiple delivery packages were required, NEPA updates were needed, and additional scope was added by TRIP II. *Shirley opened the mainline widening of the Greenway six months ahead of schedule.*
6. The Project received the *2008 Regional Design-Build Excellence Award* for large transportation projects presented by the Design-Build Institute of America (DBIA).

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Intercounty Connector, Contract 'C' (Design-Build) Location: Montgomery and Prince George's Counties, MD	Name: Dewberry Consultants LLC	Name of Client/Owner: MD SHA Project Manager: Mark Coblentz Phone: (301) 586-9267 Email: mcoblentz@iccproject.com	11/2011	11/2011	\$513,988	\$528,807* *Difference Due to Owner added scope	\$528,807

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

PROJECT NARRATIVE

In December 2008, ICC Constructors, A Joint Venture, with Shirley Contracting Company, LLC (Shirley) as the Lead Contractor, and Dewberry Consultants LLC (Dewberry) as the Lead Designer, was awarded the **\$513 million** Contract 'C' of the Intercounty Connector. The 18-mile long Toll Road facility is located in Montgomery and Prince George's Counties, Maryland.



The Project was completed on a fast-track basis and required all work for this \$513 million Project to be completed in under four years. The fixed completion date was critical to MDSHA in order to open the entire toll road for revenue service and meet commitments made to the public. Our Team met the contract goal of opening this segment on schedule.

The project, one of the largest design-build contracts in Maryland included 3.8-miles of new 6-lane tolled roadway, three new multi-level interchanges-one at US 29, one at Briggs Chaney Road, and one at I-95. The Project also included 1.3-miles of reconstruction and widening of US 29, and the construction of 1.9-miles of collector-distributor roads along I-95 to facilitate access to the new I-95/ICC interchange. Over 50 structures including 25 bridges, multiple retaining and sound barrier walls, and culverts were included in the Project scope.

A unique element of the Contract 'C' Project was the incentive program for environmental compliance. On a weekly basis, representatives from the Owner and Contractor inspected and scored the Project for environmental compliance. These scores were compiled into a quarterly score and if an 85 or higher was achieved, an incentive was awarded. **The Team earned over \$4.7 million through this incentive program.**

A priority was to minimize impacts to local businesses, residents, and the surrounding communities that were impacted by this new facility. Our Team developed a comprehensive approach to meet this objective by sequencing the work to occur out of traffic and during off-peak hours, adjusting profiles to balance site earthwork activities and constructing temporary bridges crossing waterways to avoid "on-road" trucking, and establishing a Site Access Management Plan to designate specific access points, haul routes, staging areas, material and equipment storage areas, and restricted areas. **Similar to the I-95 Southbound CD Lanes project**, the ICC Contract C project included 3.8-miles of new roadway, interchange construction, and construction of multiple bridges including three curved girder bridges, each in excess of 1,300 LF.

SHIRLEY'S ROLE

Contract 'C' was awarded to the IC3 Joint Venture led by Shirley Contracting Company, LLC and included Clark Construction Group, Trumbull Corporation and Facchina Construction. Shirley's role in the Project was the Sponsor of the Joint Venture and Lead Contractor. In this capacity, Shirley had overall responsibility and management of the complete scope of work including all design and engineering, utility relocations, permitting, quality control, construction, public outreach, and overall Project administration and management. Shirley was the primary point of contact with the Owner, and created and monitored the Project schedule.

PROJECT SCOPE

- 1.9-miles of collector-distributor lanes on I-95
- Three multi-level Interchanges – I-95, Route 29, and Briggs Chaney Road
- 25 bridges
- 3.8-miles of new 6-lane toll road on a new alignment
- Retaining walls and noise barriers
- Temporary Traffic Control
- ITS & Tolling
- MOT Operations

SIMILARITIES TO I-95 SOUTHBOUND CD LANES PROJECT

- Design-Build
- Bridge Construction including bridge over environmentally sensitive waterway
- Roadway Construction
- MOT Operations
- Environmental Permitting
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Challenging Geotechnical Conditions
- ITS

EVIDENCE OF GOOD PERFORMANCE

1. **Winner of 2012 Award of Excellence** in Heavy Construction from the National Capital Chapter of American Concrete Institute.
2. **Selected in 2011 by Roads & Bridges Magazine as Top Roads winner.**
3. Our Team earned over **\$4.7 million in incentive payments for environmental compliance**, reflecting our commitment to the environmental objectives.

EVIDENCE OF GOOD PERFORMANCE CONTINUED

4. This large, fast paced project was completed on time, without claims, and with only minor change orders considering the large scope of the project. Change orders consisted primarily of Owner directed modifications to project scope.
5. The success of this project was largely due to significant innovations in design development. Specifically, the Joint Venture, led by Shirley Contracting and Dewberry, **employed several Alternative Technical Concepts (ATC's) to optimize the design and to reduce both the cost and duration of construction.** For example, the Project Team:
 - Optimized the RFP proposed interchange between MD 200 and I-95 through realignment and the incorporation of deep stabilization of unsuitable soils through the use of wick drains to effectively eliminate six complex bridge structures and simplify the interchange construction.
 - Redesigned the interchange between MD200 and US-29 to eliminate one large fly-over structure and reduce impacts to the traveling public.
 - Optimized the pavement structure through the incorporation of a California Bearing Ratio of seven and incorporated Falling Weight Deflectometer testing into the QC program to verify achievement of the elevated standards. This **significantly reduced the amount of asphalt required for the project, effectively reducing cost and time of construction.**
 - Redesigned the I-95 Interchange which **reduced right-of-way acquisition by 14 acres, reduced impacts to existing utilities and reduced the area of bridge deck by 320,000 SF.**
 - Utilized wick drain ground improvement strategy to provide mainline ICC crossing of large wetland area and **eliminated bridges planned in RFP concept.**
6. Developed and managed effective communication strategies for business owners and other key stakeholders to minimize congestion during construction.
7. Exceeded required Disadvantage Business Enterprise Program commitments.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Interstate 95 4th Lane Widening Project Location: Fairfax and Prince William County, VA	Name: HNTB, Inc.	Name of Client/Owner: VDOT Northern Virginia District Office Project Manager: H.S. Charlie Warraich Phone: 571-237-8229 Email: HS.Warraich@VDOT.Virginia.gov	9/2011	9/2011	\$85,557	\$91,183* *Difference Due to Owner added scope	\$91,183

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.

PROJECT NARRATIVE

In January 2008, Shirley Contracting Company, LLC (Shirley) as the General Contractor, was awarded the I-95 4th Lane Widening Project to add a fourth lane in each direction of I-95 between the Fairfax County Parkway (Route 286) and Route 123. The additional lanes were constructed to relieve bottlenecks and daily congestion in this area of I-95 and provide improved traffic flow.



The northbound project limits extended from Exit 160 Woodbridge/Route 123 to just north of the Pohick Road bridge overpass, approximately 5-miles. The southbound limits were from Exit 166, Fairfax County Parkway/Newington, Route 286 to Exit 160, Route 123, approximately 6-miles.

With a final construction cost of approximately \$91 million, the project consisted of widening approximately 6-miles of Interstate 95, 10 bridge widenings including two 1,000 LF bridges over the Occoquan River, over 215,000 SF of design-build retaining/noise barrier combination walls, and over 2.5-miles of storm pipe installation.

All work was completed on a major interstate in a heavily congested area. With only existing 10' wide shoulders and limited right-of-way for construction, the new outside travel lanes and shoulders were constructed in minimal construction space using specialized equipment and paving techniques. During off-peak travel hours structural steel erection, bridge deck pours, utility crossings, and surface asphalt placement were just a few activities that were scheduled and coordinated to reduce impacts to motorists and give the Shirley Team the maximum opportunity for productive and quality work hours. In extremely tight areas, Shirley developed and VDOT approved limited lane shifts of I-95 in order to safely construct constrained bridge elements and retaining walls. Design considerations for all retaining walls and noise barrier walls took into account the poor Potomac Clay soils prevalent in the area for global stability failures. All work was completed on-time and within VDOT's project budget. *Similar to the I-95 Southbound CD Lanes project*, the I-95 4th Lane Widening project included roadway construction on I-95, extensive maintenance of traffic operations, high level bridge construction over the Occoquan River, public relations, and public involvement.

SHIRLEY'S ROLE

As the General Contractor on the Project, Shirley was responsible for management and oversight of all aspects of construction, including roadway, bridges, structures, drainage, maintenance of traffic, public relations and public involvement. All work was performed on a heavily traveled I-95 corridor with over 200,000 vehicles per day passing through the project. Lane restrictions were coordinated by Shirley with VDOT's Smart Traffic Center to allow for public notifications of impacts to traffic.

PROJECT SCOPE

- Widening of I-95 north and southbound for over 11-miles
- Widening of the 1,000 LF dual span bridge over the Occoquan River
- Maintaining heavy interstate traffic volumes with minimal impacts
- 10 bridges widened
- Installation of new substructure abutments and piers, structural steel girders and new bridge deck concrete and joints.
- 145,000 SF of traditional ground mounted noise barrier wall and over 70,000 SF of combination retaining/sound barrier walls
- Roadway lighting and signage including 15 overhead structures.
- Installation of over 14,000 LF of stormwater piping, water and sanitary utility installation/relocation
- Approximately 240,000 CY of earthwork
- Over 250,000 tons of sub-base stone and asphalt concrete
- Over 2,000 drilled shaft and steel post foundations

SIMILARITIES TO I-95 SOUTHBOUND CD LANES PROJECT

- Interstate Construction on I-95
- High Bridge Construction over Occoquan River
- Complex MOT Operations
- Communications & Coordination with VDOT
- Noise Barrier Walls
- Traffic Volumes Exceeding 200,000 VPD
- Stakeholder Coordination
- Overhead Sign Structures and Lighting
- ITS Infrastructure

KEY PERSONNEL INVOLVEMENT

- Joe Maguire

EVIDENCE OF GOOD PERFORMANCE CONTINUED

1. *Shirley and VDOT created a successful Partnering Program*; one in which both parties participated in open and honest discussion of job issues, conflict resolution and celebration of successes.
2. *No safety incidents and the project achieved a zero lost time record.*
3. Shirley coordinated all construction and lane closures with VDOT's NOVA District Mega Projects group as well as the 95 Express Lanes contractors.
4. Utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote awareness of upcoming construction impacts and clearly define vehicular paths/routes, which *helped improve traffic flow and avoid delays.*
5. Developed work schedules and activity plans *to minimize delays and impacts to the public during peak traffic rush hours*; resolved issues quickly and efficiently, while emphasizing safety on the project for all parties including the traveling public.
6. *Project details were communicated to promote public awareness and involvement to all parties* directly and/or indirectly associated with the project.
7. *Shirley was successful in opening the new travel lanes under three distinct project milestones.* VDOT required that all northbound lanes be open within 18 months of the start of construction and that 12 months later, the southbound lane be open as well. Final milling and resurfacing of the corridor was performed ahead of the completion milestone.

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Dulles Greenway Capital Improvements Design-Build Location: Loudoun County, VA	Name: Shirley Contracting Company, LLC	Name of Client/Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Thomas McKean Phone: 703-668-0022 Email: tmckean@dullesgreenway.com	3/2005	12/2007	\$64,994	\$71,084* *Difference Due to Owner added scope	\$8,653

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

PROJECT NARRATIVE

In 2005, the Shirley-Dewberry Design-Build Team began work on TRIP II's Dulles Greenway Capital Improvement Program. Various project components were consolidated into a single design-build project, including new interchanges along the Greenway at Shreve Mill Road (Route 653) and Battlefield Parkway, improvements to the existing interchange at Old Ox Road (Route 606), over 6-miles of mainline Greenway widening (4 to 6-lanes) including the widening of parallel bridges at Claiborne Parkway (Route 901), Broadlands Boulevard (Route 640), Sycolin Creek and Sycolin Tributary. The work also involved expanding the mainline toll plaza (10 to 18 lanes) including tolling infrastructure enhancements, a new ramp from the Greenway to the Washington Dulles International Airport and the widening the existing, twin, three span, 660' long Greenway bridges over Goose Creek which contained piers approximately 90' tall.



The Greenway is a private toll road with on-going toll revenue generation. Therefore, substantial care was taken to conceive the design, sequence the work and develop temporary traffic control plans to maximize both safety and throughput as well as to ensure operations, capacity and toll revenues were not affected during construction. During design, TRIP II (the owner) increased the project's scope, adding improvements to the Ashburn Village Boulevard (Route 772) interchange which was incorporated without affecting the contract completion date.

During design, our Team identified several sub-packages and developed numerous multi-phased temporary traffic control plans to maintain all of the existing travel lanes during construction - which safely moved over 80,000 vehicles per day within the corridor. Infrastructure improvements were phased and fast-tracked so toll revenues were not affected. Our Team completed the work within the original right-of-way identified for the corridor (which included provisions for rail within the Greenway median) and without needing additional stormwater management facilities beyond those anticipated during the original design in the early 1990's.

At the Goose Creek Bridges, our Team conducted significant design and coordination for access during construction and for future maintenance of the 90' tall piers, abutments and embankments remained within existing right-of-way while minimizing floodplain and environmental impacts to Goose Creek. We completed numerous environmental studies and attained Joint Permit Applications along with several Virginia Stormwater Management Program Permits.

DEWBERRY'S ROLE

As the Engineer of Record, Dewberry's Fairfax, Virginia office was responsible for comprehensive design, permitting and construction support activities, and managing a multi-disciplined design team, including several sub-consultants. To accelerate construction and minimize any impacts to the toll collection process, Dewberry organized and led an overall design management team that coordinated the design and construction at various locations concurrently. As the lead, Dewberry coordinated the efforts at different sites, and interfaced with TRIP II and Shirley, for unified direction and oversight of staff completing plan and developing permits. The Greenway project required a unique plan and permitting approval processes which Dewberry devised, navigated and completed. Dewberry also conducted extensive communication and coordination with VDOT, the Town of Leesburg, Loudoun County, MWAA, the FAA, and the general public.

PROJECT SCOPE

- Field Surveys, Aerial Mapping and Utility Locating
- Geotechnical Investigations and Reporting
- Freeway, Interchange and Local Roadway Design
- Structural Design - Including 14 Bridges Widening,
- Traffic Engineering, Tolling, Lighting, Electrical and Traffic Signal Design
- Signing and Pavement Marking Design
- Temporary Traffic Control Planning and Design
- Stormwater Management, Hydraulic and E&S Control Design
- Environmental Permitting Services
- Floodplain Modeling (Goose Creek), Hydraulic and Scour Design
- Coordination with MWAA, WMATA and other Public Agencies
- Public Outreach and Coordination
- Public and Private Utility Design and Coordination
- Design Quality Control and Quality Assurance

SIMILARITIES TO I-95 SOUTHBOUND CD LANES PROJECT

- Design-Build
- Design and Coordination of Major Water Crossing (Multi-Span, 90' tall piers, Cofferdams and Constrained Access)
- Freeway, Interchange and Local Roadway Design
- Structural Design (Bridges, Retaining Walls and Noise Barrier)
- Complex, Multiple-Phase Traffic Control Plan
- Floodplain Modeling, Hydraulic and Scour Analysis
- Environmental Impact Avoidance, Mitigation, Permitting and Monitoring
- Utility Avoidance, Impact Minimization, Coordination and Relocation Design
- Traffic Engineering, Lighting, Electrical and Traffic Signal Design
- Signing and Pavement Marking Design
- Coordination with VDOT, Multiple Agencies, the Public as well as Adjacent and On-Going Projects
- Management of a Multi-Disciplined Design Team, Sub-Consultants and DBE's
- Teamed with Lead Contractor – Shirley

EVIDENCE OF GOOD PERFORMANCE

1. *Cost-effective, early completion of design and construction compelled TRIP II to add the Ashburn Village Boulevard (Route 772) over the Greenway improvements to the Project, which was incorporated and completed without requiring an extension of the contract.*
2. Throughout construction, travel delays were not experienced and tolling revenue was never impacted – a significant concern for TRIP II.
3. "Repeat business" is the best evidence of good performance. Dewberry continues to be the Engineer of Record for the Greenway (TRIP II).
4. This wide-ranging and fast-paced project was completed on time and in the planned sequence even though multiple delivery packages were required, NEPA updates were needed and additional scope was added by TRIP II.
5. The original ramp configurations at Battlefield Parkway were modified to avoid impacts to adjacent planned development as well as encroachment onto the Leesburg Regional Airport.
6. Existing drainage elements and stormwater management facilities were retro-fitted and reutilized to satisfy water quality and quantity requirements thereby eliminating significant impacts to the environment, property, utilities and other existing elements.
7. Several highly coordinated maintenance of traffic plans were created to protect workers as well as the traveling public during construction. The plans ensured that the toll facility did not experience delays, which could have persuaded revenue-generating traffic to take alternate routes. To address this issue, the design-build team devised and implemented construction phasing that eliminated detours and diversions, preserved existing levels-of-service, and allowed vehicles to flow freely and safely through the work zone.
8. Since the widening of the Greenway took place towards the median, Dewberry facilitated communication and coordination between TRIP II, MWAA, WMATA, VDOT and Loudoun County to determine the necessary provisions for the extension of Metro facilities (current Dulles Rail Phase II – Silver Line Project).

KEY PERSONNEL INVOLVEMENT

- Steve Kuntz
- Jim Davidson

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-95/I-495/Telegraph Road Interchange and Mainline Reconstruction Location: Fairfax County and City of Alexandria, VA	Name: Corman-Kiewit Constructors, a Joint Venture of Corman Construction and Kiewit Corporation:	Name of Client/Owner: Virginia Department of Transportation Project Manager: John Lynch, P.E. Phone: 540-829-7511 Email: john.lynch@vdot.virginia.gov	2/2008	6/2013	\$236,000	\$244,913* *Difference Due to Owner added scope	\$22,213

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

PROJECT NARRATIVE

VDOT selected Dewberry as the prime design consultant for the I-95/I-495/Telegraph Road Interchange portion of the Woodrow Wilson Bridge Replacement. The Project included the reconfiguration of the existing interchange and the widening of 2.5-miles of the Capital Beltway. The goal was to increase the capacity of the Beltway by adding through lanes and separating local traffic from through traffic to create the ultimate 12-lane typical section - consistent with the remainder of the Woodrow Wilson Bridge Replacement corridor.



Equally important was maintaining interstate traffic during construction, increasing mobility and safety, improving the local roadway network, and minimizing impacts to commercial buildings, residential properties, and Cameron Run Stream Valley. Dewberry's design addressed travel needs, fixed sub-standard conditions, eliminated the need to demolish businesses along the north side of the interchange, avoided floodplain impacts, improved access to Eisenhower Avenue retail center, provided new pedestrian facilities over the Beltway, reduced right-of-way needs, and provided value to VDOT.

Dewberry's innovative design was coordinated with a six stage, 16 phase sequence of construction plan that facilitated a 5' profile adjustment, full depth pavement replacement and complete bridge reconstruction along the Beltway while maintaining all existing lanes and traffic operations. Our concept avoided impacts to the Eisenhower Avenue Metro Station and Aerial Guideway by reconfiguring ramp alignments and implementing Low Density Cementitious Fill (LDCF) for embankments near existing Metro foundations. To account for poor existing sub-surface conditions in certain locations, densified aggregate piers, wick drains and compaction grouting were applied. Cost savings realized from the reduced project impacts helped to generate additional construction funds. In turn, VDOT authorized Dewberry to develop an innovative design to convert Telegraph Road/Huntington Avenue/North King's Highway at-grade intersection to a grade-separated urban interchange with three additional bridges - addressing traffic congestion along Telegraph Road. Dewberry incorporated the changes into 80% complete plans and met the established advertisement dates which was critical to the overall success.

DEWBERRY'S ROLE

As the Engineer of Record, Dewberry's Fairfax, Virginia office was responsible for delivering comprehensive design services for the I-95/I-495 mainline widening and the interchange reconfiguration and associated infrastructure. Dewberry worked with VDOT and their General Engineering Consultant (GEC) to identify and prepare separate plan packages for right-of-way acquisitions, advanced utility relocations and overall construction to implement effective public communication strategies. The complex challenge of improving major, urban roadways while maintaining local, state and interstate commerce, ensuring safety and maintaining public support was addressed by continuously interacting with project stakeholders to identify and solve issues.

PROJECT SCOPE

- Field Surveys, Aerial Mapping and Utility Locating
- Geotechnical Investigations and Reporting
- Interstate, Interchange and Local Roadway Design
- Structural Design (11 Bridges, 22 Retaining Walls and 200,000 LF of Noise Barrier)
- Traffic Engineering, ITS, Lighting, Electrical and Traffic Signal Design
- Signing and Pavement Marking Design
- Temporary Traffic Control Planning and Design
- Interchange Modification Report
- Stormwater Management, Hydraulic, Scour and E&S Control Design
- Environmental Permitting Services and Mitigation Design
- Floodplain Modeling (Cameron Run) and Hydraulic Design
- Coordination with WMATA and other Public Agencies
- Public Meeting Preparation, Attendance, Outreach and Support
- Public and Private Utility Design and Coordination
- Design Quality Control and Quality Assurance

SIMILARITIES TO I-95 SOUTHBOUND CD LANES PROJECT

- Interstate, Interchange, and Roadway Design and Construction within the I-95 Corridor
- Separation of Local and Interstate Traffic
- Structural Design (Bridges with Tall Piers, Retaining Walls and Noise Barrier)
- Complex, Multiple-Phase Traffic Control Plan
- Challenging Sub-Surface Conditions and Unique Construction Techniques
- Floodplain Modeling, Hydraulic and Scour Analysis
- Environmental Impact Avoidance, Mitigation, Permitting and Monitoring
- Utility Avoidance, Impact Minimization, Coordination and Relocation Design
- Traffic Engineering, ITS, Lighting, Electrical and Traffic Signal Design
- Signing and Pavement Marking Design
- Coordination with VDOT, GEC, Multiple Agencies, and Adjacent and On-Going Projects
- Management of a Multi-Disciplined Design Team, Sub-Consultants and DBE's

EVIDENCE OF GOOD PERFORMANCE

1. Cost savings from reduced impacts led to supplementary design and construction services to improve the Telegraph Road/Huntington Avenue/North King's Highway at-grade intersection to a grade-separated urban interchange.
2. Contractor achieved every milestone and earned all possible incentives in the contract.
3. Quote from a local citizen demonstrating the overall satisfaction with the efforts of VDOT, the Contractor, and Dewberry in improving quality of life:
"To the people who worked on the Telegraph Road Interchange, thank you for the great design and elegant construction of the interchange with the Beltway, Kings Highway, Huntington, Duke and Eisenhower. I feel like you have given me back an hour a day, 15 days of my life every year that I am not sitting in the back up trying to go north on Telegraph in the morning, and south in the evening. When I consider the number of people who drive through that interchange, it is plain to see that your work has made a tremendous impact on the quality of life around here. You should be proud."

EVIDENCE OF GOOD PERFORMANCE CONTINUED

4. Even with the inclusion of additional design elements (Telegraph Road/Huntington Avenue/North King's Highway intersection modification), this complex project was on schedule, received competitive bids and completed construction to the satisfaction of VDOT and project stakeholders.
5. *Maintaining existing travel lanes on the Inner Loop of the Beltway during construction* was achieved by modifying existing infrastructure, adapting an existing traffic signal and implementing special signing and flexible post delineators ensuring the unique travel pattern was clear to motorists.
6. Congestion along Telegraph Road was addressed by *applying approximately \$20 million in overall savings to a grade-separated interchange at Telegraph Road/Huntington Avenue/North King's Highway intersection which improved mobility, enhanced safety and reduced travel times.*
7. *Impacts to existing WMATA and CSX facilities were avoided and minimized* by developing geometry which steered-clear of certain elements and by utilizing LDCF to reduce loads on existing structural elements.
8. Compressible clay soils and unknown existing embankment material were addressed beneath bridge and wall elements by implementing ground improvement techniques including densified aggregate piers, wick drains, surcharging and compaction grouting – some of which required settlement time which was factored into the design.
9. Impacts to existing businesses and local land owners, particularly on the north side of the Beltway where a Holiday Inn, Courtyard by Marriot and various other commercial properties were in very close proximity to project, were avoided by designing a third-level loop ramp from northbound Telegraph Road to the Inner Loop which replaced the envisioned diamond interchange design and reduced the overall interchange footprint.
10. Existing travel lanes along I-95/I-495 were maintained during construction by meticulously planning a six stage, 16 phase sequence of construction plan that facilitated a profile adjustment under traffic, full depth pavement replacement and complete bridge reconstruction.
11. Exceeded required DBE Program commitments.

KEY PERSONNEL INVOLVEMENT

- Steve Kuntz
- Jim Davidson

ATTACHMENT 3.4.1(b)
LEAD DESIGNER - WORK HISTORY FORM
(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Intercounty Connector - Contract C Design-Build Location: Montgomery and Prince George's Counties, MD	Name: IC3 – A Joint Venture (Shirley Contracting Company, LLC as Lead Contractor)	Name of Client/Owner: Maryland State Highway Administration Project Manager: Mark Coblentz Phone: 301-586-9267 Email: mcoblentz@sha.state.md.us	12/2008	11/2011	\$513,988	\$528,807* *Difference Due to Owner added scope	\$41,000

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

PROJECT NARRATIVE

The Shirley-Dewberry Design-Build Team was awarded Contract C of MD 200, Intercounty Connector (ICC), one of four contracts comprising the \$2.28B facility. Contract C was fast-tracked - all work was finished in less than four years. The fixed completion date was critical to the Maryland State Highway Administration (MDSHA) so that the entire ICC (a tolled facility) could be opened on time - meeting commitments made to the public on one of the largest design-build projects ever completed in Maryland. The scope included a 3.8-mile, 6-lane segment of the ICC from just west of Columbia Pike (US 29) to just east of I-95, including interchanges at US 29, Briggs Chaney Road and I-95. Both the US 29 and I-95 interchanges were designed as three-level interchanges which included semi-directional ramps and three curved girder bridges, each over 1,300' long.



The project also encompassed 1.3-miles of reconstruction and widening of US 29 as well as 2-miles of reconstruction and widening of Old Gunpowder Road. Approximately 2-miles of Collector-Distributor (CD) roads were added along I-95, effectively combining access points with the adjacent I-95/MD 198 interchange and a future interchange under development by MDSHA. In addition, integrating extensive environmental protection features, numerous stormwater management facilities, ground improvement techniques and over two million CY of embankment material were critical to the success of the project. Record of Decision (ROD) Commitments were completely incorporated into the final design as were Post-ROD obligations made necessary by our highly-effective Alternative Technical Concepts (ATC's).

Along with wide-ranging transportation related design services, Dewberry completed ITS and TTMS design including the layout of new gantry sites for E-ZPass only tolling, gantry structures, conduit and fiber, electrical elements, DMS signs, Toll Rate Signs, CCTV, MVD and Highway Advisory Radio. In addition, Dewberry conducted design services for overhead signs, toll regulatory signs and way finding signs.

DEWBERRY'S ROLE

As the Engineer of Record, Dewberry worked out of a HUB office in Beltsville, MD and was responsible for delivering comprehensive design and environmental services for the ICC project. We formulated extensive ATC's which were fully coordinated with Shirley, enhanced the preliminary design and ultimately provided significant value in terms of reduced overall impacts and lowered total contract cost. Dewberry worked closely with MDSHA, Montgomery and Prince George's Counties as well as adjacent landowners, communities and developers to minimize project impacts. We worked with Shirley to identify priority design and construction packages so that certain project elements could be advanced in support of early right-of-way acquisition, ground improvements, detour construction and utility relocations. Dewberry was also responsible for oversight and coordination with our design partners as well as numerous sub-consultants, including several DBE firms. Throughout design and construction, Dewberry prepared for and attended numerous stakeholder meetings to discuss and resolve wide-ranging project issues.

PROJECT SCOPE

- Field Surveys, Aerial Mapping and Utility Locating
- Geotechnical Investigations and Reporting
- Interstate, Interchange and Local Roadway Design
- Structural Design – Including 20 Bridges, 16 Retaining Walls and 5 Noise Barriers
- Traffic Engineering, ITS, TTMS, Lighting, Electrical and Traffic Signal Design
- Signing and Pavement Marking Design
- Temporary Traffic Control Planning and Design – Including Temporary ITS Design
- Interchange Modification Report
- Stormwater Management, Hydraulic and E&S Control Design
- Environmental Permitting Services and Mitigation Design
- Floodplain Modeling (Little Paint Branch) and Hydraulic Design
- Noise Analysis and Abatement
- Coordination with Public Agencies
- Public Meeting Preparation, Attendance, Outreach and Support
- Utility Design and Coordination
- Design Quality Control and Quality Assurance

SIMILARITIES TO I-95 SOUTHBOUND CD LANES PROJECT

- Design-Build
- Interstate, Interchange and Local Roadway Design and Construction within the I-95 Corridor
- Bridges with tall piers over environmentally sensitive waterway
- Separation of Local and Interstate Traffic
- Structural Design (Bridges, Retaining Walls and Noise Barrier)
- Complex, Multiple-Phase Traffic Control Plan
- Challenging Sub-Surface Conditions and Unique Construction Techniques
- Floodplain Modeling, Hydraulic and Scour Analysis
- Environmental Impact Avoidance, Mitigation, Permitting and Monitoring
- Noise Analysis and Abatement
- Utility Avoidance, Impact Minimization, Coordination and Relocation Design
- Traffic Engineering, ITS, Lighting, Electrical and Traffic Signal Design
- Signing and Pavement Marking Design
- Coordination with Multiple Agencies as well as Adjacent and On-Going Projects
- Management of a Multi-Disciplined Design Team, Sub-Consultants and DBE's
- Teamed with Lead Contractor - Shirley

EVIDENCE OF GOOD PERFORMANCE

1. 2012 "National Design-Build Award in Transportation"
2. 2012 "Award of Excellence in Heavy Construction" National Capital Chapter of the American Concrete Institute.
3. 2012 "Globe Award" American Road & Transportation Builders Association.
4. Selected in 2011 by Roads & Bridges Magazine as a "Top Roads" winner.
5. *Our Team earned over \$4.7 million in incentive payments for environmental compliance - reflecting our commitment to ecological best practices and objectives.*
6. *Maryland Safe Zone Automated Speed Enforcement (ASE) program led to expanded use throughout Maryland, which resulted in reduction in work zone crashes and fatalities.*

EVIDENCE OF GOOD PERFORMANCE CONTINUED

7. Contract C was completed on time and without claims even though the I-95 interchange was completely reconfigured - requiring extensive review and approval from both MDSHA and the Federal Highway Administration.
8. Our Team's ATC for the I-95 Interchange shifted the ICC mainline alignment, eliminating a semi-directional ramp and modified the I-95 NB CD Road. These adjustments *reduced ROW acquisitions by 14 acres and the overall bridge deck area by more than 320,000 SF* and minimized environmental and utility impacts. *Wetland impacts were reduced by 19 acres (52%), Wetland Buffer impacts were reduced by five acres (27%), Forested Wetland impacts were reduced by 32.6 acres (17%), Perennial/Intermediate Waters of the U.S. impacts were reduced by 1,930 LF (15%), Ephemeral Waters of the U.S. impacts were reduced by 1,830 LF (53%) and Floodplain impacts were reduced by 9.9 acres (62%).*
9. By implementing ground improvement techniques (wick-drains), we were able to cross over two existing wash pond areas formerly used for mining operations. This enabled the ICC mainline profile to be lowered, *eliminated the need for mainline bridges and the need to relocate three overhead transmission towers.*
10. Dewberry worked hand-in-hand with MDSHA for the initial *creation and deployment of "Maryland Safe Zone ASE" – an approach to applying ITS during construction. Noteworthy increases in project safety were realized by implementing ASE on I-95 during construction.* This ITS application was so successful that the program was expanded throughout Maryland.
11. Our Team advanced the design and construction of noise barriers to shield properties from final roadway facility and construction activities. We also maintained access to existing properties at all times, including the detour phase.
12. Working with MDSHA, Dewberry developed a comprehensive approach to minimizing impacts to the surrounding communities through advanced notice of activities and conducting regular public information meetings to inform the public about the unique sequencing of construction our team devised.
13. Exceeded required DBE Program commitments.

KEY PERSONNEL INVOLVEMENT

- Steve Kuntz
- Jim Davidson