

Response to Request for Qualifications

I-95/ROUTE 630 RECONSTRUCTION AND WIDENING

Stafford County, Virginia

State Project Nos.: I-95/Route 630 Interchange Relocation (0095-089-F-09), UPC 13558
Route 630 Widening (0630-089-202), UPC 4632
Federal Project Nos.: I-95/Route 630 Interchange Relocation (NH-095-2)
Route 630 Widening (STP-089-6)
Contract ID Nmber: C00013558DB83



SUBMITTED BY:



IN ASSOCIATION WITH:



3.2 - Letter of Submittal



February 2, 2016

Mr. John Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: I-95/Route 630 Reconstruction And Widening
Stafford County, Virginia
Contract ID Number: C00013558DB83
3.2 Letter of Submittal

Dear Mr. Daoulas:

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 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. To demonstrate our commitment and expertise, our Team, to date, has successfully completed over 25 design-build projects totaling more than \$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 for the Project will be Shirley Contracting Company, LLC and the Lead Designer will be Dewberry Consultants LLC.

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

3.2.7 - Signed Certification Regarding Debarment Forms for Primary and Lower Tiered Covered Transactions are included in Attachment 3.2.7(a)(b) in the Appendix.

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 provided as Attachment 3.2.8 in the Appendix.

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

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. Evidence of registrations and licenses are provided in the Appendix to this Statement of Qualifications (SOQ).

3.2.11 - 3.2.12 - Shirley commits that we will achieve a 15% DBE participation goal and a Hiring Development Plan to achieve a minimum of 75% participation goal for local worker and/or veteran new hires 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) has the experience and personnel to successfully manage all design-build elements of the I-95/Route 630 Reconstruction and Widening 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 16 design-build projects to date, valued at approximately \$900 million*. 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.

To meet the challenges on the Project, our Team is committing experienced Team Members/Key Personnel with more than 14 years of design-build experience and a proven history working together in a partnering environment. This experience has allowed us to develop a thorough understanding of each other’s capabilities so that we can efficiently manage each discipline and reduce project risk.

Our Team brings additional design-build strength to the Project through our subconsultants and specialty firms. As shown in the table below and our Organizational Chart, we are including these firms to address specific elements to ensure a successful project for VDOT and the traveling public.

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.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Diversified Property Services, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Key Title	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

3.3.1 Key Personnel

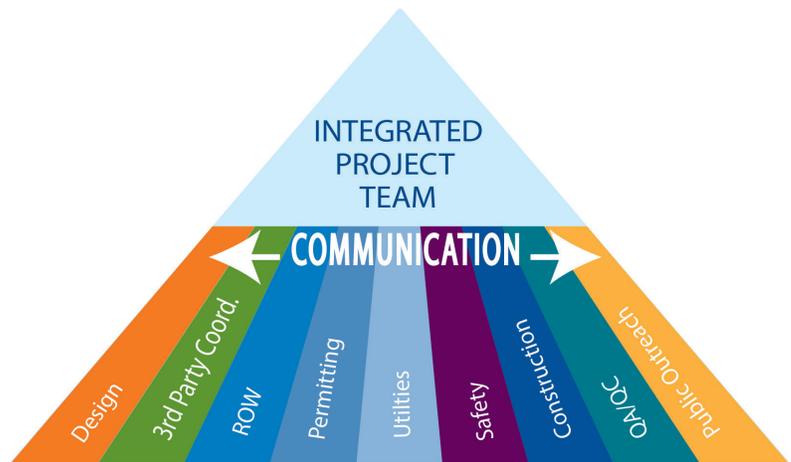
Information for the Key Personnel below is included as Attachment 3.3.1-Key Personnel Resume Forms:

Key Personnel Position	Name	Firm
Design-Build Project Manager	Charles “Chuck” Smith IV	Shirley Contracting Company, LLC
Responsible Charge Engineer	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Quality Assurance Manager	Tom Druhot, PE	Quinn Consulting Services, Inc.
Design Manager	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Construction Manager	Greg Johannes	Shirley Contracting Company, LLC

3.3 Offeror’s Team Structure

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.

Figure 3.3.1 - Integrated Project Team



Design-build projects require a high level of coordination and integration among the various disciplines as shown 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, utility, permitting, safety, 3rd party coordination, and public relations disciplines into a single, cohesive project.

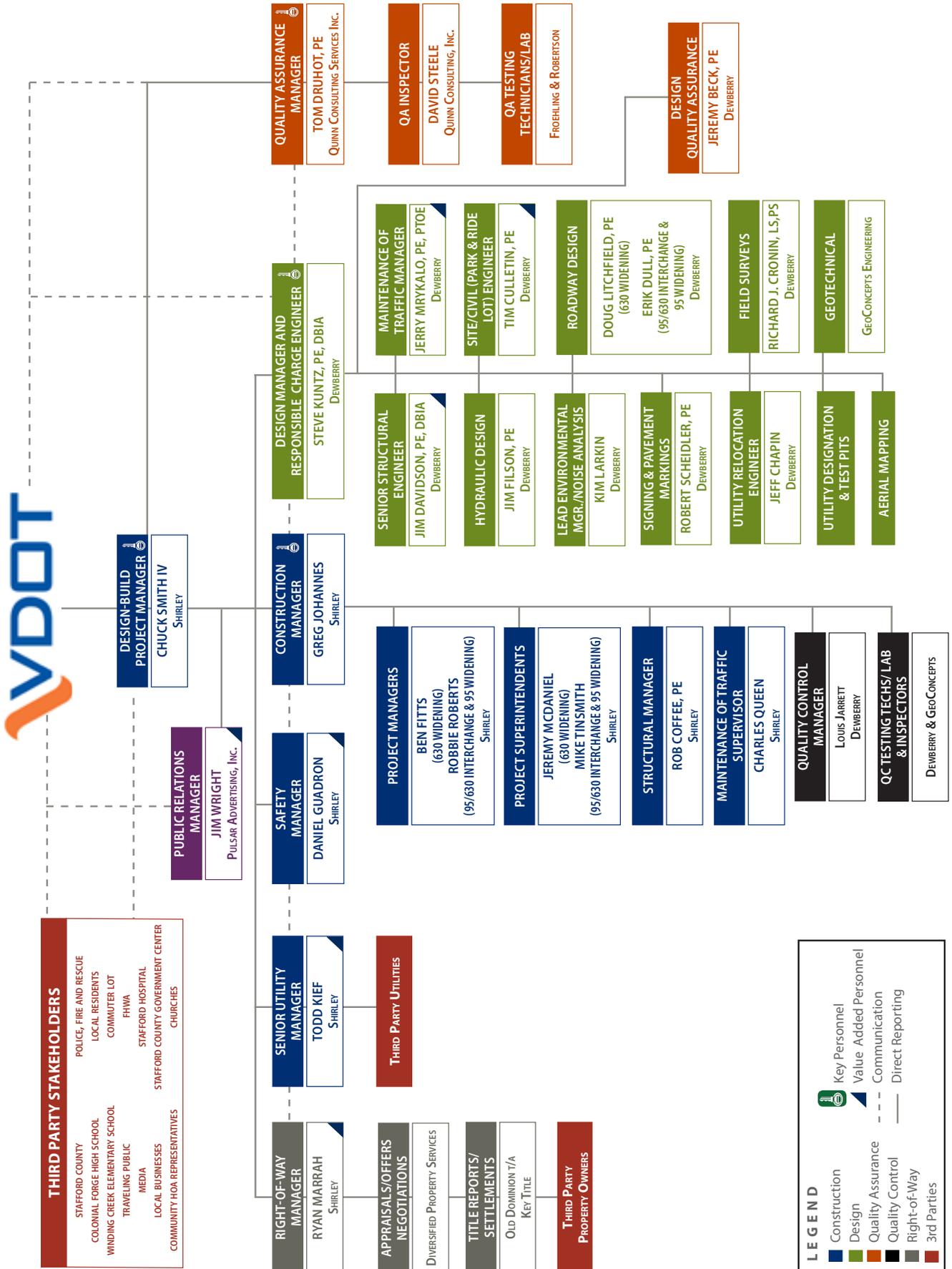
To mitigate possible risks, our Team is *exceeding the Statement of Qualifications (SOQ) requirements* by committing the *Value Added Personnel* below to the Project. These individuals will play an important role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT.

Value Added Position	Name	Firm
Senior Structural Engineer	Jim Davidson, PE, DBIA	Dewberry Consultants LLC
Maintenance of Traffic Manager	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC
Site/Civil (Park & Ride Lot) Engineer	Tim Culletin, PE	Dewberry Consultants LLC
Senior Utility Manager	Todd Kief	Shirley Contracting Company, LLC
Right-of-Way Manger	Ryan Marrah	Shirley Contracting Company, LLC
Safety Manager	Daniel Guadron	Shirley Contracting Company, LLC
Public Relations Manager	Jim Wright	Pulsar Advertising, Inc.

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 the Team.

Design-Build Project Manager (Chuck Smith) 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, Chuck 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 the Department's Representatives. Chuck will also work with our Team's Public Relations Manager and VDOT to communicate with all third-party stakeholders and coordinate all public outreach efforts, public meetings, and answer project inquiries.

Responsible Charge Engineer (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 D-B PM, 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 related to design and construction, 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 (Tom Druhot, PE) reports directly to the D-B PM and is completely independent from the construction operations and QC inspections. Tom has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and will direct the QA inspections by the QA inspector and independent QA testing technicians. This position is unique in that the Tom has the autonomy to report findings directly to VDOT in addition to the D-B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

Design Manager (Steve Kuntz, PE, DBIA) reports to the D-B PM and has overall responsibility for management on all aspects of the design process. Of vital importance is Steve's role in integrating the various design disciplines with the construction, right-of-way, utility, and safety elements. He establishes and oversees the Design QA/QC program and ensures that design QA and QC functions shall be exclusively designated and shall not be assigned to perform conflicting duties or production work, as outlined in the VDOT *Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*. Steve remains involved during the construction phase to support implementation of the design.

Construction Manager (Greg Johannes) reports to the D-B PM and has the responsibility to manage all aspects of construction and the Quality Control process. Prior to construction, Greg 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 is on site at all times, and maintains the project schedule, coordinates with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract Documents. Greg communicates with the Design Manager to arrange for design engineer's review of construction activities through the witness and hold points.

3.3 Offeror's Team Structure

Value Added Positions ▲

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

▲ **Senior Structural Engineer (Jim Davidson, PE, DBIA)** reports directly to the Design Manager and is responsible for the structural design and integration of bridges and retaining walls. Jim has led the design of over 200 bridges following VDOT criteria, including over 24 bridges on and over interstates and more than 40 bridges on VDOT design-build projects.

▲ **Maintenance of Traffic (MOT) Manager (Jerry Mrykalo, PE, PTOE)** reports directly to the Design Manager and is responsible for all MOT design elements. Jerry provides expertise and monitoring of the TMP and TTC plans throughout design and construction to ensure safe and efficient operations are maintained. As a Professional Traffic Operations Engineer (PTOE) with experience on both I-95 and on interstate full-reconstruction/widening projects, Jerry has successfully lead the MOT design on 17 previous VDOT design-build projects. *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.*

▲ **Site/Civil (Park & Ride Lot) Engineer (Tim Culletin, PE)** reports directly to the Design Manager and is responsible for design of the replacement park and ride lot. Because relocation of this lot is a critical early schedule activity, Tim will oversee development of the stand alone park and ride lot plan packages.

▲ **Senior Utility Manager (Todd Kief) is an in-house position** that reports directly to the DB-PM that actively coordinates utility impacts with the Design, Right-of-Way, Construction Managers, and individual utility companies. As the liaison with each utility company, Todd ensures utilities are integrated into the overall project scope and schedule. Todd manages utility design, ensures proper easements are obtained, oversees the relocation work during the construction phase, and communicates with each utility company on the status of relocation work.

Right-of-Way Manager (Ryan Marrah) is an in-house position that reports directly to the DB-PM that actively coordinates utility impacts with the Design, Right-of-Way, Construction Managers, and individual utility companies. As the liaison with each utility company, Todd ensures utilities are integrated into the overall project scope and schedule. He manages utility design, ensures proper easements are obtained, oversees the relocation work during the construction phase, and communicates with each utility company on the status of relocation work.

▲ **Safety Manager (Daniel Guadron) is a full time position** Shirley is committing to the Project for the duration of construction. This position reports to the D-B PM and reviews all field activities to provide a safe environment for VDOT, the construction workers, and the traveling public. Daniel trains and informs those engaged on the Project of specific safety hazards and enforces all aspects of applicable industry safety standards, Shirley's Corporate Safety Policy and the Project's Health, Safety and Welfare Plan.

▲ **Public Relations Manager (Jim Wright)** reports directly to the DB-PM. We have added this position since coordination with all third-party stakeholders is the responsibility of the design-build Team. Jim's primary responsibilities include communicating and coordinating with VDOT and all third-party stakeholders regarding the project specific public outreach plan, attending public meetings, and coordination with local media outlets. Jim will also communicate and coordinate the DDI interchange configuration and operational traffic changes with the public to ensure public safety and awareness.

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 risks is a strength that is unmatched.

Our successful methods utilized on past projects have reduced risks to the owner, resulting in lower than anticipated project costs.

In preparation of this SOQ, we carefully reviewed all RFQ package documents and performed site visits to understand the existing site conditions and constraints with the goal of avoiding and reducing impacts from project risks. Our Team is committed to taking ownership of each risk factor and establishing strategies for risk mitigation.

The three most relevant and critical risks include:

CRITICAL RISK #1 - MAINTENANCE OF TRAFFIC, ACCESS, & SAFETY

Why the Risk is Critical

I-95 is the critical north-south artery for local commuters, commerce, and tourists as well as for long-distance travelers along the east coast. Both high traffic volumes (130,000 vehicles/day) and high travel speeds (posted speed of 65 mph) compound the importance of preparing and implementing a comprehensive maintenance of traffic (MOT) program. In addition, Courthouse Road (Route 630) is an important collector that serves many functions. It provides access to numerous residential communities, commercial developments and is also a vital east/west commuter route. Route 630 carries 12,000 vehicles/day in its current 2-lane configuration and consists of less than 11' lanes and virtually no shoulders.

Traffic mobility, access, and safety is a critical risk for this Project for the following reasons:

- Relocation of the interchange to the south and the widening of southbound I-95 requires carefully planned multi-stage Temporary Traffic Control (TTC) plans which maintains all lanes and movements;
- Horizontal and vertical alignment adjustments within the footprint of the existing roadway. This can lead to challenges maintaining access, intersection sight distance, and travel lanes;
- Temporary lane closures on Route 630 may result in stopped traffic since traffic will need to be reduced to a single lane with flagging;
- Failure to fully coordinate the right-of-way, environmental, and utility relocation process with the phasing of construction may result in delays to the Project schedule and increases in cost; and
- Without providing a comprehensive public outreach campaign to support the travel pattern changes associated with the introduction of the Diverging Diamond Interchange (DDI) and the relocation of the park and ride lot, driver confusion and travel delays may be experienced.

Impact on the Project

The impact of a breakdown in traffic mobility, motorist access, construction phasing, public safety, or proper public communication could have adverse impacts on the Project. Our Team will put an emphasis on the careful planning of construction to avoid the following undesirable impacts:

- Degradation of safety for the traveling public;
- Increased travel delays;
- Loss of direct access for ramps, local roadways, and properties;

3.5 Project Risks

- Excessive queuing into or out of the park and ride lot;
- Loss of capacity and/or emergency access if lanes and shoulders are restricted; and
- Driver frustration or confusion.

Mitigation Strategies

Our Team understands that all facets of construction must be thoroughly analyzed and carefully implemented in order to successfully construct the Project on-time and in a manner that maintains safety and mobility. To achieve these mobility, access, and safety goals we will implement the following strategies:

- 1. *Assembling an industry leading MOT Team.*** Our Team has identified **two Value Added** positions that address public safety. Maintenance of Traffic Manager, Jerry Mrykalo, PE, PTOE and Safety Manager, Daniel Guadron will work with the Construction Manager to develop sequencing that provides for suitable constructability while allowing I-95, Route 630, and all intersecting streets to safely and continuously operate. Our Team is experienced in the development of Transportation Management Plans (TMPs) for Type C “significant” projects on interstates, as well as the development of TTC plans per the IIM-LD-241.5 (Work Zone Safety and Mobility) process. Dewberry has implemented an in-house work zone design training program, allowing design staff to achieve VDOT Advance Work Zone Traffic Control certification. In addition, Shirley is dedicating a Maintenance of Traffic Supervisor, Charles Queen, who has substantial experience along the I-95 corridor.
- 2. *Ensuring that acceptable operations will be maintained during temporary lane closures.*** Our Team will confirm lane closure hours based on updated 24-hour traffic data counts. Since this Project is located in an area of ongoing development, peak travel periods and volumes have likely changed since initial traffic counts were performed. Temporary lane closures, especially on I-95, can result in cumulative delays and back-ups if not implemented during periods of lowest traffic volumes. To minimize delays, we will analyze potential MOT operations using software such as Quick Zone and HCS. ***Given the known seasonal traffic variations on I-95, we will take the additional step of collecting seasonal traffic volumes and verifying lane closure hours for both summer and non-summer timeframes.*** Understanding these patterns is crucial to ensure that we maximize construction efficiency while also limiting motorist delay.
- 3. *Developing a detailed staging plan for each major work area.***
 - ***Maintaining Route 630 west of I-95:*** It is anticipated that we will have to construct temporary pavement, temporary crossovers, and temporary traffic signals will be necessary in order to facilitate the safe flow of existing traffic while building one of the two new “half-sections”. These temporary features are believed to be necessary given the required vertical adjustment of Route 630, the complete pavement replacement scope, and since the existing roadway horizontal alignment meanders from side to side across the proposed alignment. Our Team has experience with this exact type of work, having recently completed a 4-stage complete pavement reconstruction and widening on Route 50 in Fairfax and Loudoun Counties. Similar to this project, grades were adjusted and the pavement was reconstructed and widened, all while safely maintaining numerous intersections and driveways continuously.
 - ***Maintaining I-95 Ramp Movements:*** Careful planning of the phasing of construction of the I-95 interchange and re-located Route 630 east of I-95 is critical in order to maintain complete functionality at all times. Similar to our I-95/Telegraph Road interchange reconstruction project, work will include temporary pavement necessary to construct the proposed interchange ramps while maintaining the existing interchange. We envision constructing the southern Ramps (Ramps B&C), the realigned Route 630, and the bridges over I-95 in their entirety, as well as portions of the northern Ramps (Ramps A&D) while maintaining the existing interchange

3.5 Project Risks

movements. Next, the full interchange will be opened (the DDI operation) with temporary Ramp A&D connections so that the driver learning curve is limited to one major switch. Finally, Ramps A&D will be completed with daily operations.

- **Maintaining I-95 thru traffic:** We are very familiar with the strategies required for interstate widenings to maintain safety and mobility while also providing construction access. As was done with our I-66 median widening project, we know the importance of analyzing the existing outside (right) shoulder pavement, and strengthening it prior to shifting traffic partially onto the shoulder to ensure a reliable surface is maintained. We also understand how to overcome the complexities of providing median work area access for trucks, adjacent to left lane (fast lane) traffic. For our I-64 median widening project in Hampton Roads, we designed long construction access “ramps” within the median, of the necessary length for safe truck deceleration and acceleration to highway speed, which also doubled as emergency pull-offs. In addition, we are familiar with enhanced safety strategies that can be employed on I-95, such as longer than required lane shift lengths for increased safety, wider pavement markings, and additional reflective pavement markers for increased visibility.
- **Maintaining Park and Ride Lot:** As an early item, we will prioritize the construction of the new park and ride lot to avoid a loss of available spaces. As this lot operates at capacity, the maintenance of operations of the lot is of great importance to the public, and it helps reduce traffic congestion. Another possible strategy is to phase the opening of the new lot while phasing the elimination of the existing lot in order to maintain construction progress and maintain the necessary amount of parking spaces. Also we recognize that upon the relocation, traffic patterns to and from the lot will be reversed (example: return traffic in the evening from Northern Virginia will now make a more difficult left turn at the end of the I-95 ramp as opposed to their current right turn). To address this, we know the importance of adjusting the existing traffic signals and possible turn lane modifications at the existing I-95 ramps to avoid unexpected back-ups.

4. **Early opening of additional lanes on Route 630.** In strategic areas where public benefit is greatest, our Team will look to accelerate design and construction to provide additional capacity as early in the project schedule as possible. For example, where the realigned Route 630 is separated from the existing roadway, a second thru lane can be opened in advance of project completion. During the technical proposal schedule development process we will focus on the early delivery of this additional capacity.

5. **Devlop a proactive and robust Public Outreach Program.** This is especially important for this project given the introduction of the DDI interchange, the relocation of the park and ride lot, the numerous ramp and local roadway access changes, and the presence of inexperienced teenage drivers within the Project limits. We have identified the following public outreach solutions:

- Added Jim Wright from Pulsar Advertising, Inc. as a Value Added team member who is responsible for implementation of the public outreach program addressing the DDI concept.
- Holding regular “pardon-our-dust” and public information meetings throughout design and construction, especially prior to implementing major traffic pattern switches;
- Coordination with VDOT to provide updates via a project website, including updates of construction progress and the posting of photos;
- Outreach through social media, radio and television news coverage, with emphasis in advance of major traffic pattern switches;
- 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;

3.5 Project Risks

- Use of Portable Changeable Message Signs (PCMS) and overhead Dynamic Message Signs to alert motorists of new traffic patterns and critical construction activities;
- Additional public outreach for permanent access route changes for Route 1, Wyche Road, and the park and ride lot to avoid driver confusion and frustration. For example when the Route 630 intersection along Route 1 is shifted south, outreach for northbound Route 1 motorists who will be necessary as drivers will reach their “decision point” to access I-95 much sooner than they currently do. This outreach can include media blitzes, postings, mailing, and special sign installations targeting specific audiences affected; and
- Public meetings will be held to explain the operation of a DDI and provide visual operation examples. Since a DDI is relatively new to the Commonwealth, this interchange configuration may be an unfamiliar and potentially confusing experience for most drivers in this area. These public meetings help to ensure successful and safe opening of the new interchange. Further, since the interchange is on a new alignment, we will demonstrate its operation by filming vehicles traveling through the interchange prior to its opening to the public. These videos can be shown at public meetings and posted online.

Our Team is well prepared to successfully address this risk by designing, planning, constructing, and communicating the Project in a manner that exceeds safety and mobility standards.

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 construction plans. Analysis of traffic volumes and travel patterns and construction sequencing will be discussed with VDOT during the TMP and TTC design process to determine if the proposed configurations are acceptable. It is also expected that VDOT will work closely with Pulsar to develop and implement the Public Outreach Program. Public outreach can either be initiated by our Team directly, or information can be provided to VDOT for communication to the public. We expect that the exact approach to public outreach will be defined in the RFP package, and our Team is prepared to coordinate or support this process as needed. We expect VDOT to attend the public meetings, and we foresee coordination with other agencies such as Virginia State Police, Stafford County emergency responders, Stafford Hospital, and Stafford County schools to achieve project success.

CRITICAL RISK #2 – RIGHT-OF-WAY AND UTILITIES

Why the Risk is Critical

Acquisition of right-of-way and utility relocations are typically a project risk since they contain elements which are not completely controlled by the Design-Build Team. Based on plans and information provided with the RFQ documents, acquisition from more than 120 properties is required, including more than 80 on the widening portion of the Project and more than 40 for the interchange. VDOT’s advanced acquisition of total take properties for the interchange portion of the Project is definitely a benefit which may allow for advanced construction of key project elements, such as a portion of the park and ride lot.

While the acquisition of right-of-way for the widening of Route 630 may introduce schedule benefits, it may also create risk by limiting the ability of our Team to make design enhancements or address final design challenges after contract award. With right-of-way acquisitions and utility relocations being underway and potentially substantially complete in areas of the widening, final design details and sequencing of construction need to be completed within the footprint of the proposed right-of-way and easements already acquired, or risk additional impacts and utility relocations which were not originally anticipated.

Impact on the Project

As identified above, the advanced right-of-way acquisitions and utility relocations may provide a schedule benefit to the Project. However, this same advance work can also limit our Team's ability to incorporate modifications to the plans which could reduce property impacts, avoid utility relocations, or simplify construction sequencing. It could also result in the need to double-impact properties should additional easements be necessary based on final design details. Based on the information provided with the RFQ documents, especially related to the widening portion of the Project, we anticipate the following challenges associated with the advance right-of-way acquisition and utility relocations:

- ***Reduced Ability to Incorporate Design Modifications and Enhancements*** – Right-of-way and easements shown on the approved right-of-way plans are based on a right-of-way design which was completed in late 2013. While we recognize the RFQ plans are not final, they were approved for right-of-way and raise the following concerns:
 - a. Project drainage appears to be incomplete since some outfalls are not shown and therefore easements and limits of right-of-way can't be confirmed;
 - b. There have been changes in stormwater regulations which could require the use of additional stormwater facilities, potentially requiring impacts beyond those identified;
 - c. The plans identify potential stormwater management basins in areas where proposed right-of-way and easement only account for the roadway fill slopes, leaving no room for construction of a stormwater management basin, and
 - d. Tall fills adjacent to sidewalks and shared use paths may now require installation of handrail or fence, which may not be adequately accommodated within the right-of-way and easements identified on the plans.

Since the Team will be responsible for final design and addressing comments to obtain plan approval, changes in standards or design updates may need to be incorporated which could require additional right-of-way and/or easements. These additional right-of-way needs could impact properties which had already been negotiated with, and could also result in additional utility relocations which weren't originally anticipated. Alternatively, design waivers or exceptions may be required to utilize the current design and avoid additional right-of-way, easement, and utility impacts.

- ***Sequencing of Construction and Temporary Construction Easements*** – In several locations, new culverts are shown directly on top of or immediately adjacent to the pipes they are intended to replace. There are also large grade changes identified along Route 630 in order to provide an improved vertical profile. For the culvert replacements, our Team has investigated the necessary sequence of construction and realized that several will need to be completed in stages. However, the required staging may not be feasible based on the current drainage alignments. In order to maintain traffic and install the pipes, additional easement impacts may be necessary, or special design drainage details and temporary junction chambers may be necessary, either of which would result in time impacts to the Project and/or additional project costs. Profile adjustments which could typically be made to improve connections with intersecting streets, avoid intersection reconstruction, or reduce large cut and fill operations may not be possible since modifications could result in changes to permanent or temporary construction easements.
- ***Verification of Utility Relocations*** – Typically utility relocations would be completed under the direction or supervision of the Team's Utility Manager. In the case of the widening portion of the Project, utility relocations may already be completed based on the RFQ and approved right-of-way plans which may or may not reflect the final needs of the Project. Prior to developing any final design details, we will need to verify that relocated utilities were installed at the correct/required horizontal and vertical positions. If utility relocations were not completed in accordance with the approved

3.5 Project Risks

utility relocation plans, construction schedules could be impacted to allow utility companies more time to re-relocate their facilities. Also, if final design details require re-relocation of a utility, then project pro-rates and cost-sharing will not apply for the second relocation. In this case, all utility relocation costs will be the responsibility of the Project, resulting in increased Project costs.

- **Connection of Sanitary Sewer Facilities** – The plans for the widening provided with the RFQ documents indicate that 10 septic fields will be impacted. However, sanitary sewer relocation plans only appear to provide connection to public sewer for two of those properties, and a third property will be acquired to the extent necessary for demolition of the building. The remaining seven properties will need to be connected to public sewer or will require relocation of the septic fields. Based on recent experience, we expect that some of these properties may not have feasible alternate sites for septic fields either due to grading on the property, proximity to adjacent structures or property lines, or inadequate subsurface material composition. In the event connection to public sewer is possible, additional easements may be necessary. In the event sewer connection is not feasible and an alternate septic field is not possible, these properties may need to be acquired in their entirety, or additional easements and building demolition may be required. In either event, changes in easements and acquisition limits would require additional appraisals, negotiations and time to clear the property, and could require additional environmental coordination/documentation since these impacts were not identified in original public meetings or approvals.

Mitigation Strategies

Mitigation to avoid additional acquisitions will begin during the development of our Team's technical plans as part of the RFP process. At that time, design enhancements and modifications can be discussed at Proprietary Meetings to determine if they are feasible, and if they can be accounted for within the limits of right-of-way and easements being acquired. The process for making right-of-way revisions will also be discussed, since revisions needed by the Team will be developed by someone other than those who originally prepared the right-of-way plans, potentially complicating the approval, appraisal and negotiation process.

Based on the proprietary discussions and understanding of current acquisition status, our Team will develop technical plans which allows for immediate right-of-way and easement modifications (if necessary) upon award of the contract. Also upon award of the contract, our Project Manager, Utility Manager, Design Manager, and other key staff will meet with utility companies to discuss their relocation status, obtain copies of plans, and begin field investigations to determine if relocations are adequate, need additional adjustment, or could be delayed to avoid future re-relocation. In areas where right-of-way, easement, or utility adjustments are required beyond those previously planned for, final design details will be advanced so as to limit the amount of re-work necessary by all parties.

We will also work closely with VDOT and the plan reviewers to identify areas where plan modifications cannot be incorporated, and provide the necessary documentation to keep design development and plan approvals on schedule to allow for construction of the proposed improvements.

Role of VDOT and Other Agencies

Similar to all projects, we expect VDOT to be responsible for review and approval of all plan submissions. We also assume that right-of-way acquisitions currently underway will be completed by a sub-consultant under direct contract with VDOT, so modifications to previously approved plans will need to be coordinated with both VDOT and their appraiser and negotiator teams/firms. If modifications are required to previously approved easement and right-of-way limits, those modifications would be discussed with VDOT prior to

3.5 Project Risks

incorporating changes to the approved plans. Throughout the right-of-way process, we anticipate VDOT will provide regular updates to the status of acquisitions, relocations, and when properties are cleared and available for either utility relocations or construction.

Other agency involvement is expected to be limited to utility company reviews of relocation plans and providing updates on status of relocations. Since water and sewer adjustments will be completed “in-plan” by the Team, we will coordinate directly with the utility companies (with copy to VDOT) to obtain relocation plan approval and determine if additional relocations, such as sanitary sewer connections, are feasible and/or necessary.

CRITICAL RISK #3 – GEOTECHNICAL SITE CONDITIONS

Why the Risk is Critical

Geotechnical conditions are a risk to this Project because the potential impact the existing soils and soil properties, as described in the RFQ Geotechnical Data Report (GDR) can have on the design and construction of critical project elements. These impacts include potential settlement of materials, down-drag on structural foundations, slope instability, corrosion of concrete and metals, and the inability to establish vegetation and plants due to the chemical properties of sub-surface soils. These types of soils will require additional testing during the design phase, and recommendations identified as a result of these additional test could impact the cost, the schedule, or both, in order to ensure a sound, stable, and aesthetically acceptable finished Project.

Impact on the Project

As noted above, the existing soils expected to be encountered within the project limits can result in settlement of materials, down-drag on structural foundations, slope instability, corrosion of concrete and metals, and the inability to establish vegetation and plants. Each of these impacts is primarily due to two of the types of soils identified in the RFQ GDR:

1. Potomac Formation Fat Clays/Elastic Silts
2. Calvert and Aquia Formations Corrosive Soils

The fat clays and elastic silts of the Early Cretaceous age Potomac Formation are especially concerning as they can result in slope and global instability and excessive shrink-swell of soils. Based on the test results provided in the GDR, we anticipate soils at subgrade elevations will predominately consist of lean clays, clayey sands, and fat clays/elastic silts, all exhibiting relatively high moisture content. These wet and cohesive soils require modification to avoid long-term settlement and subsequent pavement distress. Cohesive sediments also usually exhibit lower CBR values and are generally considered unsuitable for the support of pavements. Additionally, these sediments can be prone to shrink-swell behavior and exhibit slope instability, especially where they contact adjacent granular sediments which are more permeable to groundwater. Slope failures most often occur at the granular/cohesive sediment interface.

Of additional concern are the highly corrosive soils expected to be encountered in the Calvert and Aquia formations. This is due to the oxidation of sulfide minerals, primarily pyrite and marcasite (FeS_2), which react with atmospheric oxygen and moisture to form sulfuric acid. When buried deeply, or located beneath the water table, the sulfide minerals in the sediments are held in anaerobic conditions, preventing their oxidation. However, upon excavation and exposure to the atmosphere, the oxidation of the sulfides proceeds rapidly with negative consequences including the formation of sulfuric acid which can aggressively

3.5 Project Risks

attack both concrete and ferrous metals. The sulfuric acid also is responsible for the development of free aluminum ions in the soil, which is toxic to plants and can adversely impact efforts to re-vegetate cut slopes and embankments. When these soil conditions were previously encountered along I-95 in the Stafford area, the impact on those projects were increased costs and schedule delays.

Mitigation Strategies

Mitigation of this risk begins with an aggressive geotechnical program focused on gathering the necessary field data as early in the design process as possible. Our Team has performed over 16 design-build projects together, including both the Route 27/244 Interchange and the I-64 Segment I projects which required treatment of Potomac Formation soils, and work in and around Stafford County where we encountered corrosive soils. It is this experience which leads us to recognize the importance of a comprehensive geotechnical program that considers all design options and construction constraints, as well as the risk of unexpected delays to the schedule if soil conditions are not properly identified early in the design process. Based on our understanding of the types of soils expected, and our past experience in dealing with these same types of soils, we have identified the following potential mitigation strategies to ensure that this risk is properly addressed:

- **Pavement Construction:** Multiple alternatives or combinations thereof for modification of unsuitable materials will be developed to ensure long-term stability of pavements and subgrade soils. These include undercut and replacement of unsuitable material, soil-cement modification, and/or removal and replacement with suitable fill and geogrid material. Soil-cement modification involves determination of moisture density relations for soil-cement mixtures as well as unconfined compressive strength and elastic modulus of compacted cylinders molded with varied percentages of cement. Each alternative will be evaluated and the subgrade treatment option will be selected considering an analysis of performance, constructability, and the impact to the overall schedule.

Our Team has successful relevant experience with these applications on several recent Design-Build Projects. On the Fairfax County Parkway - Phase III DB Project, our Team used an 8" cement-stabilized subgrade treatment program, while on the University Boulevard/Hornbaker Road DB Project in Prince William County a 12" lime-stabilized subgrade program was used to treat the clayey expansive soils. These methods have a secondary benefit to each project by reducing the amount of truck trips entering and leaving the work zone onto public roads, thus increasing the safety to the public. The technology and methods used will be tailored to the field conditions specifically encountered on the Project.

- **Bridge Construction:** For bridge embankments and foundations the placement of fill material behind the abutments will induce stresses on the soils, requiring consideration for global instability and consolidation settlement. Differential settlement may also cause localized distress of bridge joints and irregularities in the pavement surface. The addition of fill on the soft and compressible soils may result in negative skin friction resistance for bridge piles as well as lateral squeeze of foundation soils which may result in pile heave. To mitigate these concerns, our Team will perform in-situ tests such as Cone Penetrometer Testing, Dilatometer Testing, and Pressuremeter Testing. Lab samples will undergo consolidation and triaxial testing in order to determine compressibility and shear strength characteristics of underlying soils. Preconsolidation of compressible soils will be considered and analyzed in relation to the overall construction schedule. Piezometers will be installed within the influence zone of the settlement to monitor pore pressure dissipation. Drivability of bridge piling will be evaluated using wave equations and dynamic load testing. To counteract

3.5 Project Risks

forces due to negative skin friction, we will consider techniques such as pre-drilling of driven piles or use of individual pile casings that will isolate the piling from the compressible soils.

Our Team has experience with the use of lightweight fill materials such as foam concrete to reduce abutment settlements. At the Route 27/244 Interchange Project in Arlington, we utilized a combination of global stability piles and lightweight fill to eliminate global stability, slope stability, and settlement concerns associated with embankment fill immediately behind the new bridge abutments, located above Potomac Clay soils.

- **Addressing Corrosive Soils:** Results of corrosion analyses presented in the GDR show pH values below 5.5, which is considered corrosive according to the AASHTO LRFD bridge design manual. In addition, several samples with higher pH values showed the presence of pyritic sulfur. Additional testing will be performed in the vicinity of pile foundations, bridge abutments, and culverts to evaluate the severity of corrosion and delineate the limits of the corrosive soils. Where soils are confirmed corrosive, the Team will select the most effective corrosion protection for the type of structure. Mitigation measures which our Team has utilized in the past, and will be considered for this Project, include removal and replacement of the acidic soils; lime treatment of soils; encapsulation of the materials with clayey soils to prevent heavy metal run-off and exposure to atmospheric oxygen; use of over-sized piles to account for potential soil chemical attacks; or treatment of piles and culverts to counteract the effects of acidic soils.

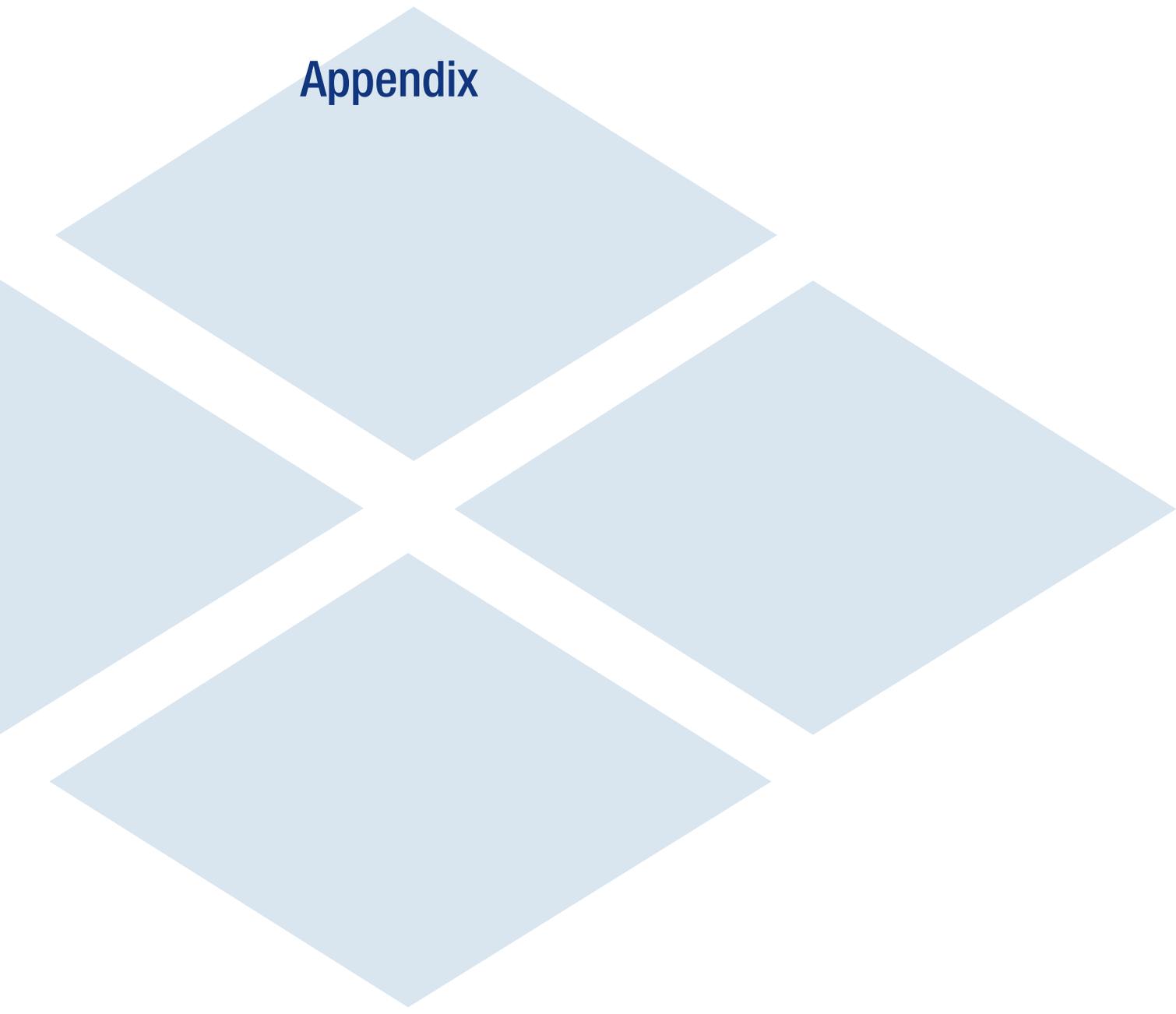
As is the case on any project, unexpected conditions or challenges can be identified during construction despite a complete and thorough geotechnical investigation program. To address this challenge, we will utilize QC staff who are experienced in dealing with these types of soil conditions and constraints, and who are familiar in coordinating with our geotechnical sub-consultant and their materials testing staff. This close coordination between construction, inspection, and testing staff will ensure that if field conditions are different than expected, additional tests can be quickly completed to identify acceptable solutions while also maintaining the Project schedule.

Role of VDOT and Other Agencies

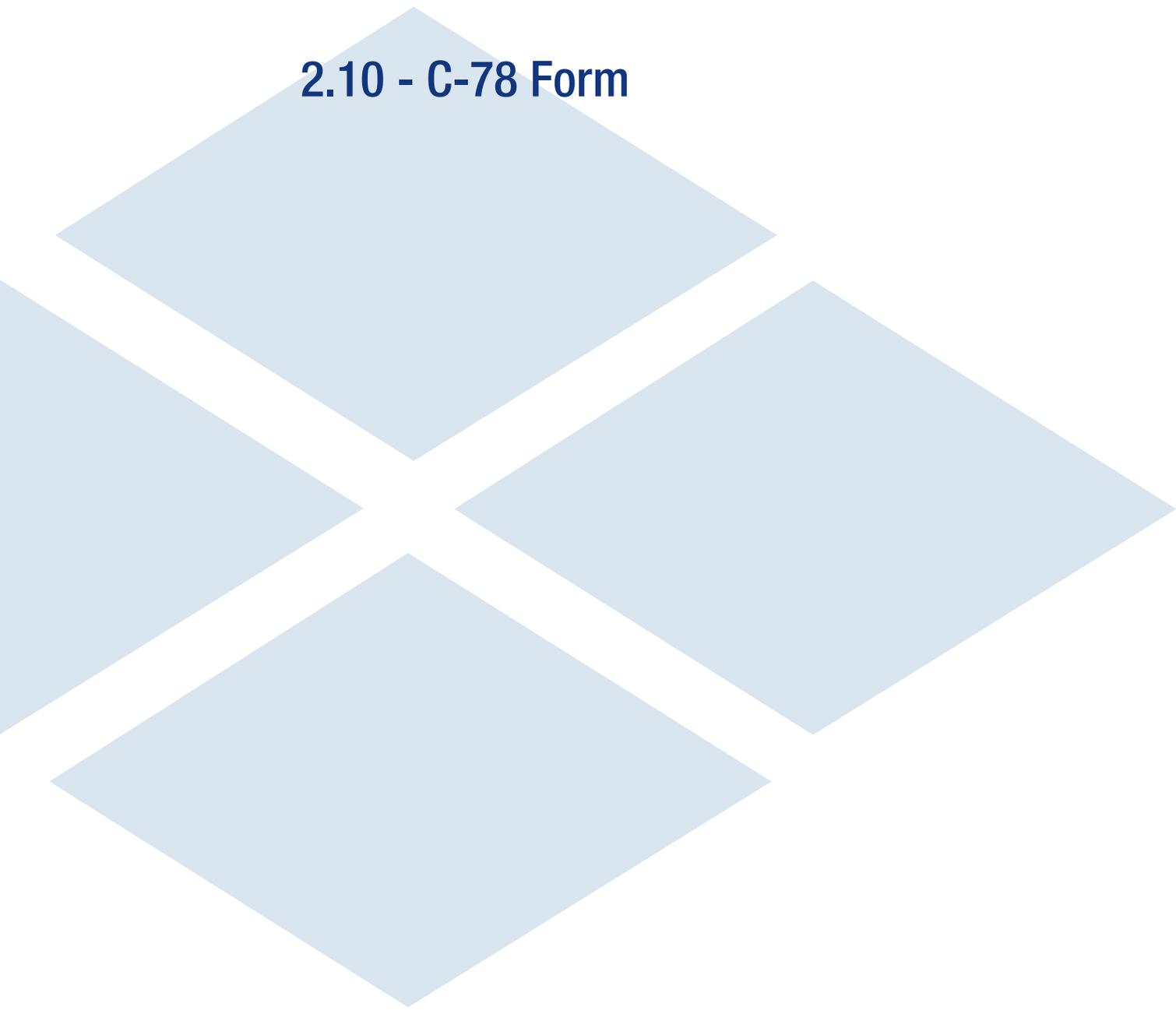
During the RFP phase, we would recommend that VDOT perform additional geotechnical investigations to narrow the scope of this risk. Additional borings within the footprint of the interchange would help to identify where these corrosive and unsuitable soils are present and if they will impact design and construction.

At the outset of design, our Team will meet with VDOT to ensure the geotechnical investigation and testing plan is acceptable for the Project. Following completion of the testing, we expect VDOT will review the recommendations for treatment of soils and geotechnical challenges identified in the Geotechnical Data Report. Comments identified through VDOT's review will be addressed by our Team and incorporated into the roadway and bridge construction plans and final GDR prior to plan approval and construction. During construction, VDOT's role will consist of completing the Independent Assurance and Independent Verification as outlined in the VDOT QA/QC manual.

Since ownership and maintenance of the new facility will be the responsibility of VDOT, we expect little to no involvement from other agencies as related to the geotechnical challenges and recommendations for the Project.



Appendix



2.10 - C-78 Form

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00013558DB83
PROJECT NOS.: 0095-089-F09 and 0630-089-202

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

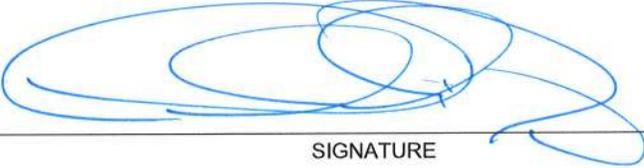
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this 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 10/27/2015
(Date)

2. Cover letter of RFQ Addendum No. 1 01/14/16
(Date)

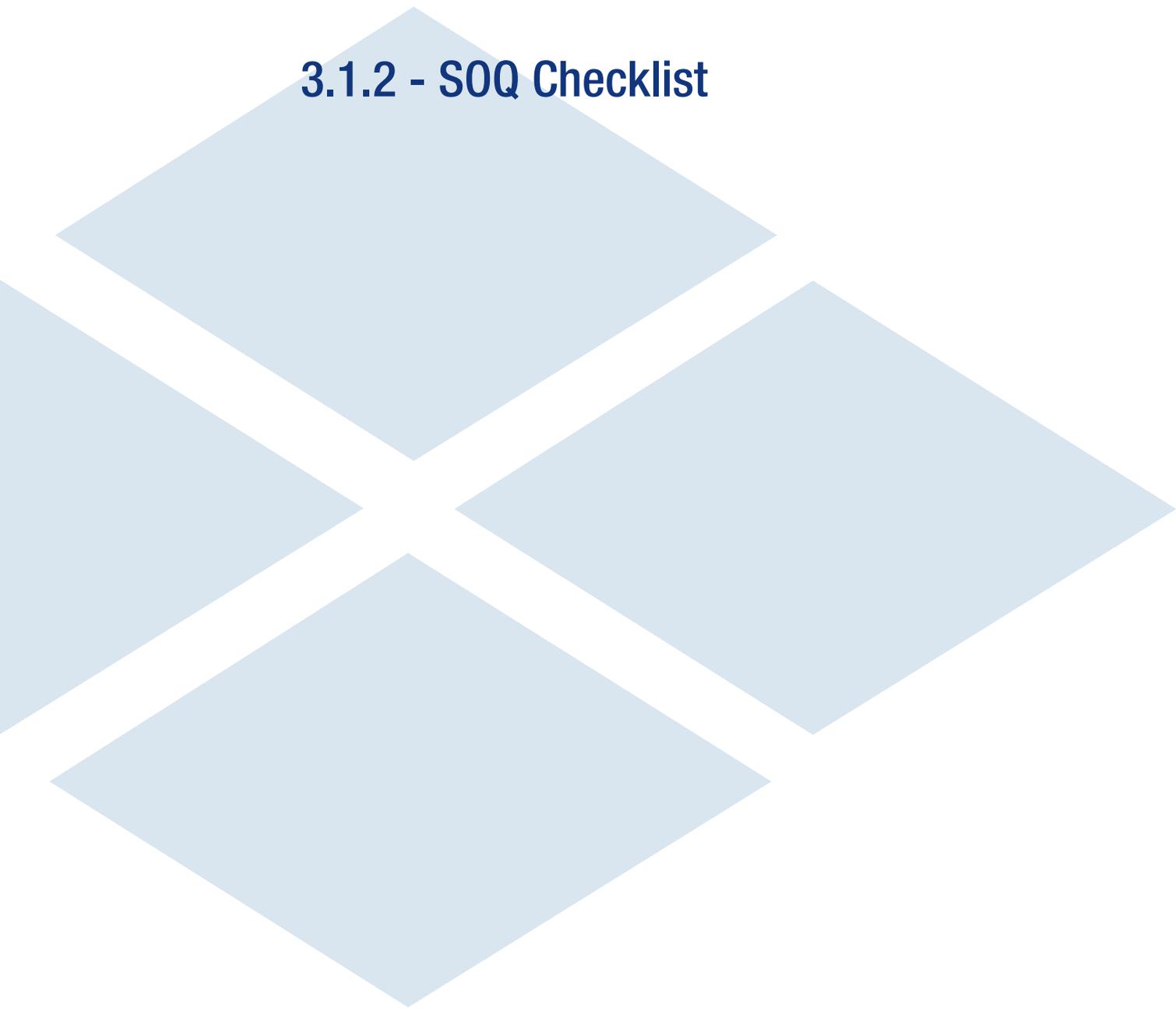
3. Cover letter of _____
(Date)


SIGNATURE

2/2/16
DATE

Michael E. Post
PRINTED NAME

President/CEO/Manager
TITLE



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

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

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

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
Local and Veteran Hiring statement within Letter of Submittal confirming Offeror is committed to achieve the required local worker and veteran new hire participation goal	Attachment 3.2.12	Section 3.2.12	yes	1
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	2-6
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 3.3.1.2		N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A

ATTACHMENT 3.1.2

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.5	no	N/A
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6
Experience of Offeror's Team				
Lead Contractor Work History Form	Attachment 3.4.1(a)	Section 3.4	no	N/A
Lead Designer Work History Form	Attachment 3.4.1(b)	Section 3.4	no	N/A
Project Risk				
Identify and discuss three critical risks for the Project	NA	Section 3.5.1	yes	7-15

3.2.6 - Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

Affiliated and Subsidiary Companies of the Offeror

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

<input type="checkbox"/> The Offeror does not have any affiliated or subsidiary companies.
<input checked="" type="checkbox"/> Affiliated and/ or subsidiary companies of the Offeror are listed below.

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

ATTACHMENT 3.2.6

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83

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(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

**I-95/Route 630 Reconstruction and Widening; Contract ID No.:
C00013558DB83**

- 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.

<u>Dave Mahoney</u>	<u>1/4/16</u>	<u>Executive Vice President</u>
Signature	Date	Title
<u>Dewberry Consultants LLC</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

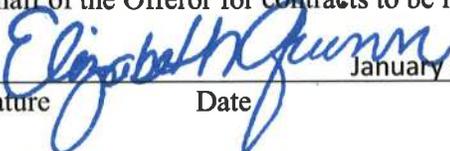
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**I-95/Route 630 Reconstruction and Widening; Contract ID No.:
C00013558DB83**

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 _____
Signature Date January 4, 2016 President
Title

Quinn Consulting Services, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

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LOWER TIER COVERED TRANSACTIONS**

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	1/4/2016	President
Signature	Date	Title

Froehling & Robertson, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

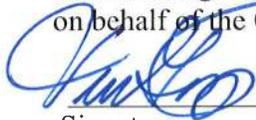
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Signature

1/4/2016

Date

President

Title

GeoConcepts Engineering, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

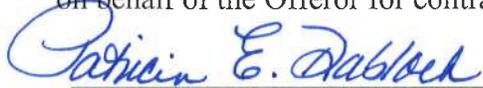
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LOWER TIER COVERED TRANSACTIONS**

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1/4/16

President

Signature

Date

Title

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

**I-95/Route 630 Reconstruction and Widening; Contract ID No.:
C00013558DB83**

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RRobRunk 1-4-16 Settlement officer
Signature Date Title

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

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

**I-95/Route 630 Reconstruction and Widening; Contract ID No.:
C00013558DB83**

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	1/7/16	Partner
Signature	Date	Title

Pulsar Advertising, Inc.
Name of Firm



3.2.8 - VDOT Prequalification Certificate



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/8/2016

- S -

Vendor ID: S1060
Vendor Name: SHEPAUL ENTERPRISES, INC.
Prequal Exp: 09/30/2016

-- 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: 09/30/2016

-- 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 1, 2016

John Daoulas, P.E.
Alternate Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00013558DB83 - A Design-Build Project
I-95/Route 630 Reconstruction and Widening, Stafford County, Virginia
Estimated Contract Value: \$95 million

Dear Mr. Daoulas:

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.

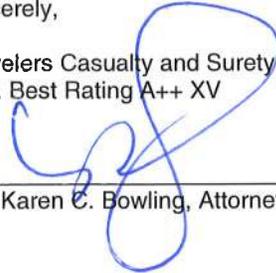
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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. 006586530

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 2nd day of December, 2015.

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 2nd day of December, 2015, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 1st day of February, 20 14


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

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83:

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, 2016
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
Froeling & Robertson, Inc.	0027211-2	Corporation	Active	10909 Houser Drive Fredericksburg, VA 22408	Business Entity Branch Office	0411000050	February 29, 2016
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, 2016
Old Dominion Settlements, Inc.	0243891-9	Corporation	Active	n/a			
Pulsar Advertising, Inc.	F160855-5	Corporation	Active	n/a			

ATTACHMENT 3.2.10

I-95/Route 630 Reconstruction and Widening; Contract ID No. C00013558DB83:

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, 2016
Quinn Consulting Services, Inc.	Thomas Druhot	Chantilly, Va.	1801 Pleasurehouse Road Virginia beach, Virginia 23455	Professional Engineer	0402021446	July 31, 2016

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State Corporation Commission



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01/08/16

14:24:55

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
16	50.00			

(Screen Id:/LLC_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

01/08/16

14:17:01

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#: 215 14 0713 DATE: 09/08/15 ARLINGTON COUNT
CURRENT AR#: 215 14 0713 DATE: 09/08/15 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
15 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

01/08/16

14:18:22

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#: 215 02 3065 DATE: 01/20/15 LOUDOUN COUNTY

CURRENT AR#: 215 02 3065 DATE: 01/20/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	100.00				100.00	5,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

01/11/16
16:43:54

CORP ID: 0027211 - 2 STATUS: 00 ACTIVE STATUS DATE: 11/13/09
 CORP NAME: FROEHLING & ROBERTSON, INCORPORATED
 DATE OF CERTIFICATE: 10/11/1924 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: 2480.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: WILLIAM H HOOFNAGLE III

STREET: 1900 ONE JAMES CENTER AR RTN MAIL:
 901 E CARY ST
 CITY: RICHMOND STATE : VA ZIP: 23219-0000
 R/A STATUS: 4 ATTORNEY EFF. DATE: 09/21/11 LOC : 216
 ACCEPTED AR#: 215 14 1079 DATE: 09/10/15 RICHMOND CITY
 CURRENT AR#: 215 14 1079 DATE: 09/10/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 1,700.00 1,100,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

01/08/16

14:20:40

CORP ID: F130410 - 6 STATUS: 00 ACTIVE STATUS DATE: 09/04/15
 CORP NAME: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC. (U
 SED IN VA BY: DIVERSIFIED PROPERTY SERVICES, INC.)
 DATE OF CERTIFICATE: 08/05/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: MD MARYLAND STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: BRENDAN R HANTZES
 STREET: 3771 VERMACCHIA DR AR RTN MAIL:
 CITY: CHANTILLY STATE : VA ZIP: 20151-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 08/09/02 LOC : 129
 ACCEPTED AR#: 215 15 5962 DATE: 10/13/15 FAIRFAX COUNTY
 CURRENT AR#: 215 15 5962 DATE: 10/13/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 100.00 10.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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01/08/16

14:22:11

CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 05/22/97
 CORP NAME: OLD DOMINION SETTLEMENTS, INC.
 DATE OF CERTIFICATE: 07/08/1983 PERIOD OF DURATION: INDUSTRY CODE: 35
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: RONALD H. LAZARUS

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

CITY: ANNANDALE STATE : VA ZIP: 22003-0000

R/A STATUS: 4 ATTORNEY EFF. DATE: 09/05/95 LOC : 129
 ACCEPTED AR#: 215 09 4438 DATE: 06/01/15 FAIRFAX COUNTY
 CURRENT AR#: 215 09 4438 DATE: 06/01/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 220.00 25,000

(Screen Id:/Corp_Data_Inquiry)

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01/08/16

14:22:52

CISM0180

CORPORATE DATA INQUIRY

CORP ID: F160855 - 5 STATUS: 00 ACTIVE STATUS DATE: 05/11/15
 CORP NAME: PULSAR ADVERTISING, INC.
 DATE OF CERTIFICATE: 11/22/2004 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: NY NEW YORK STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

AR RTN MAIL:

CITY: GLEN ALLEN

STATE : VA ZIP: 23060-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 215 17 5161 DATE: 11/23/15 HENRICO COUNTY
 CURRENT AR#: 215 17 5161 DATE: 11/23/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 100.00 200

(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	2016-10-31

- 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.

The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

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The license information in this application was last updated at Fri Jan 08 02:50:18 EST.

The disciplinary action information in this application was last updated at Fri Jan 08 02:50:18 EST.

DPOR License Lookup build 1,161 (built 2015-10-27 02:21:24).

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	2017-01-31
0406001718	CENA, JANICE MARIE	Landscape Architect License	Landscape Architecture	2017-01-31

Showing 1 to 4 of 4 entries

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DPOR License Lookup build 1,161 (built 2015-10-27 02:21:24).

DPOR License Lookup License Number 0407003733

License Details

Name	QUINN CONSULTING SERVICES INC
License Number	0407003733
License Description	Business Entity Registration
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

Showing 1 to 1 of 1 entries

- 1 The data located on this website are not the public records of the Department of Professional and Occupational Regulation (DPOR). All public records are physically located at DPOR's Public Records Section: 9960 Mayland Drive, Suite 400, Richmond, VA 23233. While DPOR works to ensure the accuracy of the data provided online, the data available on these pages are updated routinely but may not be up to date at all times (due to document processing delays, technical maintenance, etc.).

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The disciplinary action information in this application was last updated at Fri Jan 08 02:50:18 EST.

DPOR License Lookup build 1,161 (built 2015-10-27 02:21:24).

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
0402021556	BURKART, PAUL EDWARD	Professional Engineer License	Engineering	2016-03-31
0402021276	LEWIS, TADEUSZ WILLIAM	Professional Engineer License	Engineering	2016-04-30

Showing 1 to 2 of 2 entries

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The license information in this application was last updated at Fri Jan 08 02:50:18 EST.

The disciplinary action information in this application was last updated at Fri Jan 08 02:50:18 EST.

DPOR License Lookup build 1,161 (built 2015-10-27 02:21:24).

DPOR License Lookup License Number 0411000050

License Details

Name	FROEHLING & ROBERTSON, INC
License Number	0411000050
License Description	Business Entity Branch Office Registration
Business Type	Corporation
Rank	Business Entity Branch Office
Address	10909 HOUSER DR, FREDERICKSBURG, VA 22408
Initial Certification Date	1992-04-08
Expiration Date	2016-02-29

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402045222	BELL, CARL PAUL	Professional Engineer License	Engineering	2017-07-31

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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	2016-11-30

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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	2016-06-30

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DPOR License Lookup License Number 0402021446

License Details

Name	DRUHOT, THOMAS ALAN
License Number	0402021446
License Description	Professional Engineer License
Rank	Professional Engineer
Address	COBBS CREEK, VA 23035
Initial Certification Date	1990-07-16
Expiration Date	2016-07-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0411001133	QUINN CONSULTING SERVICES INC	Business Entity Branch Office Registration	Engineering	2016-02-29

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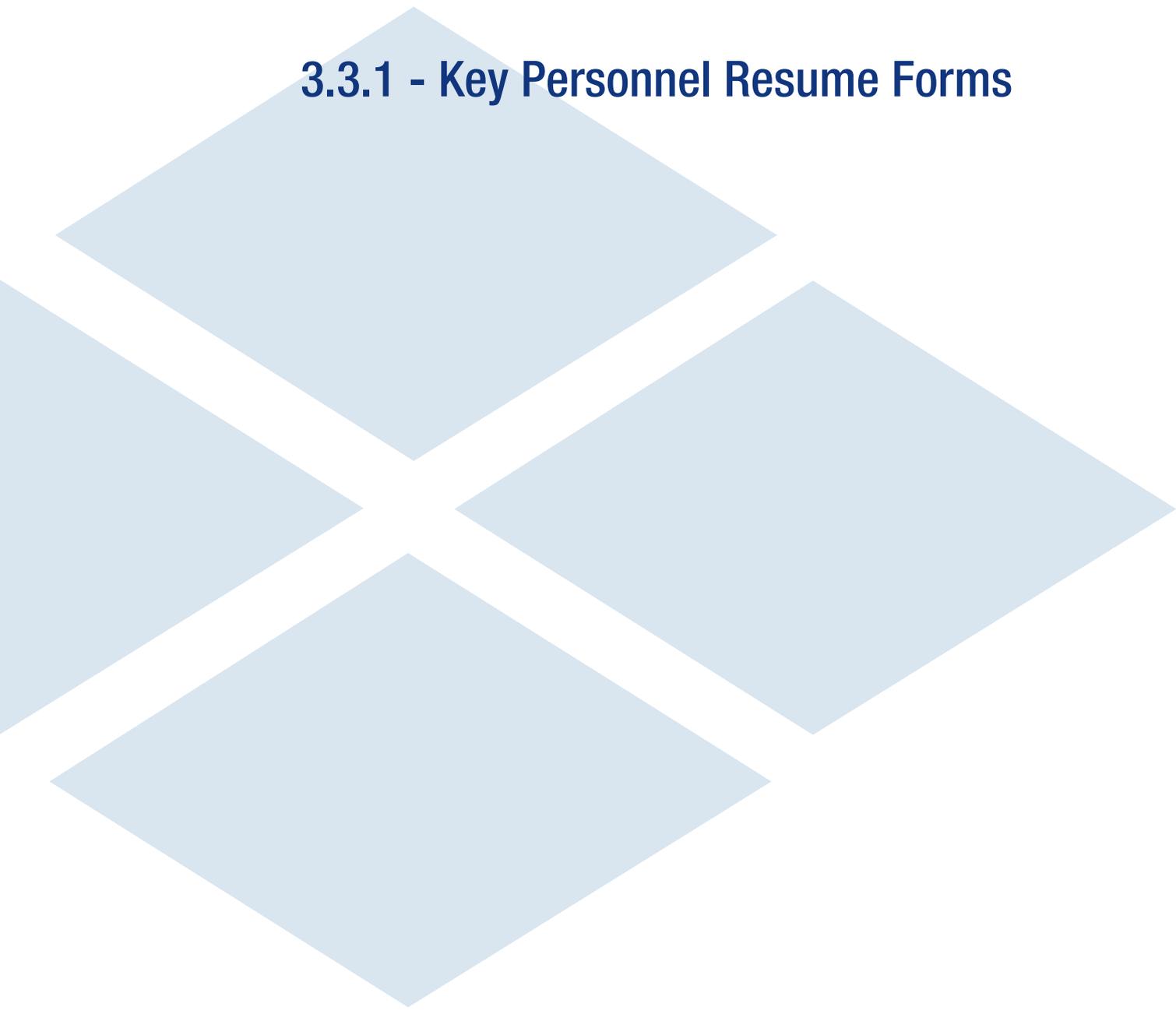
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3.3.1 - Key Personnel Resume Forms



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Charles "Chuck" L. Smith, IV, Vice President
b.	Project Assignment: Design-Build Project Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	<p>Employment History: With this Firm <u>27</u> Years With Other Firms <u>1</u> 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>Shirley Contracting Company, LLC, Vice President/Design-Build Project Manager (D-B PM), 2004–Present Provides oversight and monitoring of the design-build project life cycle, including managing all design disciplines, construction management, and contract administration. He ensures project delivery in accordance with contract requirements and project schedule. Chuck manages all coordination with owners and stakeholders and is responsible for dispute resolution and overall client satisfaction. He oversees project planning, scheduling of resources and safety during construction. As Design-Build Project Manager on nine design-build projects valued at \$500M, Chuck's responsibilities have included overall management of the design and construction process, including all QC activities.</p> <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements Segment I-Newport News, VA, (\$85M)-3/2015-12/2017-D-B PM ▪ Telegraph Rd and U.S. Rte 1 Intersection - Quantico, VA, (\$3.3M) - 6/2013 to 5/2015 – D-B PM ▪ CSX JD to Jones Hill - Hyattsville, MD – (\$7.8M) - 10/2013-4/2015 - Contract Manager ▪ I-95 Ramp to Fort Belvoir North Area - Springfield, VA, (\$11M) - 6/2012 to 12/2014 - Contract Manager ▪ Mulligan Road-Phase II - Alexandria, VA, (\$36M) - 12/2011 to 10/2014 - Contract Manager ▪ USCG Saint Elizabeth's West Site Access Road, (\$29M) - 6/2010 to 10/2013 – D-B PM ▪ Fairfax County Parkway Phase III, (\$28M) - 1/2010 to 12/2012 – D-B Construction Manager ▪ Fort Lee 'A' Gate Roundabout, (\$2.4M) - 6/2011 to 12/2012 – D-B Project Manager ▪ Washington Headquarters Service DoD BRAC 133, (\$167M) - 12/2008 to 8/2011–D-B PM ▪ I-95 4th Lane Widening, (\$91M) - 3/2008 to 9/2011 – Construction Manager ▪ New Campus East – NGA Fort Belvoir, (\$58M) - 5/2008 to 1/2011 – D-B PM ▪ Spotsylvania County Infrastructure Improvements, (\$14M) - 10/2007 to 8/2015 – D-B PM ▪ Dulles Greenway Improvements, (\$75M) - 5/2005 to 7/2008, Contract Manager ▪ Monroe Avenue Bridge, (\$43M) - 4/2005 to 10/2009 – D-B PM <p>Shirley Contracting Company, LLC, Contract Manager, 1993–2004 Responsible for daily management of large road and bridge construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, construction management, owner requisitions, public relations and subcontractor management.</p> <ul style="list-style-type: none"> ▪ I-95/I-395/I-495 Springfield Interchange Phase IV, (\$140M) - 11/1999 to 7/2004 - Contract Manager ▪ I-95/I-495 Woodrow Wilson Bridge Project, (\$50M) - 2002 to 2004 – Contract Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: None
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> <p>List at least three (3) but no more than five (5) relevant projects* for which you have performed a similar function.</p> <p>1. I-64 Capacity Improvements Segment I - Design-Build Project -Newport News, VA Shirley Contracting Company, Design-Build Project Manager (3/2015 - 12/2017) Responsibilities: Chuck is responsible for the overall design-build management of the \$85M widening of I-64 from Yorktown Road to Jefferson Avenue totaling 5.5 miles of inside median roadway and bridge construction. Chuck is responsible for all aspects of project management including CPM scheduling, design discipline coordination, construction staffing, and management of all resources assigned to the Project. Working with Dewberry, Chuck and the D-B Team are nearly complete with the entire roadway and bridge design packages and completed all environmental permitting requirements having obtained the Joint Wetlands and Water Quality Permits from all AHJ's in just 9 months from NTP. Significant coordination with USFWS and VDOT's Hampton Road District Environmental staff was necessary due to the confirmed presence of both the Indiana Bat and Northern Long-Eared Bat; both on the National Register of protected species. The design team was able to produce an advanced set of MOT and Early Grading Plans to allow the start of construction within VDOT Right-of-Way in just 6 months from NTP. The Project includes the widening of 4 bridges and the complete demolition and replacement of two bridges. Design considerations for soft compressible and wet soils was a</p>

significant challenge. Treatment methods including soil-cement, wick drains and surcharge, pile casings and slope stability piling are being utilized. **Relevancies to I-95/Route 630 Project:** Design-Build, robust Transportation Management Plan, environmental coordination with multiple AHJ's, consolidation of compressive soils at bridge embankments, use of subgrade treatments due to expansive soils.

2. Fairfax County Parkway Phase III Design-Build - Springfield, VA

Shirley Contracting Company, Design-Build Construction Manager (1/2010 - 12/2012)

Responsibilities: On this \$27.7M project Chuck was responsible for constructability reviews, design coordination, ROW and Utility Relocation planning, and scheduling. He coordinated all efforts to relocate utilities including Fairfax Water, Dominion Power, Comcast and Verizon out of conflict with the Project. Chuck and his staff managed the construction QC and QA programs in accordance with the VDOT design-build guidelines to create a project with minimal punchlist and closeout items. Chuck worked closely with the community during construction by updating the project's website and informing VDOT of daily lane closure schedules, upcoming traffic pattern changes and bridge openings. The scope of work included 1.4-miles of 6-lane divided, limited access highway and includes ramp improvements to the Franconia Springfield Parkway interchange. **Relevancies to I-95/Route 630 Project:** Design-Build, extensive utility relocations, community outreach program, multiple traffic stages, use of subgrade treatments due to expansive soils.

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

Shirley Contracting Company, Construction Manager (March 2008 to October 2011)

Responsibilities: Chuck was responsible for all construction activities on the \$91 million interstate widening project for VDOT. All construction activities were performed while maintaining and managing traffic volumes of over 200,000 vehicles per day passing through the project work zone. Chuck developed and maintained the project's construction schedule, purchased all materials and subcontractors, managed the design and constructability reviews of the nearly 200,000 SF of design-build retaining and soundwalls. He and his team developed a maintenance of traffic plan that allowed construction to safely be performed while strictly adhering to VDOT's lane closure policies. Chuck worked closely with VDOT Megaproject manager, Mr. Charlie Warraich, to develop a project status monitoring system along with a robust Partnering Program to successfully deliver the Project on time and within VDOT's budget. The widening of Interstate 95 was over 6-miles long, adding a new 12' wide travel lane and 10' full depth shoulder to the interstate. Over 250,000 tons of asphalt concrete and stone were installed and 10 bridges were widened. **Relevancies to I-95/Route 630 Project:** Interstate widening and interchange construction, high traffic volumes, lime stabilization of subgrade, project partnering program.

4. Monroe Avenue Bridge Design-Build, Alexandria, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (4/2005 to 10/2009)

Responsibilities: This \$43 million project constructed a new 840' long, 6-lane wide bridge carrying U.S. Route 1 over the old Potomac Yard Railroad yard as well as an active CSX rail corridor in Alexandria, VA. Chuck led the efforts to obtain public, engineering, design, and permitting approvals. The community was very involved in the long-term design and planning impacts. Chuck, along with PYD and the City of Alexandria, conducted public hearings, and citizen information meetings to vet bridge options, traffic operations, roadway alignments and architectural appearance prior to design submissions. Chuck led two design teams consisting of bridge engineers as well as PYD's roadway engineers to create a cohesive set of documents approved by the City in early 2006. To meet the schedule, a thorough design QA program was utilized to obtain plan approvals from the multiple reviewing agencies. Chuck coordinated design and construction of all water, sewer, power, communications, and gas installations and relocations on the site. He managed the construction QC program to assure adherence to City and VDOT standards. Construction required a close teaming partnership with the City due to activities such as piles driven within 100' of residences, deep utility installations within 8' of businesses, and demolition of retaining walls within 5' of retail stores. This was accomplished through monthly project update meetings. Chuck conducted all public meetings for the City and PYD as the surrounding community was actively interested in the project schedule and upcoming traffic changes. **Relevancies to I-95/Route 630 Project:** Design-Build, public outreach and community involvement, bridge construction, utility relocations.

5. I-95/I-395/I-495 Springfield Interchange, Phase IV - Springfield, VA

Shirley Contracting Company, Contract Manager (11/1999 - 7/2004)

Responsibilities: Chuck was responsible for daily management, oversight, and construction on the \$140 million segment of the Springfield Interchange. His duties included construction staffing, scheduling, subcontractor coordination, financial monitoring, change order administration, and owner relations. The Project consisted of interstate roadway widening and improvements along the Capital Beltway from the Van Dorn Road interchange to the interchange connection at I-95/I-495/I-395. Four new bridges were constructed as part of the Project, including one bridge carrying the Capital Beltway over the CSX Transportation and WMATA tracks. This work was completed in three phases with Chuck working in close coordination with CSX and WMATA. The Project's signature bridge was a 4,300' long flyover bridge carrying I-495/I-95 traffic to a direct connection to I-95 southbound. *Chuck led the Shirley Team to a 4 month early completion of the Project resulting in obtaining an early completion bonus offered by VDOT.* **Relevancies to I-95/Route 630 Project:** Interstate and interchange construction, high traffic volumes, complex traffic movements, project partnering program.

*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 Firm with which you are now associated: Dewberry Consultants LLC
d.	<p>Employment History: With this Firm 16 Years With Other Firms 0 Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC Responsible Charge Engineer/Design Manager/Roadway Design Engineer, 1999 - Present</p> <p>General responsibilities include management of the roadway design group in Dewberry's Fairfax office and oversight and management of numerous design-build and design-bid-build projects. Project responsibilities include signing and sealing plans for right-of-way acquisition and construction; management and coordination of all design sub-consultants; internal coordination between the roadway, structural, stormwater management/water resources, and environmental groups; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff during construction. Also serves as the single point of contact between the client and DB PM during design and construction of DB projects, and oversees construction support services provide by engineering staff during construction.</p> <ul style="list-style-type: none"> ▪ Route 659 Reconstruct to 4-Lanes, (\$45.5M) - 10/2015 to 4/2016 (Design) – Design Manager ▪ I-64 Capacity Improvements – Segment 1, (\$85M) - 3/2015 to 1/2016 (Design) – Design Manager ▪ Route 606 Reconstruction & Widening, (\$77M) - 6/2014 to 6/2015 (Design) – Roadway Design Engineer ▪ Gloucester Parkway Extension, (\$26M) - 3/2014 to 11/2014 (design) – Design Manager ▪ Route 7 – Westbound Truck Climbing Lane, (\$29M) - 11/2013 to 12/2015 - Roadway Design Engineer ▪ Interstate 66 Widening, (\$64M) - 9/2013 to 6/2014 (design) – Roadway Design Engineer ▪ Route 29 Bridge over Little Rocky Run, (\$11.5M) - 6/2013 to 10/2015 – Design Manager ▪ Sycolin Road Overpass of the Route 7-15 Bypass, (\$12M) - 12/2012 to 8/2014 – Design Manager ▪ Route 27/244 Interchange Modification, (\$31M) - 7/2011 to 8/2015 – Roadway Design Engineer ▪ Pacific Boulevard Extension, (\$5.3M) - 7/2011 to 8/2013 – Design Manager ▪ Route 50 Widening, (\$75M) - 2/2011 to 12/2015 – Roadway Design Engineer ▪ Waxpool Road/Loudoun Co. Pky Intersection Improvements, (\$2M) - 2/2010 to 10/2010 – Design ▪ Fairfax County Parkway Phase III Improvements, (\$28M) - 10/2009 to 12/2012 – Design Manager ▪ Intercounty Connector (ICC) Contract C, (\$520M) - 2/2008 to 11/2011 – Roadway Design Engineer ▪ Route 7/659 Interchange, (\$45M) - 2/2008 to 12/2014 (Design) – Project Manager ▪ Battlefield Parkway Design-Build Project, (\$26M) - 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements, (\$75M) - 3/2005 to 9/2007 – Design Manager ▪ Route 28 Corridor Improvements, - (\$487M) 9/2002 to 6/2015 (Design) – Design Manager ▪ Interstate 66 Improvements, - (\$215M) 6/1999 to 11/2011 (Design) – Project Manager
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p>Professional Engineer / 2004 / Virginia #0402 039440 Professional Engineer / 2008 / Maryland #36172 Design Build Institute of America (DBIA) / 2010</p>
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 at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p> <p>While the term “responsible charge engineer” is new, the scope of services performed in this role is something Steve has performed on several recent projects, including several for our DB Team. The following projects were led by Steve during design, as described on his Design Manager resume, but he then continued with significant involvement during construction and project completion, consistent with the role outlined as “Responsible Charge Engineer”.</p> <p>1. Interstate 66 Improvements - Prince William County, Virginia Dewberry Consultants LLC, Design Project Manager and Role Consistent with RCE (6/1999 - 8/2015) Responsibilities: For each phase of this \$215 million project, Steve served as the single point design of contact for</p>

VDOT to discuss construction progress, attend monthly coordination meetings, participate in public outreach meetings and events, and ensure that all shop drawings and submittals were reviewed, returned, and accepted prior to fabrication and installation. Steve was involved in all discussions related to alternate construction methods, alternate temporary traffic control plans, and alternate engineering solutions which were considered during construction. **Relevancies to I-95/Route 630 Project:** Similar to the I-95/630 Project, this project included construction of a new interchange on an interstate, widening and realignment of major arterial roadways, and modified traffic patterns on several arterial, secondary, and local roads. The project was phased to facilitate opening of critical project elements in order to reduce impacts to the public and provide increased capacity as soon as it was available. Public meetings were held during each phase of construction and prior to traffic switches to ensure the public was aware of upcoming roadway configurations.

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

Dewberry Consultants LLC, Design Manager and Role Consistent with RCE (9/2002 - 5/2017)

Responsibilities: As design was completed and approved for each element of this \$487 million contract, Steve continued to have a direct involvement with VDOT, construction staff, and coordinate directly with the DB Project Manager. Steve attended bi-weekly or monthly coordination meetings with VDOT and DB construction staff to discuss project progress and upcoming milestones, and oversaw the review of all construction submittals and responded to construction RFI's. All questions related to engineering details and alternate processes which required design involvement were directed to Steve for response or oversight of response by others. **Relevancies to I-95/Route 630 Project:** This contract featured roadway widening, new interchange construction, utility relocations, right-of-way acquisition, and maintenance of more than 100,000 vehicles per day thru each of the interchange projects. New secondary road alignments were completed at three of the new interchanges to provide alternate access to parallel roads adjacent to Route 28.

3. Fairfax County Parkway Phase III Improvements Design-Build Project - Fairfax County, Virginia

Dewberry Consultants LLC, Design Manager and Role Consistent with RCE (10/2009 - 12/2012)

Responsibilities: As design manager and on this \$28 million project, Steve signed and sealed all roadway plans, and served as the "Engineer of Record" for all construction related questions and alternate solutions. Following approval of the construction plans, Steve continued to coordinate and communicate directly with the DB PM and Eastern Federal Lands Highway Division (EFLHD) staff, and attended all project coordination and public outreach meetings. Steve oversaw the review of all construction submittals and RFI's, and provided direction as required when alternate construction sequences or field modifications were necessary. **Relevancies to I-95/Route 630 Project:** This project converted a secondary road to a principal roadway and reconfigured local roads to create a limited access facility on the final segment of the Fairfax County Parkway. A park and ride lot accommodating motorists, pedestrians, bicycles, and buses was added to the scope of the project along BARTA road, similar to the park and ride lot which will be constructed adjacent to Route 630.

4. Route 50 Widening Design-Build Project - Fairfax and Loudoun Counties, Virginia

Dewberry Consultants LLC, Roadway Design Manager and Role Consistent with RCE (4/2011 - 12/2015)

Responsibilities: Steve served as the roadway design manager on this \$77 million project and was directly involved with VDOT and construction staff in addition to overseeing all elements of roadway design and coordinating with other design disciplines. Steve signed and sealed all roadway plans, and during construction attended regular progress meetings and construction meetings to discuss progress and upcoming milestones with VDOT and construction staff. During construction, Steve oversaw the development of alternate sequence of construction plans which advanced the opening of 3-lanes in the eastbound direction to alleviate congestion. **Relevancies to I-95/Route 630 Project:** Widening 5 miles of roadway and improvements to 8 signalized intersections with more than 50,000 ADT. A 36" water main was installed along the entire length of the project and properties were connected to new water and sewer facilities. Parking lots were reconfigured based on access and intersection modifications.

5. Route 27/244 Interchange Modification Design-Build Project - Arlington County, Virginia

Dewberry Consultants LLC, Roadway Design Manager and Role Consistent with RCE (7/2011 - 8/2015)

Responsibilities: Following approval of plans for this \$32 million design-build project, Steve remained involved in construction through coordination with VDOT, Arlington County, and construction and inspection staff. Steve was responsible for addressing RFI's during construction and coordinating reviews of shop drawings and project submittals. Steve made routine project field visits to address questions related to design details as well as to recommend solutions and engineering alternatives to challenges associated with unexpected utility conflicts, working with construction staff to identify adjustments which met project requirements while also maintaining the schedule and avoiding utility relocations. Steve communicated directly with VDOT staff, and remained the single point of contact for all design elements through completion of the project. **Relevancies to I-95/Route 630 Project:** Complete reconfiguration of the existing interchange, including new interchange ramp configurations and intersection modifications and widening of the existing roadways. New pedestrian facilities were installed on Route 244, and utilities were relocated to accommodate new roadway, drainage, and traffic control elements.

*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: Thomas A. Druhot, P.E., Quality Assurance Manager
b.	Project Assignment: Quality Assurance Manager
c.	Name of Firm with which you are now associated: Quinn Consulting Services, Inc.
d.	<p>Years experience: With this Firm <u>1.5</u> Years With Other Firms <u>29</u> 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>Quinn Consulting Services, Inc. Quality Assurance Manager, June 2014–Present Responsible for all Quality Assurance activities and monitoring Quality Control for compliance with the approved QA/QC Plan, the Minimum Requirements as set forth in the VDOT QA/QC Design-Build Manual, and other relevant documents incorporated into the contract Design-Build Projects.</p> <p>Virginia Department of Transportation Area Construction Engineer, Hampton Roads District, 2003 - June 2014</p> <ul style="list-style-type: none"> ▪ Responsible for contract management for maintenance and construction projects ranging from \$300,000 to over \$108,000,000. ▪ Consistently met or exceeded statewide contract goals of on time completion, on budget, quality, environmental stewardship, and safety. ▪ Participated in statewide VRTCA committee on contract administration ▪ Defended multiple claims from contractors at Commissioner Hearings and at court mandated arbitration. ▪ Provided television and newspaper interviews. ▪ Served on selection committees for Design-Build projects and professional engineering design services. ▪ Managed project assignments for forecasting workloads, staffing needs, schedules and budgets. ▪ Assisted adjacent District by accepting management role of troubled project. <p>The Louis Berger Group, Inc. Division Manager, Midwest Division, 1992 - 2003</p> <ul style="list-style-type: none"> ▪ Responsible for profitability and operations of the division. ▪ Implemented QA/QC procedures for accounting procedures. ▪ Implemented weekly tracking reports for revenue determination based on project budgets and schedules. ▪ Managed staff resources and scheduling for Environmentalists and Engineers ▪ Managed project deliverables, schedules, costs and profits. ▪ Achieved positive turnaround of operations in reversal of client evaluations, improved quality of product, increased revenue 15%, turned profitability from -10% to +3%, increased staff 25%. ▪ Negotiated \$2 million in contract supplements for out of scope and additional services. ▪ Program Manager for \$160 million construction of interchange improvements along I-81 in Virginia. ▪ Provided monthly program management reports detailing contractor cost reimbursements, schedule adherence, deviation and risk analysis, engineering redesign requirements, and consultant progress and budgets. ▪ Created and led public information program detailing stages of construction and impacts to local businesses, residences, roads, schools and bus. ▪ Coordinated activities among three prime contractors with three independent schedules, assisted in design conflict resolution, construction staging conflicts and simplification of temporary detours. ▪ Coordinated between client/consultant field staff and designers for revisions to construction plans resolving construction staging conflicts, and design conflicts.
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Purdue University, West Lafayette, IN / B.S.C.E./1985/– Civil Engineering Fordham University, New York, NY / M.B.A./1989/</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #: 1990/Professional Engineer/0402021446</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> <p>List at least three (3) but no more than five (5) relevant projects for which you have performed a similar function.</p>

1. I-564 Intermodal Connector (Design-Build) - Norfolk, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (October 2014 to August 2018)

Responsibilities: Tom worked closely with the D-B Contractor and the EFLHD of the FHWA in preparing the project specific QA/QC Plan that follows both the requirements as set forth in VDOT's Minimum Standards for QA/QC on Design-Build and PPTA Projects as well as the materials acceptance and payment provisions/procedures prescribed in the contract by the FHWA. Tom is responsible for the QA of the construction operations, including the QA testing technicians. He determines and certifies to FHWA whether the materials and work comply with the Contract Documents and he conducts preparatory inspection meetings, prior to the start of any new work. Tom also oversees and directs the independent QA testing and inspections, comparing the QA and QC tests to ensure that they are within the tolerances, and certifying that the work is completed in accordance with the Contract Documents. **Relevancies to I-95/Route 630 Project:** This \$92 million design-build project includes 2.82 miles of new four-lane limited access highway and is similar in size and scope to the I-95/Route 630 project as it provides interstate access and requires the QAM to have an in-depth knowledge of the maintenance of traffic considerations when working on and around Virginia interstates being constructed.

2. Fall Hill Avenue & Mary Washington Boulevard Extension (Design-Build) - Fredericksburg, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (December 2015 to March 2017)

Responsibilities: Tom provides coordination with QA/QC Teams for execution of the work according to plans & VDOT Specifications. Responsibilities include checking test reports, daily reports, safety reports, and environmental reports. Tom is responsible for the QA of the construction operations, including the QA testing technicians. He determines and certifies to VDOT whether the materials and work comply with the Contract Documents and he conducts preparatory inspection meetings, prior to the start of any new work. Tom also oversees and directs the independent QA testing and inspections, comparing the QA and QC tests to ensure that they are within the tolerances established by VDOT's Minimum QA/QC Requirements Manual, and certifying that the work is completed in accordance with the Contract Documents. **Relevancies to I-95/Route 630 Project:** This \$30.7 million project consists of replacing the existing bridge over Interstate 95 with a new 4-lane bridge and widening Fall Hill Avenue to a 4-lane divided roadway. Additional relevancies includes the QAM having gained prior experience on a VDOT Design-Build project over I-95 in the Fredericksburg District following District and VDOT APD protocols and procedures.

3. Route 1 Improvements at Telegraph Road at Quantico Marine Base (Design-Build) - Quantico, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (June 2014 – October 2014)

Responsibilities: Tom was responsible for the QA of the roadway, and other physical construction operations, including the QA testing technicians. He reported directly to the Design-Build Project Manager with the authority and responsibility to stop any work not being performed in accordance with the Contract requirements. He conducted preparatory inspection meetings prior to the start of any new work. Tom also oversaw and directed the independent quality assurance testing and inspections, comparing the QA and QC tests to ensure they were within the tolerances, and certifying that the work is completed in accordance with the Contract Documents. **Relevancies to I-95/Route 630 Project:** Working with Shirley and Dewberry on this \$4 million project which widened Route 1, added turn lanes at the intersection of Route 1 and Telegraph Road in Stafford County. This project includes prior design-build project delivery experience with the Shirley/Dewberry Design-Build Team, VDOT Fredericksburg District, and regional utility companies.

4. I-64 Widening, Segment I (Design-Build) - Newport News, VA

Virginia Department of Transportation, Project Manager (July 2013 to June 2014)

Responsibilities: During VDOT's procurement phase, Tom provided constructability reviews, RFP development and reviews, road user cost analyses, contract time determination report review, and subject matter expert input into risk identification and assessment. **Relevancies to I-95/Route 630 Project:** This \$84.8 million project included the construction of an additional third lane in each direction from Jefferson Avenue, Newport News for approximately 7-miles. This project required a thorough understanding of all elements of design-build project delivery including ROW acquisition, utility relocation, environmental considerations, MOT planning, QA/QC, and constructability issues.

5. Middle Ground Boulevard (Design-Build) - Hampton Roads, VA

Virginia Department of Transportation, Project Manager (February 2010 – June 2014)

Responsibilities: As Project Manager on this \$40 million roadway widening FHWA/VDOT Design-Build project, Tom's responsibilities included overseeing initial RFP development and design-build contractor selection, scope validation negotiations and work orders. Tom also oversaw the design review process and ROW procurement and relocation, coordination of public relations outreach, IA/IV coordination to make certain the project was completed in accordance with the contract documents and the VDOT Design-Build Minimum Standards, and monthly progress reviews and payment verification. **Relevancies to I-95/Route 630 Project:** Project elements included the construction of a 6-lane divided limited access highway, the intersection improvements to major arterial roads. Additional relevancies included the installation of water and sewer mains, fiber optic signal coordination, a shared use path, sound barriers, new bridge construction, high volume urban area with extensive MOT.

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: Design Manager
c.	Name of Firm with which you are now associated: Dewberry Consultants LLC
d.	<p>Employment History: With this Firm 16 Years With Other Firms 0 Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC, Design Manager/Roadway Design Engineer, 1999 - Present</p> <p>General responsibilities include management of the roadway design group in Dewberry's Fairfax office and oversight of numerous design-build and design-bid-build projects. As Design Manager on 10 Design-Build Projects valued at \$768 million, Steve's responsibilities include signing and sealing plans for right-of-way acquisition and construction; management of design sub-consultants; internal coordination between the roadway, structural, stormwater management/water resources, and environmental groups; implementation and monitoring of the design QA/QC process; and coordination with construction staff and QA/QC staff. Also serves as the single point of contact between the client and DB PM during design and construction of DB projects, and oversees construction support services provide by engineering staff.</p> <ul style="list-style-type: none"> ▪ Route 659 Reconstruct to 4-Lanes, (\$45.5M) - 10/2015 to 4/2016 (Design) – Design Manager ▪ I-64 Capacity Improvements – Segment 1, (\$85M) - 3/2015 to 1/2016 (Design) – Design Manager ▪ Route 606 Reconstruction & Widening, (\$77M) - 6/2014 to 6/2015 (Design) – Roadway Design Engineer ▪ Gloucester Parkway Extension, (\$26M) - 3/2014 to 11/2014 (design) – Design Manager ▪ Route 7 – Westbound Truck Climbing Lane - (\$29M) - 11/2013 to 12/2015 - Roadway Design Engineer ▪ Interstate 66 Widening, (\$64M) - 9/2013 to 6/2014 (design) – Roadway Design Engineer ▪ Route 29 Bridge over Little Rocky Run - (\$11.5M) - 6/2013 to 10/2015 – Design Manager ▪ Sycolin Road Overpass of the Route 7-15 Bypass - (\$12M) - 12/2012 to 8/2014 – Design Manager ▪ Route 27/244 Interchange Modification, (\$31M) - 7/2011 to 8/2015 – Roadway Design Engineer ▪ Pacific Boulevard Extension, (\$5.3M) - 7/2011 to 8/2013 – Design Manager ▪ Route 50 Widening, (\$75M) - 2/2011 to 12/2015 – Roadway Design Engineer ▪ Waxpool Road/Loudoun Co. Pky Intersection Improvements, (\$2M) - 2/2010 to 10/2010 – Design Manager ▪ Fairfax County Parkway Phase III Improvements, (\$28M) - 10/2009 to 12/2012 – Design Manager ▪ Intercounty Connector (ICC) Contract C, (\$520M) - 2/2008 to 11/2011 – Roadway Design Engineer ▪ Route 7/659 Interchange, (\$45M) - 2/2008 to 12/2014 (Design) – Project Manager ▪ Battlefield Parkway Design-Build Project, (\$26M) - 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements, (\$75M) - 3/2005 to 9/2007 – Design Manager ▪ Route 28 Corridor Improvements, (\$487M) - 9/2002 to 6/2015 (Design) – Design Manager ▪ Interstate 66 Improvements, (\$215M) - 6/1999 to 11/2011 (Design) – Project Manager
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p>Professional Engineer / 2004 / Virginia #0402 039440 Professional Engineer / 2008 / Maryland #36172 Design Build Institute of America (DBIA) / 2010</p>
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 at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p> <p>1. Route 606 Reconstruction & Widening Design-Build - Loudoun County, Virginia Dewberry Consultants LLC, Roadway Design Manager (6/2014 – 6/2015 (design)) Responsibilities: Steve is responsible for roadway design oversight for the \$80 million reconstruction and widening of 5.3 miles of Route 606 between the Dulles Greenway and Evergreen Mills Road, including coordination and oversight of all design sub-consultants. Steve led the coordination efforts with four adjacent active construction projects and coordinated directly with representatives for the two federal properties impacted by the project. Steve oversaw incorporation of added scope elements on the NOAA property, a new intersection with Arcola Road as requested by</p>

VDOT, and modifications to drainage designs to the Horsepen Lake. Steve attended monthly meetings with VDOT, Loudoun County, and MWAA and attended public meetings to present plans to the public and local officials. **Relevancies to I-95/Route 630 Project:** The project included complete pavement replacement and widening from 2-lanes to a 4-lane divided roadway, modifications to the Greenway Interchange, storm drainage improvements, pedestrian & bicycle facilities, and improvements to 12 existing or new intersections.

2. Route 50 Widening Design-Build – Fairfax & Loudoun Counties, Virginia

Dewberry Consultants LLC, Roadway Design Manager (2/2011 – 12/2015)

Responsibilities: Steve was responsible for design oversight of this \$77 million widening and reconstruction of approximately 5-miles of Route 50 from Poland Road to Route 28. Steve coordinated each of the sub-consultant activities as well as all internal design disciplines including hydraulic, structural, traffic, and utility designs, field surveys, and environmental permitting, and was responsible for signing and sealing final plans. Steve worked directly with VDOT to incorporate additional scope requests to avoid future reconstruction and traffic impacts. Steve also developed the concept for a new intersection and ramp from SB Route 28 to provide direct access to Lee Road.

Relevancies to I-95/Route 630 Project: The project included complete reconstruction of the existing 4-lane roadway and widening to provide a 50' median and 6-lane thru section. Existing pavement was completely replaced, and pedestrian and bicycle facilities were added. Right-of-way was acquired from more than 65 properties, and parking facilities were adjusted for each of the adjacent impacted properties.

3. Interstate 66 Improvements – Prince William County, Virginia

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

Responsibilities: Steve was responsible for design and coordination of more than \$200 million of construction improvements along I-66, leading the design of phased improvements to widen I-66 from 4-lanes 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. **Relevancies to I-95/Route 630**

Project: This project included construction of a new interchange on an interstate, widening and realignment of major arterial roadways, and modified traffic patterns on several arterial, secondary, and local roads.

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

Dewberry Consultants LLC, Design Manager (9/2002 – 6/2015 (design))

Responsibilities: On this \$487 million contract, Steve was responsible for completion of conceptual interchange configurations for Willard Rd., Frying Pan Rd., Innovation Ave., and Nokes Blvd., and final design of the Innovation Ave., Sterling Blvd., Nokes Blvd., Westfields Blvd., Willard Rd., and Barnsfield Rd. interchanges. He also oversaw the design for widening of Centreville Rd. from 2-4 lanes, widening and reconstruction of Loudoun County Parkway from 2-4 lanes, and extensions of Pacific Boulevard and Atlantic Boulevard. Steve coordinated the roadway design with each of the bridges, stormwater management facilities, and utility relocations, and oversaw the design of all aspects of horizontal and vertical geometric design, drainage design, lighting design, signing and marking design and maintenance of traffic plans. Steve attended the public meetings, coordinated comment resolution meetings with VDOT, MWAA, Northern Virginia Regional Park Authority, Fairfax County and Loudoun County, and attended construction progress meetings.

Relevancies to I-95/Route 630 Project: This contract featured roadway widening, new interchange construction, utility relocations, right-of-way acquisition, and maintenance of more than 100,000 vehicles per day thru the interchange projects. New secondary road alignments were completed at three of the new interchanges to provide alternate access to parallel roads adjacent to Route 28. Roadway widenings included complete reconstruction of the existing pavement.

5. Fairfax County Parkway Phase III Improvements Design-Build Project – Fairfax County, Virginia

Dewberry Consultants LLC, Design Manager & Responsible Charge Engineer (10/2009 - 12/2012)

Responsibilities: Steve was responsible for signing and sealing plans as the engineer of record for this \$28 million project, overseeing all aspects of design, coordination of sub-consultants, and implementation and monitoring of the design QA/QC process. Steve led the design efforts to introduce a modification in the RFP roadway and interchange configuration which allowed for reductions in right-of-way impacts to private properties, and led the public hearing effort for a re-evaluation of the environmental document. Steve attended progress meetings with EFLHD, VDOT, Fairfax County, and Army staff, and attended Pardon our Dust meetings, partnering, and progress meetings. **Relevancies to I-95/Route 630 Project:** This project modified an existing interchange, widened an existing secondary road, reconfigured local roadway networks, the existing Fairfax County Parkway/Franconia-Springfield Parkway/Rolling Road Interchange, widened and reconstructed 0.8 miles of Rolling Road (to become Fairfax County Parkway), relocated Rolling Road and Hooes Road including a new bridge over the Fairfax County Parkway, completed sidewalk and shared use path improvements along Rolling Road, and added a new park and ride lot.

Relevancies to I-95/Route 630 Project: This project modified an existing interchange, widened an existing secondary road, reconfigured local roadway networks, the existing Fairfax County Parkway/Franconia-Springfield Parkway/Rolling Road Interchange, widened and reconstructed 0.8 miles of Rolling Road (to become Fairfax County Parkway), relocated Rolling Road and Hooes Road including a new bridge over the Fairfax County Parkway, completed sidewalk and shared use path improvements along Rolling Road, and added a new park and ride lot.

* 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: Greg Johannes, Contract Manager
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	<p>Employment History: With this Firm 8 Years With Other Firms 27 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>Shirley Contracting Company, LLC Design-Build (D-B) Project Manager/Construction Manager, January 2008– 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 owners representatives, designers, construction staff and quality teams.</p> <ul style="list-style-type: none"> ▪ I-64 Exit 91 Design-Build Project, (\$21M) 7/2015 – 12/2015 – Construction Manager ▪ Intercounty Connector Contract 'D/E' Design-Build Project, (\$89M) - 1/2012 to 1/2015 – D-B Project Manager/Construction Manager ▪ Intercounty Connector Contract 'C' Design-Build Project, (\$528M) - 1/2008 to 12/2011 – D-B Project Manager <p>Estimator, January 2007 - January 2008 - Developed detailed costs estimates for civil construction projects.</p> <p>The Lane Construction Corporation Project Manager, 1979 - 2006 Managed all aspects of projects he was assigned to ranging in value from \$10 million to \$200 million. Responsible for planning and scheduling of all work activities, coordinating with owners, designers and subcontractors. Managed submittal process and pay estimate requests and oversaw project safety program.</p> <ul style="list-style-type: none"> ▪ I-540 Construction Wake County, (\$102M) - 2004-2006, Project Manager ▪ Largo Station Blue Line Design-Build, (\$217M) - 2002-2004, Project Manager ▪ Dulles Greenway Widening, (\$10.8M) 2000-2002, Project Manager ▪ Clara Barton Parkway Reconstruction (\$1.2M), 1999-2000, Project Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: S.U.N.Y. Alfred Agricultural & Technical College, Alfred, New York / AAS / 1979 / Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Will obtain both VDOT Erosion and Sediment Control Contractor Certification (ESCCE) and Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to commencement of construction.
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.</i> <p>List at least three (3) but no more than five (5) relevant projects* for which you have performed a similar function.</p> <p>1. Intercounty Connector Contract (ICC) D/E Design-Build - Prince George's County, MD Shirley Contracting Company, LLC, Design-Build Project Manager/Construction Manager (1/2012 – 1/2015) Responsibilities: During the design phase of the Project, Greg served as the Design-Build Project Manager for the \$89 million ICC Contract D/E Project, the final segment of the 18.8 mile ICC tolled highway in Prince George's County, Maryland. Once construction began, Greg transitioned to the Construction Manager role. He was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocation, construction, QA/QC, environmental compliance, and community relations. He was also the main point of contact for communication and coordination with the Owner, permitting agencies, residents and businesses impacted by the project as well as all other project stakeholders. He updated and maintained the project schedule, coordinated subcontractors and suppliers, managed Shirley's self-perform crews, and the QA/QC process during construction. Greg was also responsible for maintaining close coordination with CSX Railroad and Marc train as well local business owners impacted by the Project. He managed the extension of the ITS toll systems, Fiber Optic and signal interconnect cabling as well other major utilities that required relocation including a 42" waterline for WSSC, electrical duct bank and electric pole lines with telephone, cable, and a 12" sanitary sewer. Relevancies to I-95/Route 630 Project: Worked with Dewberry on this Design-Build project to construct a new interchange, roadway widening, extensive maintenance of traffic, utility relocations and coordination, QA/QC, and public involvement.</p>
	<p>2. Intercounty Connector (ICC) Contract C Design-Build - Montgomery and Prince George's County, MD Shirley Contracting Company, LLC, Design-Build Project Manager (1/2008 – 12/2011) Responsibilities: Greg was responsible for constructability reviews during the design process, coordination of utility</p>

design and relocation work and oversight of construction in accordance with the approved contract plans. He verified QC for environmental permitting and ensured that the plans were within permit and regulatory requirements for this \$528 million design-build project. Greg provided monthly project status reports to the Maryland State Highway Administration, updated the project's CPM schedule, conducted regular progress and jobsite safety meetings, prepared/obtained and reviewed required Trainee, DBE, EEO and certified payroll documentation. During the construction phase, he was responsible for the daily scheduling of work activities including Shirley's personnel and subcontractors, material deliveries, rental equipment and trucks. He also coordinated with the Project's QC staff to ensure that all construction materials and activities were inspected as required. **Relevancies to I-95/Route 630 Project:** Worked with Dewberry on this Design-Build project to construct a new interchange, roadway widening, extensive maintenance of traffic, utility relocations and coordination, QA/QC, and public involvement. The scope included 3.4 miles of a new 6-lane freeway facility, two new major interchanges including one over I-95, pavement rehabilitation, 22 bridges, 16 retaining walls, 5 noise barrier walls and 14 SWM ponds. The project included incentives from the Owner for properly maintaining erosion and sediment control devices on the project and **the Shirley Team earned over \$4.7 million in incentives**, reflecting Shirley's commitment to the project's environmental objectives.

3. I-540 Construction Wake County – Wake County, NC

The Lane Construction Corporation, Project Manager (3/2004 - 11/2006)

Responsibilities: Greg was responsible for constructing this \$102 million project in accordance with the approved plans and within permit and regulatory requirements. Greg developed and updated the Project CPM schedule, coordinated subcontractor safe start meetings, conducted regular progress and jobsite safety meetings, and prepared/obtained and reviewed required materials documentation. He ensured compliance with the Project's QC requirements, managed the overall project erosion and sediment control measures, traffic safety functions and other work disciplines throughout the course of the Project. Greg was responsible for scheduling all of Lane's crews and subcontractors, material deliveries, rental equipment, and trucks for the work that includes roadway and bridge construction, temporary and permanent signals, lighting, box culverts, retaining wall construction, utility relocations, storm water management basins, close coordination with CSX railroad during construction of two bridges over the railroad, as well as other typical roadway construction activities. **Relevancies to I-95/Route 630 Project:** The project included the construction of over 5 miles of 6-lane divided interstate highway on a new alignment, and three new interchanges in an urban setting, extensive maintenance of traffic, pavement rehabilitation on the existing roads tying the new ramps in.

4. Largo Station Blue Line Design-Build - Largo, MD

The Lane Construction Corporation, Project Manager (3/2002 – 2/2004)

Responsibilities: As part of the extension of the WMATA Blue Line metro rail, the Lane Construction Corporation was awarded a \$217 million design-build contract. Greg was responsible for constructability reviews during the design process. He provided QC oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. Greg developed and updated the Project CPM schedule, coordinated subcontractor safe start meetings, conducted regular jobsite safety meetings, and prepared/obtained and reviewed required material documentation. Additionally, he was responsible for daily coordination and scheduling of work including Lane's crews and subcontractors, material deliveries, rental equipment, trucks, QA/QC staff and directed QC staff activities as needed. **Relevancies to I-95/Route 630 Project:** The scope of this Design-Build project included bridge structures, utility relocations, and QA/QC.

5. Dulles Greenway Widening – Loudoun County, VA

The Lane Construction Corporation, Project Manager (6/2000 – 2/2002)

Responsibilities: Greg was the Project Manager for the \$10.8 million widening of the Dulles Toll Road in Loudoun County, Virginia. He was responsible for ensuring the Project was constructed in accordance with the approved plans and specifications. Greg also provided QC oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements. He developed and updated the CPM schedule, coordinated subcontractor safe start meetings, conducted regular jobsite safety meetings, notified TRIPP II, the general public, police, fire and rescue of proposed traffic switches, prepared/obtained and reviewed required material documentation. Greg handled daily coordination and scheduling of work including Lane's crews and subcontractors, material deliveries, rental equipment, trucks and lane closures, with QA/QC staff. **Relevancies to I-95/Route 630 Project:** The scope involved widening the Dulles Toll Road by adding one lane in each direction for 5-miles. Three bridges were required to be widened as well as utility relocations, storm water management basins and other typical roadway construction activities. Maintenance of traffic flow during construction operations to minimize impacts to toll revenues.

*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. **Greg is currently not assigned to a project and is immediately available for the Construction Manager 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: Intercounty Connector, Contract 'C' (Design-Build) Location: Montgomery and Prince Georges County, MD	Name: Dewberry Consultants LLC	Name of Client/Owner: MD SHA Project Manager: Mark Coblentz Phone: (301) 586-9267 Email: mcoblentz@iccproject.com	November 2011	November 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.



- SIMILARITIES TO I-95/ROUTE 630 RECONSTRUCTION & WIDENING**
- Design-Build
 - Roadway Construction & Widening
 - Structures and Bridges over I-95
 - Environmental Permitting
 - Geotechnical Challenges
 - Hydraulics
 - Maintenance of Traffic on Interstate 95
 - Right-of-Way Coordination
 - Transportation Management Plan
 - Pedestrian Accommodations
 - Utility Relocations
 - Public Involvement/Communication
 - Third Party Stakeholder Communication & Coordination
 - Quality Assurance/Quality Control
 - Worked with Lead Designer – Dewberry
 - Proposed Key Personnel on this Project:
 - Greg Johannes

PROJECT NARRATIVE: In December 2008, ICC Constructors, A Joint Venture, with Shirley Contracting Company, LLC as the Lead Contractor, and Dewberry Consultants LLC as the Lead Designer, was awarded the **\$513 million** Contract 'C' of the Intercounty Connector. The overall 18 mile long Toll Road facility is located in Montgomery and Prince Georges County's, 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 six lane tolled roadway, three new interchanges-one at US 29, one at Briggs Chaney Road, and one at I-95. The I-95 and US 29 Interchanges were noteworthy as they were both complex 3 level interchanges requiring significant coordination during construction. 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 interchange. Over 50 structures including 25 bridges, multiple retaining and sound barrier walls, and culverts were included in the project scope. Many of the bridges required aesthetic elements designed to complement the surrounding area. Bridges included steel girder, concrete beam, and curved steel girder types.

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 major priority of the project was to minimize impacts to local businesses and the surrounding communities that were affected by the construction. Our Team developed a comprehensive approach to meet this objective by sequencing the work to occur out of traffic and/or during off-peak hours. The Team adjusted roadway profiles to balance site earthwork activities and constructed temporary bridges crossing waterways to avoid "on-road" trucking, and established a Site Access Management Plan to designate specific access points, haul routes, staging areas, material and equipment storage areas, and restricted areas.

PROJECT SCOPE:

- 3.8 miles of new 6-lane toll road on a new alignment
- I-95 Grade-Separated Interchange (3 Levels)
- US 29 Grade-Separated Interchange (3 Levels)
- Collector-distributor construction on I-95
- 25 Bridges, 50 total structures
- Retaining walls and sound barriers
- Temporary Traffic Control
- ITS & Tolling Systems
- Interstate lighting

*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.

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. 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.

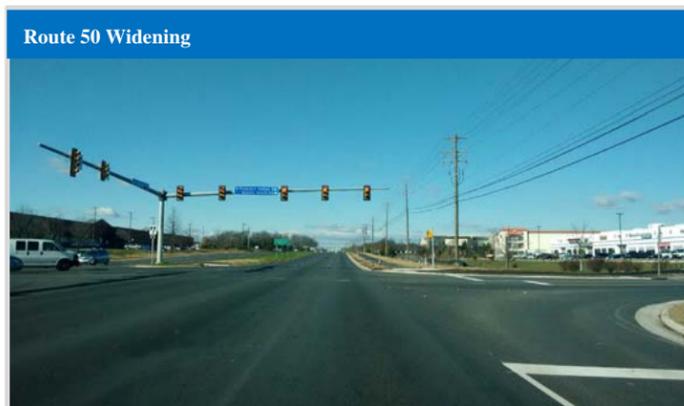
VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

- **2012 Award of Excellence in Heavy Construction from the National Capital Chapter of American Concrete Institute**
- Selected in 2011 by Roads & Bridges magazine as **Top Roads winner**
- This large and **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 directed modifications to project scope.
- **Our Team earned over \$4.7 million in incentive payments** for environmental compliance, reflecting our commitment to the environmental objectives of the Project.
- 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 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 1 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 ROW 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.

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: Route 50 Widening Location: Fairfax and Loudoun Counties, Virginia	Name: Dewberry Consultants LLC	Name of Client/Owner: Virginia Department of Transportation Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: susan.shaw@vdot.virginia.org	December 2014	December 2015* *Difference Due to Owner added scope	\$67,830	77,337* *Difference Due to Owner added scope	\$77,337

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.



**SIMILARITIES TO
I-95/ROUTE 630 RECONSTRUCTION & WIDENING**

- Design-Build
- Roadway Widening
- Bridge Construction
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Geotechnical/Ground Improvements
- Worked with Lead Designer – Dewberry

PROJECT NARRATIVE: In March 2011, Shirley Contracting Company, LLC was awarded the Route 50 Widening Design-Build Project by the Virginia Department of Transportation. The \$77 million project includes the reconstruction and widening of Route 50 from 4 to 6 lanes for 3.7 miles from Poland Road (Route 742) to Sully Road (Route 28). One major feature of this project included right-of-way and temporary/permanent easement acquisitions on 68 properties along the corridor. There were numerous utilities in conflict that had to be relocated. These included overhead/underground power (15,000'), overhead/underground communications (50,000'), gas line relocations (4,000'), sanitary line relocations (1100') and waterline relocations (17,000'). Another important feature was the construction of eight new traffic signals which needed to be maintained during all phases of traffic. In addition, the new roadway construction included two new bridges over Cub Run, a new 10' wide shared use path for each side of the roadway, a new retaining wall (400'), two new box culverts (485'), and all new roadway pavement including new storm pipe (31,000') and storm structures (300 each).

The project required the management of several challenging issues. One of the largest issues was the coordination of utility relocations and right-of-way acquisition in a linear transportation corridor where the majority of the widening resulted in direct utility conflicts. The Team overcame this challenge by closely coordinating the Transportation Management Plan with the right-of-way and utility relocation priorities to ensure that adequate float was provided to third party controlled utility relocations without compromising the aggressive schedule. A key element was creating a sequence that optimized the amount of ultimate roadway that could be constructed concurrent with the acquisition of right-of-way, permits, and the relocation of the utilities. The Team accomplished this by reversing the original RFP sequence of construction and utilizing the median. Additionally, detours were constructed that allowed for the start of reconstruction of the existing pavement within the existing right-of-way. This sequence allowed the right-of-way acquisition and utility relocation phases to run parallel with the early phases of construction and decrease the risk of utility delays that would ultimately impact the final completion date.

PROJECT SCOPE:

- Right-of-way acquisitions of 68 parcels including one relocation
- Extensive coordination and relocation of facilities owned by 15 different utility companies
- Acquisition of environmental permits
- Improvements to eight signalized intersections
- Four new storm water management facilities
- Widening and reconstruction of the existing bridges over Cub Run
- New 10' wide shared use path on each side of Route 50
- Contractor administered quality assurance and quality control
- Coordination of public involvement
- Coordination of waterline relocations with Fairfax Water Authority & Loudoun Water

SHIRLEY'S ROLE: As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of all aspects of construction, including design and engineering, right-of-way acquisitions, permitting, coordination of utility relocations, public outreach before and during the project, overall Project administration and construction management, and Quality Assurance and Quality Control. All the construction work was performed on a heavily traveled roadway with over 60,000 vehicles per day passing through the project. Lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner in public relations and getting notices out to the traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout the design and construction phases.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

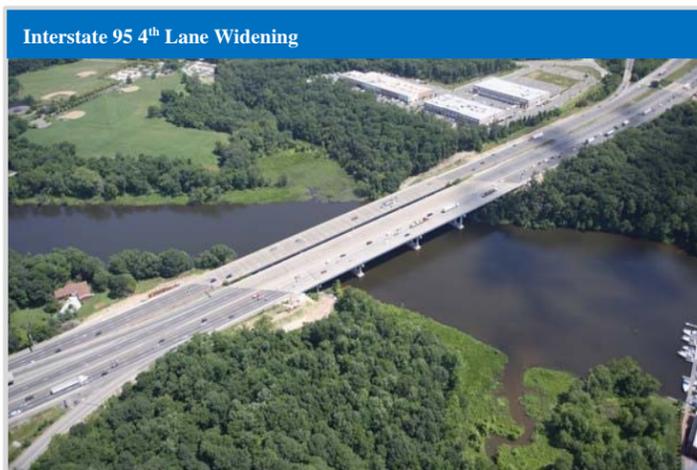
- This aggressively scheduled project was *completed on time, without claims*, and with change orders that consisted primarily of owner-directed modifications to add project scope.
- *The success of this project was largely due to significant innovations to maintenance of traffic during design and construction.* During the design process, a sequence of construction was planned that utilized the median for the first phase of construction so that this work could be done in existing VDOT right-of-way which allowed construction activities to be completed simultaneously with the acquisition of right-of-way. During the later phases of the project, the sequence of roadway construction was modified to run parallel with the order at which the right-of-way properties were being acquired and the utility relocations being completed. This greatly improved the flow of the schedule and allowed the project to be completed on time.
- *Shirley developed work schedules and activity plans to minimize disruptions and impacts to the public.* One example was the reconstruction of an existing intersection in one weekend instead of taking weeks of daily lane closures. This was accomplished by Shirley mobilizing extra crews *over the weekend and working around the clock in order to have the intersection rebuilt in one weekend.* This required coordination between Shirley and VDOT to develop a MOT plan and sequence of work for the weekend operations, as well as public notifications that were sent to the media and local politicians. This approach proved so successful that it was subsequently used on several other intersections.
- Shirley worked closely with local Supervisors, Delegates, and local fire and rescue, to send out public notifications for any major work activities or shifts in traffic patterns on the project. An email distribution list was also developed from the preconstruction "pardon our dust" meetings and quarterly local town hall meetings which was also used for any public notifications. The local town hall meetings were used as a way to keep the local homeowners and businesses well informed of the project status.

*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.

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

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

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly.



SIMILARITIES TO I-95/ROUTE 630 RECONSTRUCTION & WIDENING

- Design-Build
- Interstate Widening
- 10 Interstate Bridges Widened
- Complex MOT Operations
- Communication & Coordination with VDOT
- Retaining Walls
- Sound Barrier Walls
- Traffic Volumes Exceeding 200,000 VPD
- Restricted Work Hours
- Proposed Key Personnel on this Project:
 - Chuck Smith

PROJECT NARRATIVE:

In January 2008, Shirley Contracting Company, LLC as the General Contractor, was awarded the Interstate 95 4th Lane Widening Project to add a fourth lane in each direction of Interstate 95 between the Fairfax County Parkway (Route 286) and Route 123. The additional lanes were constructed to relieve bottlenecks and daily congestion in this area of Interstate 95 and provide improved traffic flow. The northbound project limits extended from Exit 160 Woodbridge/Route 123 to just north of the Pohick Road bridge overpass, approximately five miles. The southbound limits were from Exit 166, Fairfax County Parkway/Newington, Route 286 to Exit 160, Route 123, approximately 6 miles. With a construction cost of approximately \$91 million, the project consisted of widening approximately six miles of Interstate 95, 10 bridge widenings including two bridges over the Occoquan River, over 200,000 square feet of design-build retaining/sound 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, bride deck pours, utility crossings, and surface asphalt placement were just a few activities that were scheduled and coordinated to reduce impacts to motorists and give the Shirley 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 sound 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.

PROJECT SCOPE:

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

SHIRLEY'S ROLE:

As the General Contractor on the Project Shirley was responsible for management and oversight of all aspects of construction, including roadway, structures, drainage, maintenance of traffic, public relations and public involvement. The work was performed on a heavily travelled interstate 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.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. Our All work was performed *with no safety incidents and the project enjoyed a zero-lost time record.*
2. *All construction activities were performed while maintaining and managing traffic volumes of over 200,000 vehicles per day* passing through the project work zone along the I-95 Corridor.
3. Shirley utilized onsite construction signage and many variable message boards strategically placed throughout the work zone to help promote primary awareness of upcoming construction impacts and clearly define vehicular paths/routes, which *helped improve traffic flow and avoid delays.*
4. *We developed work schedules and activity plans to minimize delays and impacts to the public during peak traffic rush hours;* resolved issues quickly and efficiently, while emphasizing safety on the project for all parties including the traveling public.
5. *Project details were communicated to promote public awareness and involvement to all parties* directly and/or indirectly associated with the project.
6. *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
7. Shirley coordinated all construction and lane closures with VDOT's NOVA District Mega Projects group as well as the Express Lanes contractors in the region.
8. *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.

*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.

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: Interstate 66 Improvements (Single Design Contract) Location: Prince William County, VA	Name: Ph. I General Excavation Ph. II Moore Brothers Ph. III Shirley Contracting Ph. IV General Excavation Ph. V Shirley Contracting	Name of Client./ Owner: VDOT Northern Virginia District Office Project Manager: Amir Salahshoor, PE Phone: 703-259-1957 Email: A.Salahshoor@vdot.virginia.gov	June 2004	Phase I – 2008 Phase II – 2006 Phase III – Aug. 2010 Phase IV – Oct. 2011 Phase V – August 2015	\$215,000 (Estimated)	Phase I - IV \$217,145* *Difference Due to Owner added scope	\$10,007

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.



SIMILARITIES TO I-95/ROUTE 630 RECONSTRUCTION & WIDENING

- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design
- Structural and Bridge Design
- Hydraulic Design
- Traffic Control, TMP, and Signal Design
 - Multi-Stages of TTC
 - Over 100,000 AADT thru Project
- Right-of-Way Plans (over 70 Properties)
- Phased Construction Plan Development
- Parking Lot Improvements
- Pedestrian Accommodations
- Utility Relocation Design
- Public Involvement/Communication
- Quality Assurance/Quality Control
- Experience Working with Shirley Team

PROJECT NARRATIVE: Dewberry's Fairfax, Virginia office completed the preliminary and final design for the Virginia Department of Transportation to complete the widening of I-66 between Manassas (Exit 47, Route 234 Business) and Gainesville (Exit 43, Route 29). *Dewberry had a single design contract for the design of all elements of this project which was broken into five construction contracts based on funding availability.* The project included the following elements:

- Widening of I-66 for over 4-miles from 4 to 8-lanes, including one HOV lane in each direction
- Ramp modifications at the Route 234 Business Interchange
- Ramp modifications at the Route 234 Bypass Interchange
- Complete reconstruction of the Route 29 Interchange in Gainesville
- Traffic analysis and modeling for additional improvements in Gainesville to improve the operation of I-66

As part of preliminary design for the I-66/Route 29 Interchange, traffic analysis, projections and modeling indicated that a new interchange was necessary at the Route 29 intersection with Linton Hall Road along with the need to eliminate at-grade railroad crossings on Route 29 and Gallerher Road. Additionally, a new local road connection (University Boulevard) between Route 29 and Wellington Road, including a new overpass of I-66 and Norfolk Southern Railroad was also warranted. Dewberry completed final engineering services for both the University Boulevard and I-66/Route 29/Linton Hall Road Interchange, each of which was completed as a stand-alone construction contract.

Due to funding constraints, construction plans were separated into five plan packages and construction phases. The widening of I-66 was separated into two plan sets and advertised in stages, and the Route 29/Linton Hall Road Interchange, including University Boulevard, was advertised in three construction packages. Dewberry worked with VDOT to identify appropriate packaged elements so that phased improvements and added capacity could be completed as quickly as possible.

PROJECT SCOPE:

- Field surveys
- Geotechnical Investigations
- Environmental permit plate preparation
- Traffic and operational analysis and documentation (IJR)
- Roadway design, including more than 4 miles of interstate widening
- Structural design, including ten (10) new interstate and interchange bridges
- Traffic management system (TMS) design
- TMP and complex temporary traffic control plan design
- Lighting and electrical design and traffic signal design
- Public meeting preparation, attendance, and support
- Coordination with Norfolk Southern Railroad

*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.

DEWBERRY'S ROLE: As the engineer of record for the improvements, Dewberry was responsible for all services outlined in the "Project Scope" as well as coordination with sub-consultants and VDOT.

In addition to providing all design services, Dewberry prepared presentations and graphics for multiple public hearings, public meetings, and citizen outreach meetings, provided support to VDOT right-of-way acquisition and negotiation staff during acquisition of right-of-way and easements, and coordinated with Norfolk Southern Railroad for the retaining wall and drainage improvements to avoid impacts to the railroad property. During construction, Dewberry's involvement continued by providing support through shop drawing reviews, responding to RFI's, attending monthly coordination meetings and detail-specific construction meetings, and participated in formal partnering meetings and workshops.

Similar to the I-95/Route 630 Reconstruction and Widening Project, the I-66/Route 29 and Route 29/Linton Hall Interchanges were each completed utilizing a series of traffic switches which maintained all traffic movements while allowing for each interchange to be built within the exact footprint of the existing interchange and intersection, respectively. New local roads were constructed in advance as part of the Route 29/Linton Hall Interchange to maintain access to and from all residences and businesses while also extending Limited Access along Route 29 to preserve the function of the new interchange.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

- Advertisements for each Phase of the project were delivered on-time with successful construction bids received below the Engineer's estimate.
- During construction, it became apparent that conditions of several bridges which were intended to be minimally rehabilitated (deck overlays and widenings) had deteriorated to the point that more significant improvements were required. Dewberry was issued a contract modification to complete designs for the complete reconstruction of the bridge decks (including structural steel) and replacement of all bridge piers. Plans were developed during construction and coordinated with the Shirley Team to ensure construction schedules were not impacted. Plans were issued as a construction revision, and reconstruction was able to be completed *without delaying the project schedule.*

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: Interstate 66 Widening Location: Prince William County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: Virginia Department of Transportation Project Manager: Christiana Briganti-Dunn, PE Phone: 703-259-2960 Email: Christiana.Briganti@VDOT.Virginia.gov	September 2013	November 2016	\$54,871	\$55,000* *Difference Due to Owner added scope	\$2,931

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.

Interstate 66 Widening



SIMILARITIES TO I-95/ROUTE 630 RECONSTRUCTION AND WIDENING

- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design
- Structural and Bridge Design
- Hydraulic Design
- Traffic Control, TMP, and Signal Design
- Multi-Stages of TTC
- Over 100,000 AADT thru Project
- Right-of-Way Plans
- Phased Construction Plan Development
- Pedestrian Accommodations
- Utility Relocation Design
- Public Involvement / Communication
- Quality Assurance / Quality Control
- Experience Working with Shirley Team

PROJECT NARRATIVE: In 2013, the Shirley-Dewberry design-build team was awarded the contract to widen I-66 from 4- to 8-lanes for approximately 2.5 miles between Gainesville (Exit 43) and Haymarket (Exit 40). The project consists of providing an additional general purpose lane and HOV lane in each direction, and required demolition and replacement of the Old Carolina Road and Catharpin Road bridges over I-66 to accommodate the widened I-66 typical section. At the west end of the project, ramp improvements at the Route 15 Interchange were included to provide dual left turns from the westbound exit ramp to southbound Route 15 in an effort to reduce queuing, which routinely extended onto the westbound I-66 shoulder and right thru-lane. At the east end of the project, milling and overlay of the existing roadway was required for an additional 1.5 miles to eliminate the existing lane drops and open the full 4-lane section along westbound I-66.

- PROJECT SCOPE:**
- Field surveys and aerial mapping
 - Environmental permitting
 - Roadway geometric design
 - Stormwater management and hydraulic design
 - Structural design
 - Geotechnical investigations and recommendations
 - Utility relocation design and coordination
 - Widening of I-66 from 4- to 8-lanes for approximately 2.5 miles
 - Demolition and reconstruction of the Old Carolina Road overpass
 - Demolition and reconstruction of the Catharpin Road overpass
 - Route 15 Interchange exit ramp and traffic signal improvements
 - Approximately 5 miles of noise barriers
 - Stormwater management improvements and new culvert crossings
 - Installation of ITS equipment, conduit, and communication systems
 - Coordination with adjacent construction projects
 - Lighting and electrical plans
 - Pedestrian accommodations on Old Carolina Road and Catharpin Road

*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.

DEWBERRY'S ROLE: As the lead engineer for our design-build team, Dewberry's Fairfax, Virginia office was responsible for design of all elements of the project, environmental permitting, and oversight of design sub-consultant services.

Prior to award of the contract, Dewberry recognized that phased implementation of the Route 15 exit ramp improvements would serve as a great benefit and safety improvement to the public. The pre-construction configuration of the ramp and exiting traffic volumes resulted in congestion and queuing on the ramp which routinely extended onto the westbound I-66 shoulder and right thru lane. In order to provide immediate relief of this condition, Dewberry reconfigured the alignment of the exit ramp so that widening to provide dual left turn lanes could be completed within existing right-of-way and without the need to acquire additional easements. An advance plan set was developed which allowed ramp construction, Route 15 median widening, and traffic signal modifications to be completed prior to work on I-66 being initiated. This phased design and construction approach avoided additional restriction of the existing I-66 shoulder which would have created additional impacts to traffic on westbound I-66.

In addition to the phased construction plan development, Dewberry also developed an alternate alignment for Catharpin Road. The RFP concept included an alignment of Catharpin Road which required partial closure of the bridge and maintaining only one-lane of traffic over I-66. Dewberry recognized an alternate alignment was possible which eliminated the need to restrict traffic on the bridge while also utilizing the existing wide right-of-way corridor on the east side of the existing roadway. By shifting the alignment of the road and bridge, our Team was able to maintain 2-way traffic at all times during construction, representing a great improvement to the community since Catharpin serves as a vital route for the fire/rescue station at the south end of the roadway.

The widening of I-66 is similar to widening of I-95 which is identified as part of the scope of the I-95/Route 630 Interchange project. Widening of I-66 required investigation of cross culverts to ensure their condition and viability, and required careful planning in order to avoid impacts to the high volume and high speed operation of the existing thru lanes.

- VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**
- In order to provide a benefit to the Town of Haymarket, our Team worked with VDOT to extend the shared use path on Old Carolina Road to the south, and accelerated construction of the bridge to open it approximately 4 months in advance of the original completion date.

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: Route 50 Widening Location: Fairfax and Loudoun Counties, Virginia	Name: Shirley Contracting Company LLC	Name of Client: Virginia Department of Transportation Project Manager: Susan Shaw, PE Phone: 703-259-1995 Email: Susan.Shaw@VDOT.Virginia.gov	March 2011 (Design-Build Contract Execution)	December 2015* *Difference Due to Owner added scope	\$67,830	77,337* *Difference Due to Owner added scope	\$4,127

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

Route 50 Widening



SIMILARITIES TO I-95/ROUTE 630 RECONSTRUCTION AND WIDENING

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – 4 miles of Principal Arterial Widening
- Structural and Bridge Design
- Hydraulic Design
- Traffic Control, TMP, and Signal Design
 - Multi-Stages of TTC
 - Over 50,000 AADT thru Project
 - 8 New or Reconfigured Signalized Intersections
- Right-of-Way Plans (over 65 Properties)
- Phased Construction Plan Development
- Parking Lot Improvements
- Pedestrian Accommodations
- Utility Relocation Design
- Public Involvement / Communication
- Quality Assurance / Quality Control
- Experience Working with Shirley Team

PROJECT NARRATIVE: In 2011, the Design-Build Team of Shirley Contracting and Dewberry was awarded the contract for the widening of Route 50 from 4 to 6 lanes between Poland Road and Route 28, a distance of approximately 5-miles. Dewberry's Fairfax, Virginia office was responsible for all final design of the project. In addition to widening the road to provide increased capacity, the existing pavement was completely reconstructed and a new roadway alignment was developed to maintain a 50' median throughout the corridor. Local access points were consolidated and modified, and 8 signalized intersections were either modified or added as part of the project.

During design, Dewberry worked with VDOT and adjacent property owners to incorporate additional improvements to avoid future reconstruction and impacts to the travelling public. Improvements added to the project included additional turn lanes and auxiliary lanes on Route 50, Avion Parkway, and Stonecroft Boulevard, and a new ramp connection from southbound Route 28 to southbound Lee Road via a new signalized intersection on westbound Route 50.

- PROJECT SCOPE:**
- Field surveys
 - Environmental surveys, coordination and permitting
 - Roadway design
 - Structural design for Route 50 bridge over Cub Run
 - Structural design for multiple retaining walls
 - Hydraulic and stormwater management design
 - Maintenance of Traffic Plan development for seven stages of construction
 - Traffic signal design
 - Right-of-way and utility easement plan development
 - Sanitary sewer and water main relocation design
 - Public meeting involvement

DEWBERRY'S ROLE: Dewberry served as the lead engineer for the Shirley design-build Team and was responsible for all of the items listed in the "project scope" section. In addition to all engineering design, Dewberry also oversaw all design sub-consultant services including aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, and traffic data collection.

At the outset of design, our Team developed an alternate sequence of construction concept which allowed construction to start within existing right-of-way and before utilities were relocated. This allowed construction to begin approximately 12 months in advance of the originally anticipated construction start date. In order to implement this accelerated construction start, Dewberry developed an advance construction plan package which included only the first two stages of construction. This allowed temporary pavement and bridge construction to begin ahead of final plans being approved, and allowed work to be completed on a parallel path with right-of-way acquisitions and utility relocations. Additional details of other design scope of work completed by Dewberry include:

- 5 miles of 36" water main relocation design
- Layout of all utility easements and utility relocations, which were then detailed by individual utility companies (power, communication, and gas) for construction
- Development and approval of final right-of-way plans
- Development of new/updated traffic signal timings after construction due to additional and unexpected growth west of the project in Loudoun County
- Detailed maintenance of traffic plans

While the original roadway was only 2-lanes in each direction, the rapid development of residential communities in western Loudoun County required the temporary traffic control plans to be revised during construction to accelerate the opening of a third lane for the eastern half of the project. Working with VDOT and Shirley, Dewberry developed new temporary traffic control plans which minimized the amount of additional temporary paving required while ensuring a third lane could be opened, and then maintained throughout the remainder of the project.

- VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:**
- The project was completed on time, including the additional scope which was added to the contract to provide improved traffic flow at the Lee Road intersection

*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.