

4.1 LETTER OF SUBMITTAL

January 23, 2014

Joseph A. Clarke, P.E.
Alternative Project Delivery Office
Virginia Department of Transportation
1401 East Broad Street, 8th Floor
Richmond, VA 23219

RE: Interstate 77 Active Traffic and Safety Management System
State Project No.: 0077-017-792, C501
Federal Project No.: OC-0771 (100)

Dear Mr. Clarke;

The Midasco team is pleased to provide a fully responsive proposal to Virginia Department of Transportation (VDOT) to provide services for the Interstate 77 Active Traffic and Safety Management System. Midasco, teamed with Dewberry & Davis LLC for their accomplished engineering expertise, is a local team comprised of industry leaders from the Mid-Atlantic region who are eager to address the construction and engineering services requested by VDOT.

This isn't the first time Midasco has teamed with Dewberry on notable design-build projects. The combination has worked closely and succeeded on numerous other projects, including Maryland SHA's InterCounty Connector and VDOT's Telegraph Road. The open communication network that exists between the two companies is a valuable asset in an industry where issues between contractor and engineer typically exist.

4.1.2: Offeror's Intent: The Midasco team, if awarded the project, is willing to enter into a contract on the terms Midasco team outlined within the RFP consistent with the RFP.

4.1.3: Proposal Submission Date: The Midasco team hereby declares that the offer represented by the Letter of Submittal, Attachments, and Price Proposal will remain in full force and effect for 120 days after the proposal submission date.

4.1.4: Offeror's Point of Contact: The main point of contact for the Midasco team is Michael Filipczak. His contact information is listed below:

Michael Filipczak, President / CEO
Midasco VA, LLC
7121 Dorsey Run Road, Elkridge, MD 21075
(410) 579 – 6719 (Direct) / (410) 579 – 6795 (Fax)
mfilipczak@midasco.net

4.1.5: Principal Officer for the Offeror: Michael Filipczak is the principal officer of Midasco, the legal entity with whom a design-build contract with VDOT would be written.

Michael Filipczak, President / CEO
Midasco VA, LLC
7121 Dorsey Run Road, Elkridge, MD 21075
(410) 579 – 6719 (Direct) / (410) 579 – 6795 (Fax)
mfilipczak@midasco.net

4.1.6: Offeror's Corporate Structure: Midasco is structured as a limited liability company. And will undertake the financial responsibility for this design-build project, provide the required bonding, and accept the risks and liabilities for the performance of the work. Midasco has no liability limitations.

4.1.7: Contractor and Design Leads: The Lead Contractor will be Midasco VA, LLC who will serve as the prime/ general contractor responsible for overall construction of the Project and will serve as the legal entity who will execute the Contract with VDOT. The Lead Designer will be Dewberry Consultants, LLC who will serve as the prime design consulting firm responsible for the overall design of this Project.

4.1.8: VDOT Prequalification: Midasco's prequalification number is M957. A renewal certificate was not issued to Midasco, however a copy of VDOT's website page listing Prequalified Vendors as of 10/28/2013 is attached to serve as Midasco's certificate and evidence as to Midasco's active status as a prequalified Virginia contractor.

4.1.9: DBE Participation: The Midasco team is committed to achieving a two percent (2%) DBE participation goal for the entire value of the project. Midasco and our team have never failed to meet a DBE goal, as we're aware of the importance of achieving these goals.

4.1.10: Interim Milestones and Final Completion Dates: Midasco proposes Interim Milestone and Final Completion date(s) as proposed in the RFP.

Interim Milestone 06/05/15
Final Completion 09/04/15

4.2 ATTACHMENTS TO LETTER OF SUBMITTAL

1. **Attachment 3.4:** Form C-78 Acknowledgement of RFP.
2. **Attachment 4.0.1.1:** I-77 ATSMS Letter of Submittal Checklist and Contents.
3. **Attachment 4.2.1:** Legal Name and Address of All Affiliated Companies
4. **Attachment 4.2.2a:** Certification Regarding Debarment Primary Covered Transactions
4.2.2b: Certification Regarding Debarment Lower Tier Covered Transactions
5. **Attachment 4.2.3:** VDOT Prequalification Certificate
6. **Attachment 4.2.4:** Surety Letter from CNA Surety
7. **Attachment 4.2.5:** SCC and DPOR Information Form 4.2.5. DPOR License and SCC Certificate of Fact
8. **Attachment 4.2.6a:** Lead Contractor Work History Forms
9. **Attachment 4.2.6b:** Lead Designer Work History Forms

As president of Midasco I can assure you that our team is dedicated to providing a high standard of performance and support to VDOT and look forward to the opportunity to participate in this project. You have our commitment, and my promise, that the full resources of the Midasco team will be available to deliver a world class service to VDOT.

Best Regards,
Midasco, LLC



Michael Filipczak
President / CEO

ATTACHMENT 3.4

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**


RFP NO. C00104814DB69
PROJECT NO.: 0077-017-792, C501

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

By signing this Attachment 3.4, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of January 8, 2014 – RFP
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)

<u></u>	<u>1-23-14</u>
SIGNATURE	DATE
<u>MICHAEL FILIPCZAK</u>	<u>PRESIDENT</u>
PRINTED NAME	TITLE

ATTACHMENT 4.0.1.1

**I-77 ACTIVE TRAFFIC AND SAFETY MANAGEMENT SYSTEM
LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Letter of Submittal.

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Letter of Submittal Checklist and Contents	Attachment 4.0.1.1	Section 4.0.1.1	
Acknowledgement of RFP, Revisions, and/or Addenda	Attachment 3.4 (Form C-78-RFP)	Sections 3.4; 4.0.1.1	
Letter of Submittal	NA	Sections 4.1	
Letter of Submittal on Offeror's letterhead	NA	Section 4.1.1	
Offeror's full legal name and address	NA	Section 4.1.1	
Authorized representative's original signature	NA	Section 4.1.1	
Declaration of intent	NA	Section 4.1.2	
120 day declaration	NA	Section 4.1.3	
Point of Contact information	NA	Section 4.1.4	
Principal Officer information	NA	Section 4.1.5	
Offeror's Corporate Structure	NA	Section 4.1.6	
Full Legal Name of Lead Contractor and Lead Designer	NA	Section 4.1.7	
Offeror's VDOT prequalification information	NA	Section 4.1.8	
DBE statement confirming Offeror is committed to achieving the required 2% DBE goal	NA	Section 4.1.9	
Interim Milestone and Final Completion Dates	NA	Section 4.1.10	

ATTACHMENT 4.0.1.1

**I-77 ACTIVE TRAFFIC AND SAFETY MANAGEMENT SYSTEM
LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

Letter of Submittal Component	Form (if any)	RFP Part 1 Cross Reference	Page Reference
Attachments to the Letter of Submittal	NA	Section 4.2	
Affiliated and/ or Subsidiary Companies	Attachment 4.2.1	Section 4.2.1	
Certification Regarding Debarment Forms	Attachment 4.2.20(a) Attachment 4.2.2(b)	Section 4.2.2	
Offeror's VDOT prequalification certificate	NA	Section 4.2.3	
Evidence of obtaining bonding	NA	Section 4.2.4	
Full size copies of DPOR licenses and SCC registrations	NA	Section 4.2.5	
SCC registration information - businesses	Attachment 4.2.5	Section 4.2.5.1	
DPOR registration information - businesses	Attachment 4.2.5	Section 4.2.5.2	
Lead Contractor Work History Form	Attachment 4.2.6(a)	Section 4.2.6	
Lead Designer Work History Form	Attachment 4.2.6(b)	Section 4.2.6	

ATTACHMENT 4.2.2(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: 0077-017-792, C-501

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

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


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

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

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

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

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>11-23-14</u>	<u>PRESIDENT</u>
Signature	Date	Title
<u>MIDASCO VA LLC</u> <u>(USED IN VA BY MIDASCO LLC)</u>		
Name of Firm		

ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: 0077-017-792, C-501

- 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 proposal.

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.

M. A. G. G. G. 1-23-14 PRESIDENT
Signature Date Title

MIDASCO VA LLC
(USED IN VA BY MIDASCO LLC)
Name of Firm

TRANSPORT - E22
LSPPREQ

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PREQUALIFIED VENDORS SORTED BY VENDOR NAME
THIS LIST INCLUDES ALL PREQUALIFIED LEVELS
AS OF 01/10/2014

01/10/2014
7:37 PM
PAGE 290

- M -

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M902

MID-ATLANTIC PAVEMENT MARKINGS, LLC
PREQ. EXP : 07/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
1432 HEAD OF RIVER RD. 029 - PAVEMENT MARKINGS
CHESAPEAKE, VA 23322 035 - ROADWAY SIGNAGE
PHONE : 757-404-9217
FAX : 757-432-0021

BUSINESS CONTACT: HERRING, LESLIE LEEANN
EMAIL: LESLIE@MAPMS.COM

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

DBE TYPE : WBE
DBE CONTACT: HERRING, LESLIE LEEANN

=====

M957

MIDASCO VA LLC (USE N VA BY: MIDASCO, LLC)
PREQ. EXP : 07/31/2014

--PREQ ADDRESS ----- WORK CLASSES (LISTED BUT NOT LIMITED TO)
7121 DORSEY RUN ROAD 018 - ELECTRICAL INSTALLATION
ELKRIDGE, MD 21075-0000 045 - UNDERGROUND UTILITIES
PHONE : 410-579-6700 164 - TRAFFIC MANAGEMENT SYSTEMS
FAX : 410-579-6795

BUSINESS CONTACT: HOFFMAN, CRAIG
EMAIL: CHOFFMAN@MIDASCO.NET

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

DBE TYPE : N/A
DBE CONTACT: N/A

=====

CNA SURETY

Baltimore Branch
1954 Greenspring Drive, Suite 450
Timonium, MD 21093

Telephone 410-720-3200
800-262-6437
Facsimile 410-720-3260

January 24, 2014

Commonwealth of Virginia
Department of Transportation
1401 East Broad Street
Richmond, VA

Contractor: Midasco, LLC
Project: I-77 ATSMS, Project No. 0077-017-792 C501 VDOT RFP Design Build I 77 Active
Traffic and Safety Management System

To Whom it May Concern,

As surety for the above named Contractor, CNA Surety Company (CNA - Western Surety Company) with A.M. Best Financial Strength Rating [A] and Financial Size Category [XII] 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.

Sincerely,

Western Surety Company



Richard C. Faint, III
Attorney-In-Fact

Western Surety Company

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Richard C. Faint, III , Individually

of **Columbia, MD** its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

Surety Bond No.: Bid Bond
Principal: Midasco, LLC
Obligee: Commonwealth of Virginia, Department of Transportation

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 10th day of August, 2012.



WESTERN SURETY COMPANY

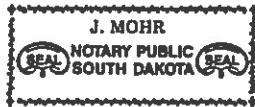
Paul T. Bruflat, Vice President

State of South Dakota }
County of Minnehaha } ss

On this 10th day of August, 2012, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

June 23, 2015



J. Mohr, Notary Public

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 24th day of January, 2014.



WESTERN SURETY COMPANY

L. Nelson, Assistant Secretary

Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.

ATTACHMENT 4.2.5

State Project No. 0077-017-792, C-501

SCC and DPOR Information - Businesses

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 4.2.5 and that all businesses listed are active and in good standing.

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 4.2.5.1 and 4.2.5.2)							
Business Name	SCC Information (4.2.5.1)			DPOR Information (4.2.5.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Midasco VA LLC Used in VA by Midasco LLC	T0294167	LLC	Active	7121 Dorsey Run Rd Elkridge, MD 21075	Class A Contractor Classifications ELE H/H	2705103916	3-31-2014
Dewberry Consultants LLC	S044733-6	LLC	Active	8401 Arlington Blvd Fairfax, VA 22031	Architects, Professional Engineers, Land Surveyors,	0407003966	12-31-2015

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2014

9880 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
2705103916

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
"CLASSIFICATIONS" ELE H/H

MIDASCO LLC
MIDASCO VA LLC
7121 DORSEY RUN ROAD
ELKRIDGE, MD 21075



Gordon N. Dison
Gordon N. Dison, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

(POCKET CARD)

COMMONWEALTH OF VIRGINIA
BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
"CLASSIFICATIONS" ELE H/H
NUMBER: 2705103916 EXPIRES: 03-31-2014

MIDASCO LLC MIDASCO VA LLC
7121 DORSEY RUN ROAD
ELKRIDGE, MD 21075



(DETACH HERE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9880 Mayland Dr., Suite 400, Richmond, VA 23233

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION

COMMONWEALTH OF VIRGINIA

9800 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-6500

EXPIRES ON
12-31-2015

NUMBER
0407003986

**BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION**

PROFESSIONS: LA, ARC, ENG, LS

**DEWBERRY CONSULTANTS, LLC
8401 ARLINGTON BLVD
FAIRFAX, VA 22031**



Glendon N. Dixon
Glendon N. Dixon, Director

ALTERNATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY FLOODING OR FILING OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

Commonwealth of Virginia



State Corporation Commission

I Certify the Following from the Records of the Commission:

The foregoing is a true copy of the articles of amendment filed in the Clerk's Office of the Commission on September 21, 2012 by Dewberry Consultants LLC, a Virginia limited liability company.

Nothing more is hereby certified.



*Signed and Sealed at Richmond on this Date:
September 26, 2012*

Joel H. Peck

Joel H. Peck, Clerk of the Commission

Commonwealth of Virginia



State Corporation Commission

CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That Midasco VA LLC (USED IN VA BY: Midasco, LLC), a limited liability company organized under the law of Delaware, obtained a certificate of registration to transact business in Virginia from the Commission on December 28, 2005; and

That it is registered to transact business in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:

November 1, 2013

A handwritten signature in cursive script that reads "Joel H. Peck".

Joel H. Peck, Clerk of the Commission



LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general consulting firm responsible for overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: VDOT Telegraph Rd. Interchange Location: Alexandria, VA	Name: Dewberry	Name of Client: C.K. Contractors Phone: 703-317-8601 Project Manager: Mr. Peter Bernatt Email: pbernatt@cornmanconstruction.com	2013	2012	\$14,655	\$16,200	\$16,200

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.

This Virginia Department of Transportation (VDOT) Telegraph Road Interchange project involved a complete reconstruction of the existing interchange to include ramp improvements, bridge widening / lengthening and widening of the I-95/I-495 mainline roadway section from 2.1 miles west of Telegraph Road to 0.5 miles to the east.

Midasco performed the overhead and cantilever signing, highway lighting, and communication installation work, which included extensive overhead sign structures and foundations. Midasco was also responsible for temporary relocation of existing fiber optics networks and installing side-fired vehicle detectors, CCTV systems, dynamic message signs, new communication infrastructure, and all associated underground work.

Midasco was responsible for installing 28 overhead traffic signs, over 50 miles of underground cable, 191 light structures, 31 Traffic Monitoring System (TMS) cabinets, 20 miles of fiber optic cable, and 20 microwave vehicle detectors.

This project allowed Midasco to work alongside the engineers at Dewberry to create the most constructible project possible. Midasco worked diligently and efficiently with C.K. Contractors and VDOT to construct the finest product at the best value. Working along the busy corridors in Washington D.C. was a risk Midasco was aware of going into the project, but something they were able to mitigate during the early phases of construction. As a result, the project was able to remain on schedule and under budget, as well as remain a safe work site for all on-site employees.



Scope and Complexity: This project is similar to the proposed I-64/I-77 ATSMS projects in that it involved the installation of specialty highway systems and equipment.. By working in tight corridors under a strict schedule, this project easily classifies as a substantial project for Midasco.

Successful Delivery: Being a subcontractor, the hardest part of this project has been coordinating scheduling. Midasco has been working alongside C.K. and their other subs to work as efficiently as possible. Having a project of this complexity on schedule speaks volumes. The project was completed on time and under budget. Having a project in such a highly congested area, safety is always a major concern. There have been no serious injuries or accidents by any of Midasco's crews.

Lessons learned: The major lessons learned on this project were to the methods to effectively construct and build sign and lighting structures and ITS components along a very busy expressway. Also keeping all stakeholders informed with adequate coordination of all issues with all parties involved on this massive project are the keys to keeping a progressive schedule from slipping. Lastly, successful installation of the fiber optic network plays a vital role in integrating all components within the confines of the project.

Integrated Team: C.K. Contractors is a Joint Venture between Cornman Construction and Kiewit Construction. Working alongside C.K. on a daily basis, Midasco has proven to be a vital subcontractor in this complex project. Midasco is also working alongside engineers at Dewberry for their design expertise.



LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

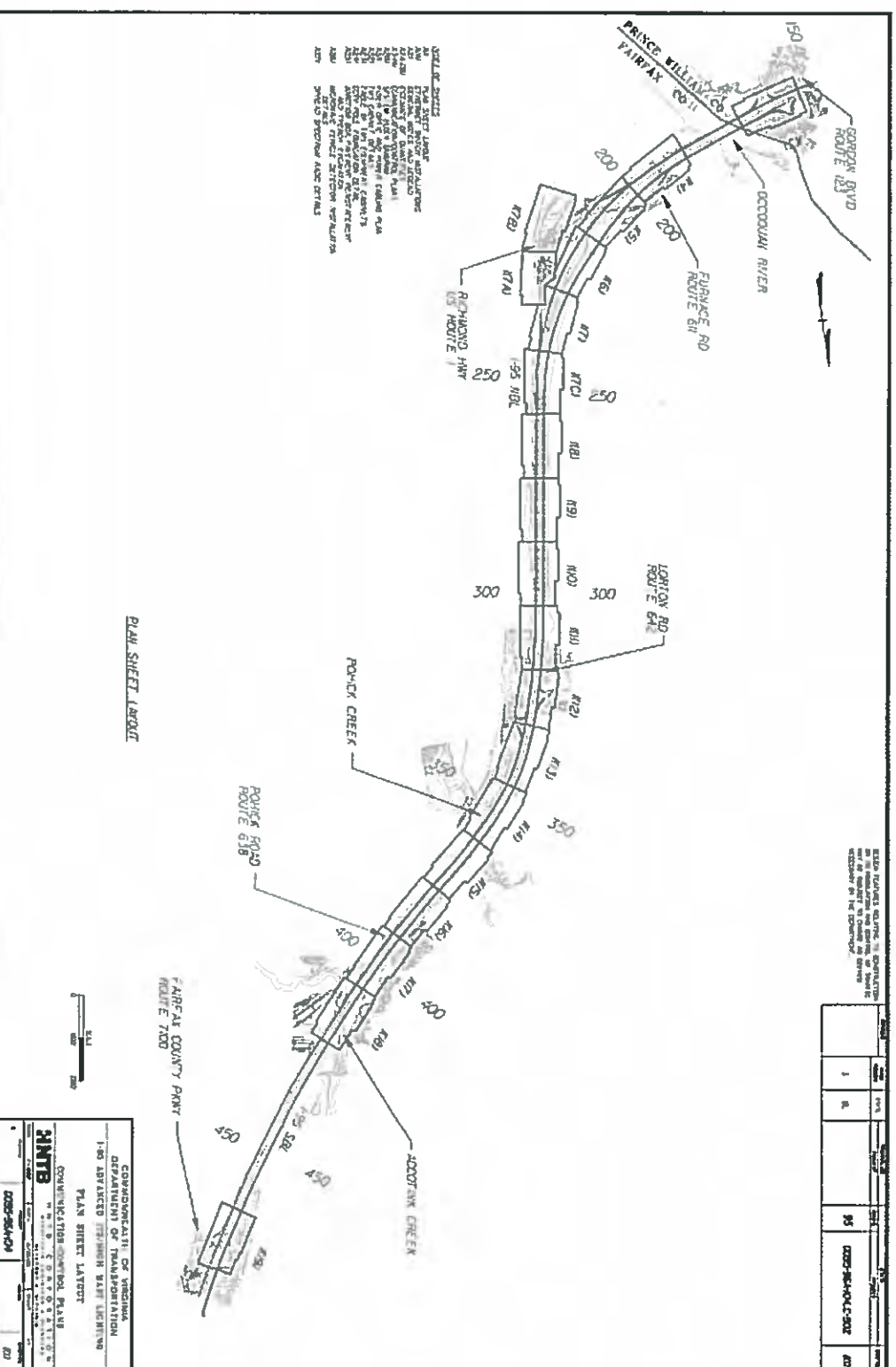
a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name I-95 Advanced ITS/ High Mast Lighting Location: I-95 From Route 123 to 7100, NOVA District	Name: HNTB Corporation	Name of Client./ Owner: VDOT Phone: 804-786-1630 Project Manager: Dave Evans Phone: 703-334-2755 Email: david.evans@vdot.virginia.gov	3-31-2007	6-15-2007	\$2,245	\$2,012	\$2,012

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

The advance ITS project on I-95 was planned and executed in order to clear critical ITS infrastructure from the area to be affected by the I-95 fourth lane widening project. By moving the ITS infrastructure first, the fourth lane widening project was able to progress on an accelerated schedule.

The advance ITS project relocated the conduit, junction boxes and fiber optic cable as well as numerous existing devices away from the planned construction widening operations. There was approximately 44,610 linear feet of bored conduit, trenching and inner duct and approximately 119,605 linear feet of copper and fiber optic cable. In addition to the extensive conduit and cabling requirements the job included installation of sixteen microwave vehicle detectors, a spread spectrum radio link, video encoders and decoders, relocation of CCTV assemblies, relocation of cabinet assemblies as well as system documentation and system support equipment.

The project was finished on time and under budget.



Scope and Complexity: This project, although relatively modest in size, shows Midasco's ability to modify an existing ITS system while relocating the communication system, relocating devices, adding devices, keeping the existing devices working, performing critical cut over's to the new communication system, within the right of way and under traffic control of an extremely busy interstate highway.

Successful Delivery: This project demonstrated Midasco's ability to work well with VDOT on a challenging and time sensitive project. Issues were resolved quickly and there was constant communication and coordination to reach project completion. In addition the job was performed with zero lost time accidents and met all VDOT quality requirements. The project was delivered on time and under budget.

Lessons Learned: One of the most challenging aspects of this job was the directional bore installation of 1,580 liner feet of seventeen inch and one-quarter conduits. This was performed as one continuous operation under traffic control and required an enormous amount of coordination and preparation. It was performed successfully over a thirty six hour period and reinforced the concept of planning the work and working the plan.

LEAD CONTRACTOR - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location	b. Name of the prime/ general consulting firm responsible for overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. 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: Intercountry Connector – Contract C (ICC) Location: Laurel MD	Name: Dewberry Consulting LLC	Name of Client: ICC Constructors (IC3) Phone: 301-586-4804 Project Manager: Mr. Greg Johannes Email: gregory.johannes@shirleycontracting.com	November 2011	November 2011	\$18,500	\$20,415	\$20,415

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.

Maryland's Intercountry Connector (ICC) links existing and proposed development areas between the I-270/370 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-art, limited access, east-west highway.

Midasco worked as a specialty infrastructure contractor under the IC3 joint venture through their contract with Maryland State Highway. Midasco was responsible for the installation and maintenance of the lighting of the and intelligent transportation systems, two key elements along this toll road highway

Throughout the project, Midasco installed over 60 miles of underground cable, 21 ITS cabinets, 7 Dynamic Message Sign (DMS) structures, 10 CCTV cameras, and 2 emergency backup power systems for the tolling gantries, among other electrical devices.

Midasco's expertise and skilled workforce was a vital part in the large scale design-build operation to incorporate cutting edge technology, such as new LED sign lighting on structures and intelligent gantry tolling structures.

Midasco worked continuously with the engineers at Dewberry to construct the most value-added infrastructure possible. An integral part of this project was the expedited scheduling and desire to adhere to the critical path. Working as a subcontractor usually results in having your priorities low on the list. With the ICC, however, Midasco worked profoundly with the IC3 and Dewberry, ensuring that communication flowed freely and the schedule was met. The result of the effective communication lead to an incredible finished product for all parties involved.



Scope and Complexity: This project is of similar scope and complexity as it involves the installation of state-of-the-art intelligent transportation systems in a highly congested region. In addition, the project involved the installation of many cutting edge technologies and remarkable highway structures, making it a large-scale project on many different levels.

Successful Delivery: This project was delivered successfully within the contract time. Both the client (IC3) and the owner (MDSHA) were pleased with the overall outcome of Midasco's installation and professional approach. A sign of Midasco's good performance on this project is evidenced by the fact Midasco was selected by the IC3 to work on the next segments of the ICC - D and E – which suggest that they were satisfied and pleased with Midasco.

Lessons Learned: There were two main lessons learned that came about from this project. The first was to design the electrical services concurrently with the lighting and ITS to minimize utility company delays and design conflicts, rather than design one – begin construction, and then design the other. The second lesson learned was to coordinate and install any and all conduit for surrounding projects at the time of this construction to allow for efficient installation and to minimize conflicts with future construction.

An Integrated Team: Midasco was a vital part of the IC3 team – consisting of Shirley



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 Completion Date (Original)	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Virginia Statewide ITS On-Call Task Order Contract Location: Various Locations in Virginia	Name: Task 13: Edwards & Kelsey Task 54: Civil: Richardson Wayland Elec.; Equip & Testing: Digital Traffic Systems	Name of Client.: VDOT Task 13: Amy Tang, NOVA District 703-259-1782 Task 54: Dean Gustafson Staunton District 804-786-2978	Task 13: June 2002 (Est.) Task 54: NA June 2006 (Est.)	Task 13: June 2002 (Est.) Task 54: June 2006	Task 13: \$485 (Est.) Task 54: \$1,772 (Est.)	Task 13: \$485 (Est.) Task 54: \$1,772 (Est.)	Task 13: \$11.7 Task 54: \$105.8
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.					TOTAL: \$2,257 (Est.)	TOTAL: \$2,257 (Est.)	TOTAL: \$117.5

Between 1999 and 2004, Dewberry was a subconsultant to Iteris (the prime consultant) on the Virginia Statewide ITS On-Call Support Project. Under this project, Dewberry provided design and construction related support activities. Three of the more notable assignments are described below and other support activities are identified. Design work was performed at our office location in Fairfax, VA. (Note: Odetics changed its name to Iteris during the project.)

Task 13 – Truck Rollover Project FHWA research identified an Electronic Warning System as an ITS countermeasure to the recurring problem of truck rollover accidents on loop ramps. Resource sharing funds from wireless communication firms were used to implement this system on two I-495 loop ramps. This was a collaborative project among several consultants, in which Dewberry implemented the research findings by finalizing the design plans for this system. Dewberry accomplished the following on this task:

- Reviewed functional requirements and specifications and prepared construction drawings.
- Performed field investigation of the two Automatic Truck Rollover Warning System sites.
- Prepared preliminary design plans for review by Iteris and BMI.
- Identified and revised Power and Communication requirements.
- Performed Site Surveys for the two sites.
- Prepared an Addendum to the Truck Rollover package after receiving comments from the Contractor
- Supported VDOT staff during procurement and construction, including on-site review of construction activities.
- Configured cameras for the operating system database.

Task 54 – VDOT Staunton District Camera Project - Dewberry provided design plans for the installation of 36 CCTV cameras on I-64, I-66 and I-81. The camera locations extended from the West Virginia State Line on I-64 to I-81, north on I-81 through Winchester, and also included three sites in the I-64 ATSMS project area. Field activities for these installation drawings included a bucket truck survey to determine the field of view from the proposed camera locations. Wireless communications and solar power were used at selected sites where land line communications or AC power were not cost-effective. Dewberry accomplished the following on this task:

- Compiled base maps and set-up plan sheets
- Conducted site inspections
- Prepared preliminary field inspection plans and preliminary plans
- Reviewed and updated property owner database
- Collected photos of coverage from proposed camera sites
- Considered and evaluated use and cost of solar power at several camera sites and versus installing conduit and cables for AC power at these locations.
- Assisted with citizen information meetings by preparing handouts and display boards to address privacy concerns of residents living near the camera sites
- Prepared designs for solar panel foundations, and timber retaining structures
- Coordinated with VDOT and TrafficLand for public dissemination of the images.
- Prepared final field inspection plans, and final plans



LEAD DESIGNER - WORK HISTORY FORM

LIMIT 1 PAGE PER PROJECT

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Name: I-295/I-76/Route 42 Direct Connection – Advance ITS Contract Location: Camden County, NJ	Name: Diehl Electric Hammonton, N.J.	Name of Client: New Jersey Department of Transportation (NJDOT) Phone: 609.530.2466 Project Manager: John McCleerey Email: john.mccleerey@dot.state.nj.us	April 2012	Freeway ITS October 2013* *Awaiting activation of TT readers by 3rd party.	\$5,835 (ITS Elements)		\$950
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.							

I-76 and Route 42 form a northwest-southeast route for local traffic going to and from Philadelphia. I-295 is a southwest to northeast route that parallels the New Jersey Turnpike. In the critical area defined by this project, I-295 traffic enters the I-76/Route 42 traffic stream and then exits (along with traffic from I-76/Route 42) at a second interchange less than ¼ mile away to continue on I-295. The proximity of these two interchanges and the mix of local commuters familiar with the highway and long distance travelers on I-295 who are unfamiliar with the network causes driver confusion, congestion and accidents. NJDOT's solution to this problem is the reconstruction of the interchanges to provide a direct connection of the I-295 mainline that will separate through traffic on I-295 from I-76/Route 42 traffic. The complexity and intensity of this reconstruction project will destroy multiple branches of the existing NJDOT fiber-optic communications infrastructure that runs through these interchanges linking NJDOT's Traffic Operations Center southwestern portions of the state and local Intelligent Transportation Systems (ITS) devices.

Dewberry, in the role of the Prime (Lead) Designer provided design for the I-295/I-76/ Route 42 Direct Connection Advance ITS Contract which was constructed prior to the ongoing interchange reconstruction project. The goal of the project was to implement an alternate communications plan and install local devices to monitor traffic, inform drivers of incidents, and ensure these devices were in place and operational before commencement of any major road work. The project prepared plans and specifications to interface existing ITS elements with leased lines to preserve NJDOT's ability to communicate with its far flung assets and install ITS elements to monitor traffic and communicate with drivers. Dewberry's ITS services included the design and testing of completed and operational ITS systems, including existing Dynamic Message Signs (DMS) and nine (9) new DMSS, two (2) new CCTV cameras, 23 "bluetooth" (Bluetooth-enabled) detectors for determining Travel Time.

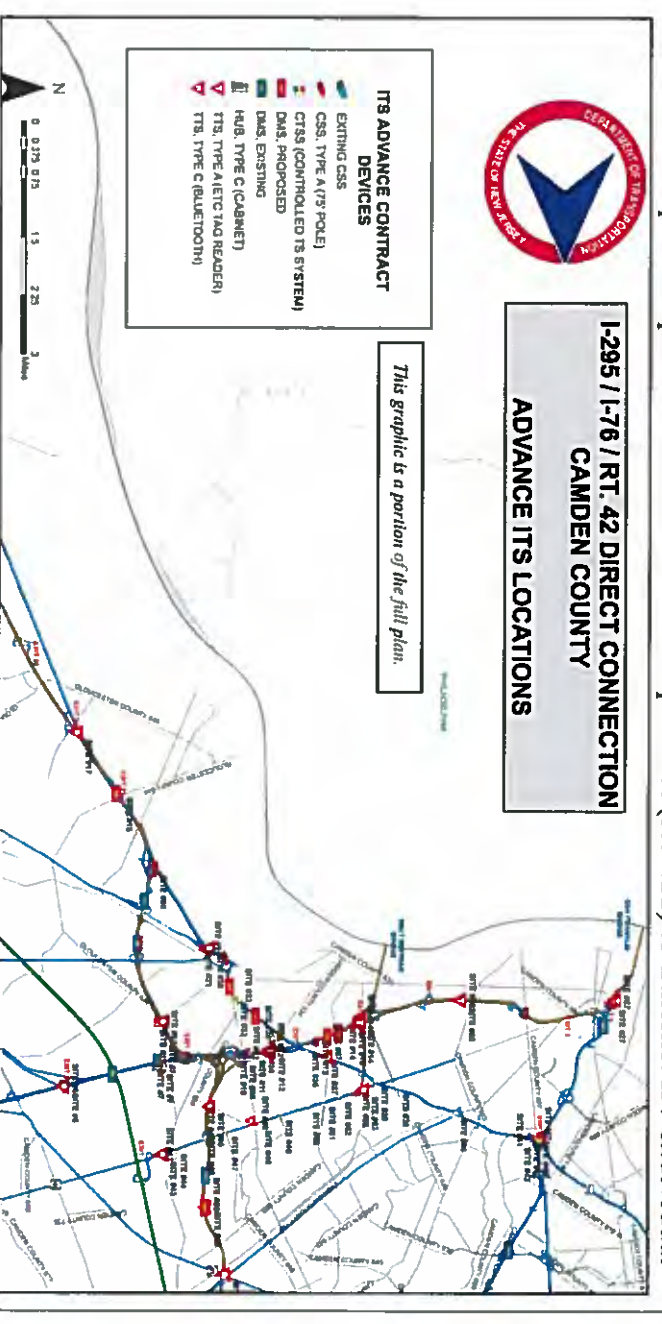
The basis of the communications network design was to interrupt existing fiber optic paths through the construction areas at optimal points along the roadways and interface the downstream devices with leased facilities. The project established Ethernet Virtual Private LANs (EVPNs) over leased facilities (through Verizon Business Services) and further reconfigured existing fiber networks to maintain continuity of communications. The design incorporated Cisco routers at interface points with the EVPNs to maintain the security of NJDOT's network. As part of this effort, ITS devices were converted from point-to-point serial communications protocol (RS 422) to Ethernet IP. Individual devices were also re-spliced onto different fiber cable bundles as per current client standards.

Besides maintaining the functional integrity of NJDOT's statewide ITS and traveler information system, additional ITS devices were included in the Advanced ITS Contract to provide services for the benefit of motorists traveling through the work zones. The ITS enhancements are providing:

- Traffic monitoring and management of the freeways and arterials in and around the interchanges
- Construction conditions traveler information
- Enhanced Incident detection and management
- Enhanced safety of both user and construction workers
- Increased throughput capacity
- Enhanced work zone planning

In addition to these freeway ITS elements, Dewberry developed plans and specifications for two Traffic Signal System improvements along arterials parallel to the interstate roadways. These improvements included new computerized traffic signal system (CTSS) processors, the conversion of existing traffic signals to a new Traffic Adaptive system, data and video communications networking and systems integration, including point-to-point 4.9 GHz wireless communications systems with backhaul locations on fiber optic cable at strategic locations. (NOTE: Some of the traffic signal system work has not been completed due to NJDOT prioritization requirements for the reconstruction of the interchange.)

Design work was performed at the Dewberry office in Bloomfield, NJ.



ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

LIMIT 1 PAGE PER PROJECT

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					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Intercounty Connector – Contract C (ICC) Location: Montgomery and Prince Georges Counties, MD	Name: ICC Constructors (IC3), a joint venture of Shirley, Clark, Facchina, and Turnbull construction companies	Name of Client: Maryland State Highway Administration (SHA) Phone: (301) 586-9267 Project Manager: Mark Coblenz, Project Director Email: mcoblentz@sha.state.md.us	November 2011	November 2011	\$513,000 Overall \$18,500 Lighting & ITS related	\$525,000* Overall, *Difference due to owner added scope. \$20,415 Lighting & ITS related	\$61,000

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

Dewberry, in the role of the Prime (Lead) Designer as part of the design-build team provided design, construction inspection, and overall QA/QC for Contract C of the ICC Project. This was a \$513M contract, one of the five contracts for this \$2.28B facility. This design-build project included 3.8 miles of mainline ICC, a six lane freeway facility, with two three-level interchanges. Overall the project encompassed 20 bridges, 16 retaining walls, five noise walls, 14 stormwater management ponds, multiple phases of erosion and sediment control, low-level and high-mast lighting, intelligent transportation systems (ITS) and electronic toll collection (ETC) components associated with toll collection facilities, overhead and ground mounted signing design, extensive landscaping, utility relocations at a number of cross-roads, and significant ground improvements. Dewberry was responsible for all preliminary and final roadway and interchange design, bridge design, ITS and ETC design, maintenance of traffic design, quality assurance and quality control. Dewberry was also responsible for construction inspection and testing.

The ITS and ETC project elements included four (4) Toll Rate Signs, nine (9) Dynamic Message Signs (DMS), four (4) Flashing Beacon Highway Advisory Radio signs, 10 CCTV and Toll area monitoring cameras, four (4) ETC gantries and two (2) emergency generators. These elements are supported by the installation of more than 70,000 feet of underground fiber optic cable on the toll road and adjacent arterials, and the associated control cabinets and electrical and electronic infrastructure. In addition to the Communications and Control plan sheets, the detail drawings for the project included: the electrical and cabinet details, gantry area details, cabinet installation and electrical panel board details, transformer size table, conduit contents and fill ratio details, a table of responsibilities, as well as a five sheet fiber-optic splice plan. Dewberry also prepared an ITS Project Architecture and a detailed Acceptance Test Plan for the installed fiber optic communications cable, DMS, and CCTV units.

The ICC project had significant environmental commitments from the Record of Decision (ROD), which our design-build team incorporated into our final design and construction plans. Our team completed the required post-ROD processes to document changes to obtain the required approvals. In addition, we worked with many adjacent communities, as well as individual landowners, to give advance notice of upcoming construction activities and worked hard to minimize landowner impacts. We maintained existing access to properties at all times during construction. The team proposed significant re-designs of the Route 29 and I-95 interchanges from the preliminary designs developed by SHA. These various design changes resulted in the elimination of 322,000 SF of bridges and reduced overall right-of-way acquisition by 14 acres. Submitted an Alternative Technical Concepts (ATCs), these design changes were reviewed and approved by SHA and the Federal Highway Administration (FHWA) resulting in a \$100M project savings.

As part of the initial activities the team worked diligently to identify the critical path design and construction items. After identification, the team prepared advance design packages to allow overall project construction to take place as early in the schedule as possible. Advance packages examples included: detour, bridge foundation, steel, utility relocations, and erosion and siltation. Dewberry has the knowledge and experience from working on other design-build projects to assess the critical path and prioritize items such as environmental permitting, utility easements, construction activities, and proper construction execution and delivery. These project aspects are necessary for continued coordination between the various disciplines from the early stages of design through final plan development. Our Team held weekly coordination meetings with all the disciplines, along with participation from the construction personnel. Weekly meetings with the SHA and the Prime Contractor were also held to resolve key issues and maintain the project schedule.

Dewberry ITS design work was performed at our office locations in Fairfax, VA and Beltsville, MD.

