

Response to Request for Qualifications

I-64 CAPACITY IMPROVEMENTS - SEGMENT III

York County, Virginia

State Project Nos.: 0064-965-229, P-101, R-201, C-501, B-638, B-639, B-640, B-641, B-642, B-643, D-609, D-610, D-611

Contract ID No.: C00106689DB97

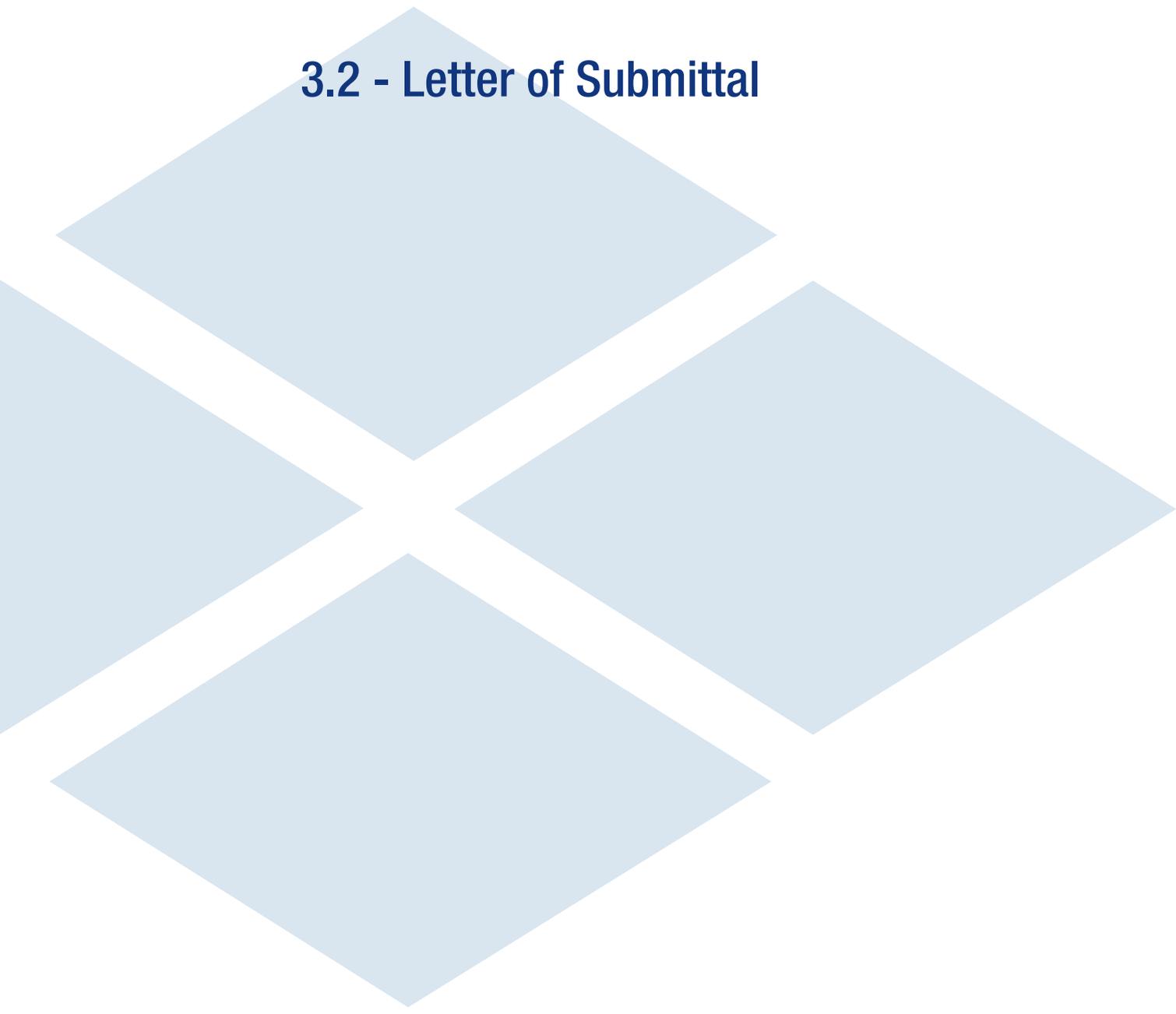


SUBMITTED BY:



IN ASSOCIATION WITH:





3.2 - Letter of Submittal

May 2, 2017

Mr. Joseph A. Clarke, PE
Alternate Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

RE: I-64 Capacity Improvements-Segment III
York County, Virginia
Contract ID Number: C00106689DB97
3.2 Letter of Submittal

Dear Mr. Clarke:

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. As an example of our experience and our history working together as a team, Shirley and Dewberry have been awarded 38 design-build projects totaling more than \$3.2 billion, including the I-64 Capacity Improvements - Segment I Project, scheduled for on-time completion in December of this year.

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.

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

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

3.2.9-Included as Attachment 3.2.9 is a letter from our surety that provides evidence that we are capable of obtaining 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. Full size copies of registrations and licenses or evidence indicating the same are provided in the appendix to this Statement of Qualifications.

3.2.11-Our Team is committed to achieving the 12% DBE participation goal for the entire value of the contract. On behalf of our Team, we thank VDOT for the opportunity to submit this SOQ and we look forward to partnering with VDOT and all involved to deliver another successful project.

Sincerely,



Michael E. Post, President/CEO/Manager

3.3 - Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley Contracting Company, LLC (Shirley) exceeds the experience and personnel requirements to successfully manage all design-build elements of the I-64 Capacity Improvements - Segment III Project (Segment III). Shirley, along with Dewberry Consultants LLC (Dewberry) as our Lead Designer, are VDOT’s *most experienced design-build team having been awarded 18 VDOT design-build projects to date, valued at over \$1.1 billion*. Each of these projects has provided our Team with a range of unique challenges that resulted in a level of experience that no other team can match. As shown in Table 1 below, our design-build projects have won several awards including:

Table 1 - Shirley/Dewberry Project Team Awards

Project	Awards
I-66 Widening	2016 - HCCA Excellence in Infrastructure
Route 27/244 Interchange Modifications	2016 - DBIA National Award of Merit 2016 - DBIA Mid-Atlantic Region Transportation 2016 - DBIA Mid-Atlantic Excellence in Engineering 2015 - HCCA Excellence in Infrastructure
InterCounty Connector - Contract C	2012 - DBIA National Transportation Award 2012 - ABC Award of Excellence for Heavy/Industrial/Transportation 2012 - NCCACI - Award of Excellence in Heavy Construction 2011 - The Maryland Asphalt Association - Quality Pavement Award/New Construction 2011 - Roads and Bridges Top 10 Roads Award (#3)
Dulles Greenway Improvements	2008 - DBIA Regional Design-Build Excellence Award - Transportation: Over \$50M
Route 28 Corridor Improvements PPTA	2012 - NVTA Salute 2004 - Tower of Dulles Award

To further demonstrate our qualifications for Segment III, our Team has specific experience along the I-64 corridor as the design-builder for the I-64 Capacity Improvements – Segment I Project (Segment I), shown in Figure 3.3.1. With an on-time completion scheduled for later this year, we are well positioned to dedicate many of the same resources from the Segment I Project to Segment III. In addition to having this complete Team in place and ready to immediately focus on Segment III, our Team has the advantage of providing VDOT and the public with an unmatched level of experience and understanding of the risks and challenges likely to be encountered.



Figure 3.3.1 - Our Team is the design-builder on the I-64 Capacity Improvements - Segment I Project, which is scheduled for completion in December.

With more than 15 years working together as a design-build Team, Shirley and Dewberry have built a cohesive, well-integrated group of personnel, consultants, subcontractors, and specialty firms. We know each other’s strengths, understand the importance of working in a partnering environment, and are constantly focused on minimizing risk and maximizing value. As shown in Table 2 and in our Organizational Chart, we are teaming with these firms to address specific elements to ensure a successful project.

3.3 Offeror's Team Structure

Table 2 - Experience Working Together

TEAM MEMBERS	VDOT DESIGN-BUILD PROJECTS												
	I-64 Capacity Improvements Segment I	I-66 Widening	Route 28 PPTA	Battlefield Pkwy	I-95/Route 630	I-95/Route 606 Bridge Replacement	Route 50 Widening	Route 27/244	Route 29 Over Little Rocky Run	Sycolin Road	Gloucester Pkwy	Route 7 Truck Climbing Lane	Route 606 Reconstruction
Dewberry Consultants LLC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Quinn Consulting Services, Inc.	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓
GeoConcepts Engineering, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Skelly & Loy	✓	✓	✓	✓	✓			✓		✓			✓
Quantum Spatial	✓	✓	✓		✓	✓	✓	✓				✓	✓
Accumark, Inc.	✓	✓	✓		✓	✓						✓	
Diversified Property Services, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Key Title	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

3.3.1 Key Personnel

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

Table 3 - Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Charles "Chuck" Smith IV	Shirley Contracting Company, LLC
Responsible Charge Engineer (RCE)	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Quality Assurance Manager (QAM)	Anthony "Andy" Kondysar, PE	Quinn Consulting Services, Inc.
Design Manager (DM)	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Construction Manager (CM)	Randall "Randy" Plyler	Shirley Contracting Company, LLC
Lead Utility Coordination Manager	Todd Kief	Shirley Contracting Company, LLC

Each individual has extensive experience in the design, construction, and administration of VDOT design-build projects, as well as significant overall design and construction expertise. In addition, each of these Key Personnel are currently assigned to Segment I.

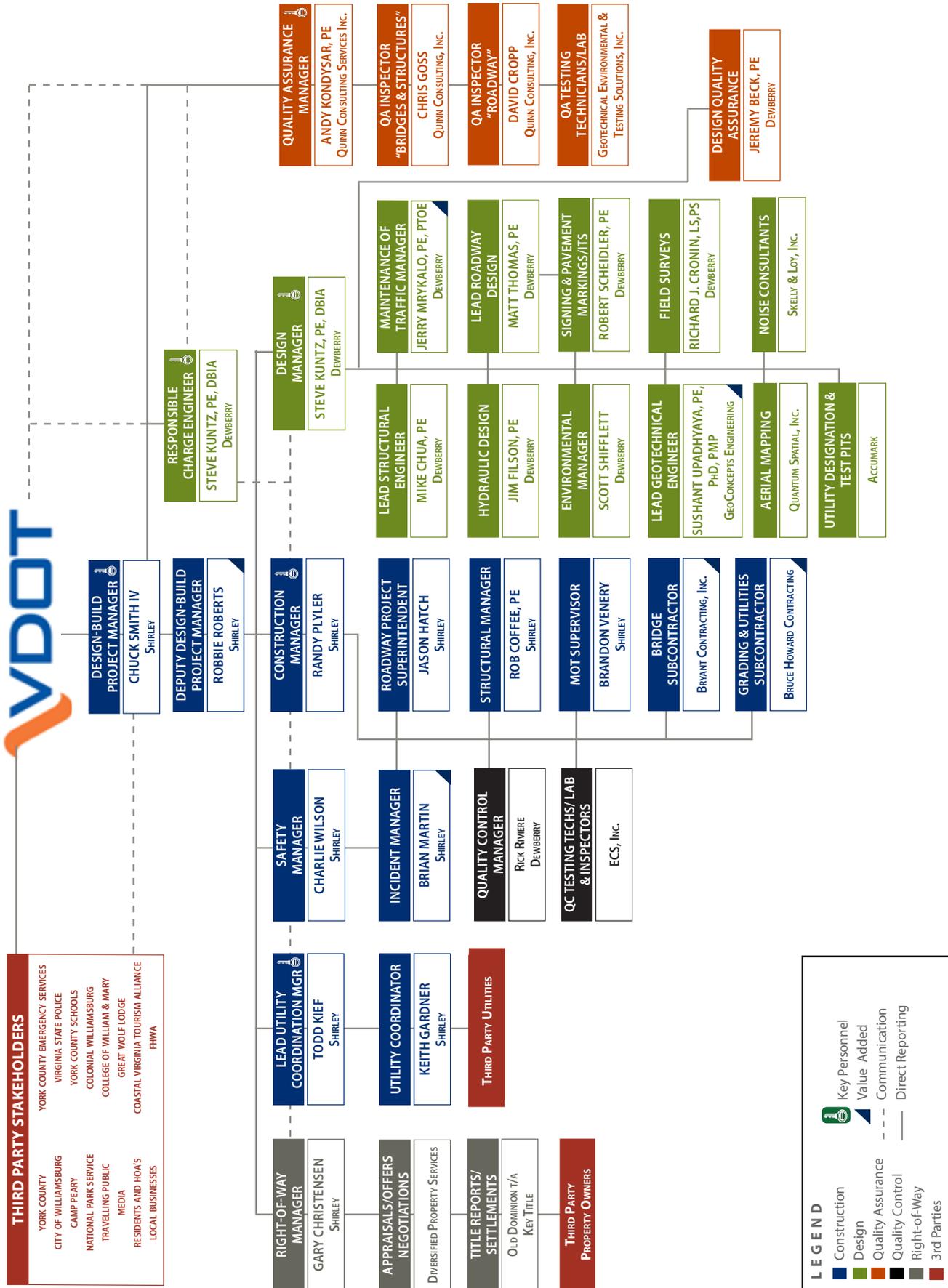
It is crucial that Key Personnel have a history of working together and an understanding of how all project disciplines interact. A successful team must integrate the design, construction, QA/QC, ROW, utilities, permitting, safety, third party coordination, and public outreach disciplines into a single, cohesive project.

To mitigate risks and to address specific scope elements, our Team is *exceeding the RFQ requirements* by committing the *Value Added* personnel and firms in Table 4, *each with experience on Segment I*, to strengthen our resources and expertise. These individuals and firms play an important role in our ability to complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT.

Table 4 - Value Added Personnel and Firms

Value Added Position	Name	Firm
Deputy Design-Build Project Manager	Robbie Roberts	Shirley Contracting Company, LLC
Maintenance of Traffic (MOT) Manager	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC
Lead Geotechnical Engineer	Sushant Upadhyaya, PE, PhD, PMP	GeoConcepts Engineering
Incident Manager	Brian Martin	Shirley Contracting Company, LLC
Bridge Subcontractor	Doug Jackson	Bryant Contracting, Inc.
Grading & Utility Subcontractor	Bruce Howard	Bruce Howard Contracting, Inc.

3.3 Offeror's Team Structure



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

Key Personnel

① Design-Build Project Manager, DBPM (Charles "Chuck" Smith, IV) 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 design-build 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 also works with VDOT to coordinate with all third-party stakeholders and coordinate all public outreach efforts, public meetings, and answer project inquiries.

① Responsible Charge Engineer, RCE (Steve Kuntz, PE, DBIA) is fully integrated among the project team including specialty subcontractors and subconsultants, and has direct involvement or supervisory direction and control authority in making and/or approving engineering decisions during design and construction. Steve communicates regularly with VDOT, reports directly to the DBPM, and has 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.

① Quality Assurance Manager, QAM (Anthony "Andy" Kondysar, PE) reports to the DBPM and is completely independent from the construction operations and QC inspections. Andy has full responsibility for assuring that the Project is in compliance with the Contract Documents, manages all aspects of the QA program, and directs the QA inspections by the QA inspectors and independent QA testing technicians. This position is unique in that Andy has the autonomy to report findings directly to VDOT in addition to the DBPM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

① Design Manager, DM (Steve Kuntz, PE, DBIA) reports to the DBPM and has overall responsibility for management of all aspects of the design process, including overseeing the day-to-day design details and ensuring that roadway, structural, hydraulic, and traffic design disciplines are properly coordinated. Steve is the primary point of contact for all survey and sub-consultant services including aerial mapping, utility designations and test pits, geotechnical investigations, pipe video inspections, and noise analysis. Steve communicates regularly with the sub-consultant firms to ensure their deliverables are provided in a timely manner to support development and completion of right-of-way and construction plan deliverables. Steve also integrates the design disciplines with construction, right-of-way, utility, safety staff, and oversees the Design QA/QC program. Steve remains involved during the construction phase to support implementation of design, coordinate reviews of product submittals and shop drawings, provide responses to RFI's, and attends regular construction progress meetings.

① Construction Manager (Randall "Randy" Plyler) reports to the DBPM and has the responsibility to manage all aspects of construction and the Quality Control process. Prior to construction, Randy facilitates all constructability reviews for the design, works closely with the Lead Utility Coordination Manager to plan relocations, and coordinates with the Right-of-Way Manager to prioritize and schedule acquisitions. During construction, he is on site at all times, updates the project schedule, and coordinates with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in

3.3 Offeror's Team Structure

accordance with the Contract Documents. Randy also communicates with the Design Manager to arrange for design engineer's review of construction submittals and shop drawings.

 **Lead Utility Coordination Manager (Todd Kief)** will report directly to the DBPM and will be responsible for the entire utility coordination process, beginning in the design phase and continuing through the completion of construction. As his first priority, Todd will develop solutions to avoid conflicts and relocations. For relocations that are required, he will focus on minimizing these relocations. Working closely with each individual utility provider, Todd will determine the location of all existing utilities, obtain relocation plans and estimates, determine prior rights and cost responsibility, hold UFI meetings, review and approve plans and estimates, integrate relocations into the right-of-way and permitting processes, and coordinate with construction activities and the schedule. As utility relocations are progressing, he will monitor their progress and schedule, coordinate with construction activities, ensure all work is inspected, coordinate revisions to relocation plans if necessary, and ensure that disruptions to service are avoided and/or minimized.

Value Added Positions

▲ **Deputy Design-Build Project Manager (Robbie Roberts)** reports directly to the DBPM and supports the management of all project elements. Robbie brings specific experience to this project as he is performing this role on Segment I. He assists with coordination of permitting, utilities, design, construction, and field operations. Robbie manages the day-to-day updating and monitoring of project schedules, project submittals, preparation of the monthly requisition, and supports the DBPM.

▲ **Maintenance of Traffic (MOT) Manager (Jerry Mrykalo, PE, PTOE)** reports directly to the Design Manager and is responsible for all MOT design elements. He provides expertise and monitoring of the Transportation Management Plan (TMP) and Temporary Traffic Control (TTC) plans throughout design and construction to ensure safe and efficient operations are maintained. As a Professional Traffic Operations Engineer (PTOE), Jerry has successfully lead the MOT design on 17 previous VDOT design-build projects. Jerry also has the specialized experience of leading the MOT design for several complete pavement reconstruction projects and three separate projects along I-64 (including the Segment I project). *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.*

▲ **Lead Geotechnical Engineer (Sushant Upadhyaya, PE, PhD, PMP)** reports directly to the Design Manager and will develop a geotechnical exploration program which meets the VDOT *Manual of Instructions* requirements. He will issue geotechnical recommendations for approval by VDOT and ensure that they are accurately incorporated into the construction plans. Sushant will also identify boring access routes for bridge foundations which address environmental and hydraulic challenges. During construction he will remain engaged to ensure that questions and or issues are quickly addressed. Sushant brings specific experience to this project as he is performing this role on Segment I.

▲ **Incident Manager (Brian Martin)** reports to the Safety Manager and Construction Manager and is responsible for responding to all roadway incidents within the work zone, including coordinating with the Virginia State Police, and the full time wrecker service. Brian will be the main point of contact with the VDOT Traffic Operations Center (TOC) for receiving or reporting any incident that may affect traffic operations in the corridor. Having a single point of contact with District Staff and the traveling public will avoid confusion and help with expeditious resolution of issues. Brian's experience on Segment I has taught us the importance of having a dedicated person on-site who can be quickly dispatched to provide safety and incident management assistance.

Value Added Firms

To meet the challenges and resource requirements of Segment III, Shirley is committing two local Value Added firms to our Team. Each of these firms is currently working with Shirley on Segment I and brings that experience to the Team.

▲ ***Bryant Contracting, Inc.*** has a successful record of completing complex bridge and heavy highway construction projects since 1984. Bryant self-performs all phases of bridge construction including pile driving, sheeting and shoring, concrete work, and steel and precast concrete beam erection. Bryant has recently completed the Lee Hall Reservoir and Fort Eustis Boulevard bridge widenings on the Segment I project for the Shirley team. Their familiarity with bridge widening operations on I-64 will be a true asset to the construction team.

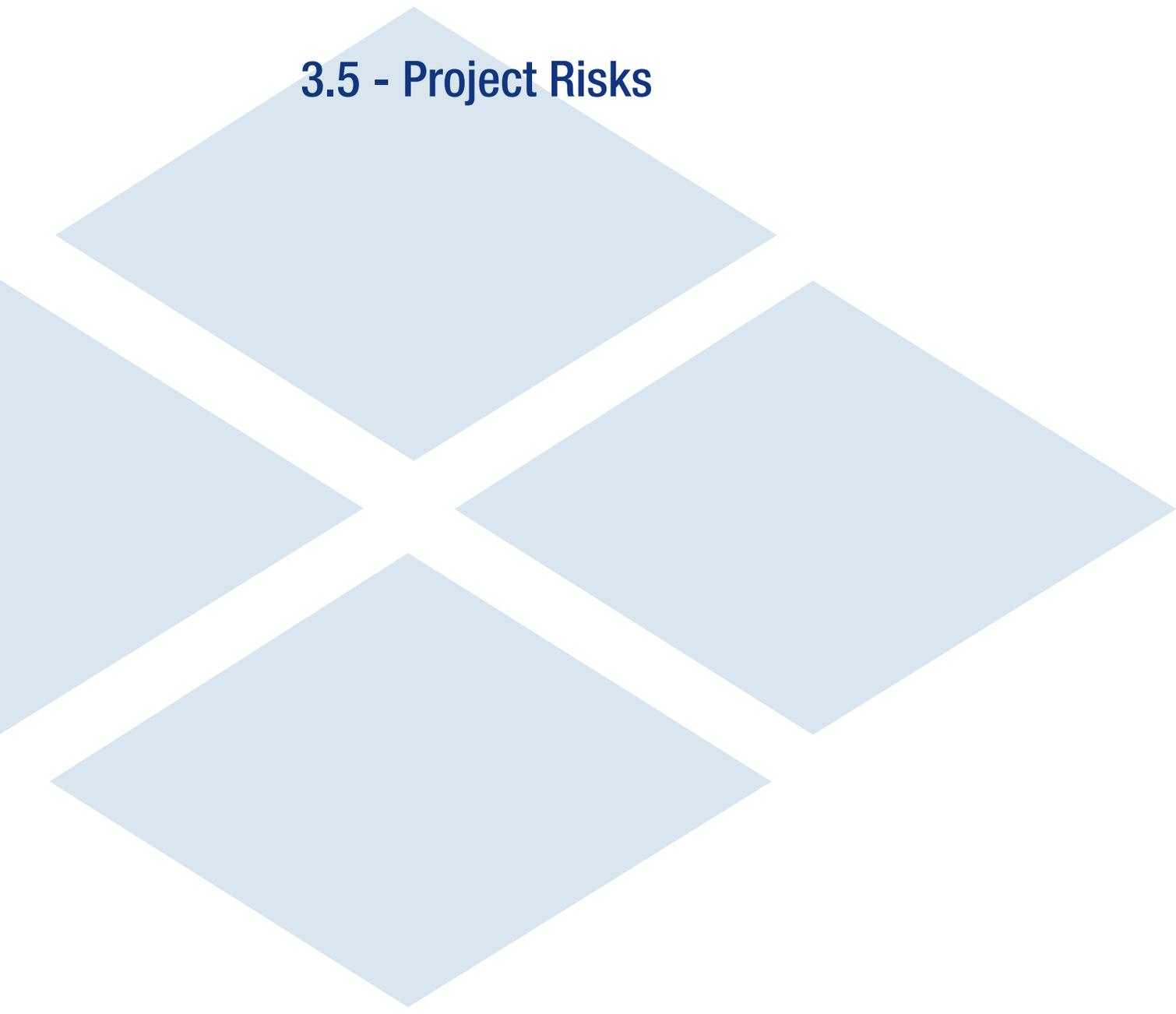
▲ ***Bruce Howard Contracting*** will support the Shirley team by providing grading and utility construction services on Segment III. Founded in 1998, Bruce Howard Contracting has specialized in successfully completing work on multiple VDOT projects. On Segment I, they performed median storm sewer installation, median excavation and grading, as well as turn-key stormwater management facility installations including detention basins, constructed wetland and wet swales for the Shirley team. Their experience in working in the constricted median conditions along the I-64 corridor is invaluable.

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 experience on Segment I and our proactive approach when dealing with project risk is a strength that is unmatched. Our successful methods have reduced risks to VDOT resulting in lower project costs and resource requirements.

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

CRITICAL RISK #1 – Maintenance of Traffic Mobility & Safety

Why the Risk is Critical

I-64 is a crucial east-west artery for commuters, commerce, and tourists traveling to and from Richmond and Hampton Roads, carrying over 60,000 vehicles per day. The combination of these very high traffic volumes and high travel speeds (existing posted speed of 70 mph) compounds the importance of preparing and implementing a comprehensive maintenance of traffic (MOT) program. As we have learned on Segment I, it will be critical that this program ensures the preservation of traffic mobility for commuters, commercial vehicles, and weekend tourist traffic, as well as ensures safety is held paramount for the public and construction personnel. Safety and mobility becomes a critical risk when:

- The reconstruction of the entire existing pavement section doesn't account for multi-stage temporary traffic control (TTC) plans, maintenance of two thru lanes in each direction, ramp movements, and a shoulder for vehicle refuge;
- Temporary pavement sections are not properly designed;
- "Typical" lane closure hours are implemented without performing detailed traffic analysis;
- A single lane closure schedule is utilized throughout the entire year;
- Construction access directly to and from I-64 is not well planned and minimized;
- Construction activities are not fully coordinated with the adjacent Segment II project; and
- Traffic incident response and roadway maintenance are not immediately addressed.

Impact on the Project

The impact of improperly or inadequately maintaining traffic in a safe manner, or inadequately communicating construction activities with the traveling public, could result in the following impacts:

- Degradation of safety for the public, state personnel, and/or construction personnel;
- Additional travel delays along I-64;
- Changes in lane closure restrictions if seasonal traffic variations are not fully understood;
- Loss of thru lane capacity and/or emergency responder access;
- Driver frustration or loss of public support;
- Delays to the project schedule; and
- Increased costs.

Mitigation Strategies

Our Team is adamant about maintaining the highest possible levels of traffic mobility and providing industry leading safety within the work zone for the traveling public and construction personnel. We

3.5 Project Risks

are committed to making mobility and safety our top priorities, and to exceeding the standard project requirements by implementing the mitigation strategies listed below:

A. *Carefully Staging Work in a Manner that Allows for Complete Reconstruction of the Existing Pavement.* To accomplish this, our Team has identified and formulated solutions for the following:

1. **Existing Shoulder Strength:** To begin the widening process, it is anticipated that we will have to temporarily run traffic partially on the existing right shoulder (as depicted in Figure 3.5.1). To do so, thorough analysis of the existing shoulder pavement must be performed. Pavement designs and verifications will be based on traffic volumes and construction duration, while also providing an additional factor of safety in the design. This additional factor of safety accounts for potential isolated areas of poor subbase conditions or other unforeseen variables, in order to avoid the potential for temporary pavement failures during construction. Shoulder strengthening can be completed during night operations, where the shoulder is milled and stone removed to a specified depth, and immediately replaced with a thicker asphalt section during the same night.
2. **Maintaining Shoulders:** Wherever possible, we will strive to maintain a full paved shoulder for incident management. Where this is not possible, we will design temporary pull offs, which will be periodically shifted along the length of the work area to facilitate construction. In addition, the use of a full-time on-site wrecker service is recommended to minimize response times and to clear incidents from the travel lanes.

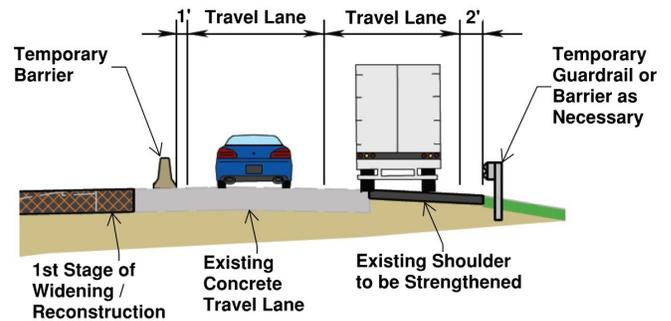


Figure 3.5.1 - Anticipated Shoulder Strengthening

B. *Verifying That Acceptable Operations Will Be Maintained For Off-Peak Temporary Lane Closures.*

We accomplish this by collecting current traffic volumes, and analyzing all potential MOT operations using software such as Quick Zone and HCS to ensure temporary lane closures are limited to the hours of least impact. This strategy holds true for customizing lane closures schedules to account for seasonal variations in traffic volumes that occur on I-64. For example, during the summer beach traffic season, lane closures times may need to be limited during the late-night periods. Understanding this is crucial in order to avoid an unforeseen modification to lane closure hours' mid-construction, which could impact the project schedule. Dewberry recently performed this seasonal analysis as part of the Segment I and I-64 Pavement Rehabilitation projects.

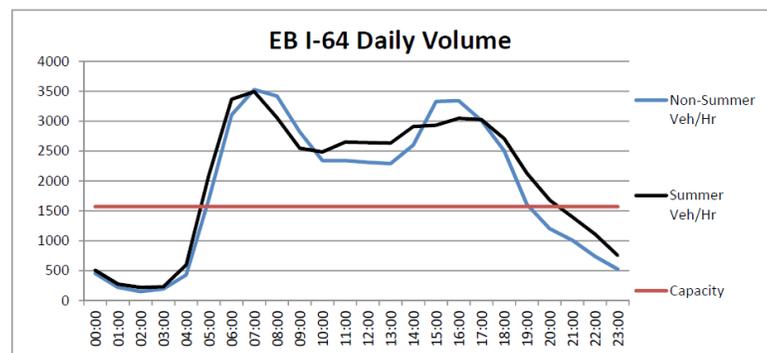


Figure 3.5.2 - Daily Volume Chart

C. *Implementing a Construction Access Plan.* To mitigate the potentially dangerous speed differentials between trucks entering and exiting the median and high speed traffic in the left lane, we will:

1. Eliminate access from mainline I-64 as much as possible by installing construction access points where work can be accessed in a safer manner. For median work, access can be accomplished directly from cross streets (such as Lakeshead Drive), while outside work can be accessed from frontage roads (such as E. Roanoke Drive and Fenton Mill Road).
2. Where direct I-64 access is required, providing full AASHTO acceleration / deceleration lengths for trucks as feasible, minimizing slow truck interaction with high speed traffic.

3.5 Project Risks

- D. Coordinating Concurrent Projects.** In order to ensure the design and construction activities for Segment II are fully coordinated, we will work directly with the Segment II team, and applicable third parties from the initial onset of TMP development. This extensive coordination ensures safety, mobility, construction sequencing, and design features are fully coordinated at the Project interface just west of Humelsine Parkway.
- E. Dedicating an Incident Manager** available to quickly respond to urgent incidents or maintenance needs 24 hours a day. Our Incident Manager, Brian Martin, will serve as the point of contact to quickly coordinate and deploy resources for incidents that require an urgent response to maintain safety and mobility on this critical corridor. Brian will also establish and maintain lines of communication with VDOT construction, VDOT maintenance, and emergency responder staff.
- F. Implementing A Public Outreach Program** in partnership with VDOT. Our Team had already identified the following potential public outreach solutions:
1. Holding regular “pardon-our-dust” and public information meetings;
 2. Coordination with VDOT to provide updates via a project website;
 3. Outreach through social media, radio, and television;
 4. Direct communication with emergency responders prior to traffic switches; and
 5. Use of Portable Changeable Message Signs (PCMS) and overhead Dynamic Message Signs to alert motorists of new traffic patterns.
- G. Utilizing Site-Specific Enhanced Safety And Mobility Strategies Exceeding The Minimum Requirements,** which can significantly improve traffic operations and safety during construction. **A preliminary investigation already completed by our Team has found that there have been 10 fatal and 469 total crashes within the Project limits within the past five years.** With crash rates above statewide averages, we have identified the following innovative enhancements that will maximize safety and operations:
1. Temporary raised pavement markers and wider than minimum temporary lane markings for drastically increased visibility;
 2. Design of lane shift geometry to the full “L” length for the posted speed limit (double the minimum length). Avoidance of abrupt transitions is especially important on interstates with high speeds and high volumes;
 3. Installing durable pavement marking materials that retain their visibility longer; and
 4. Utilization of temporary barrier to reduce of impacts of run-off-road crashes.
- H. Assembling and Industry Leading MOT Team.** Our Team is well versed in the development of Transportation Management Plans (TMPs) for Type C “significant” projects, as well as the development of site-specific Temporary Traffic Control plans per VDOT’s IIM-LD-241.7 (Work Zone Safety and Mobility) process. All of our TTC, TMP and traffic analysis processes will be supervised by our MOT Manager, Jerry Mrykalo. He will lead an in-house training program, ensuring all engineers involved in MOT design achieve VDOT Advanced level certification. Most importantly, we have recent relevant MOT design and construction experience on Segment I, allowing us to understand many of the unique considerations and challenges of this Project.

Role of VDOT and Other Agencies

It is expected that VDOT will be involved from a review and approval standpoint during the development of the plans. Analysis of traffic volumes and travel patterns as well as the proposed construction sequencing will be discussed with VDOT during the TMP and TTC development process to determine if the proposed configurations are acceptable. We also anticipate that VDOT will remain involved in the public outreach process during design and construction (either in a support or lead role); during construction to review and approve lane closures, and help to promote work zone safety; for MOT coordination during construction with other agencies (such as the National Park Service and military installations) and with emergency responders to develop incident and emergency response plans.

CRITICAL RISK #2 – Replacement of Queens Creek Bridges

Why the Risk is Critical

Upon review of the RFP Information Package regarding the complete replacement of the Queens Creek Bridges, and based upon our experience designing and constructing the bridges for Segment I, we have identified several potential issues that could make the design and construction of this bridge critical:

- Soft soil conditions which could result in significant settlement, downdrag on new piles, and impacts to the existing bridge during construction;
- Critical Path schedule for the work;
- Availability of tidal wetland mitigation credits in the market, as well as demonstrating avoidance and minimization with permitting agencies; and
- Extended construction phasing.

Impact on the Project

As we expect that construction of these bridges is on the Critical Path, the following issues could result in adverse impacts and potential delays to the overall project schedule:

- Geotechnical investigations requiring extended settlement periods;
- Geotechnical investigations requiring changes to construction means and methods for items such as piles and fill placement;
- Inability to permit bridge impacts due to lack of sufficient tidal mitigation credits and inadequate demonstration of minimization and avoidance efforts to the permitting agencies, and
- Multiple phases necessary for construction.

Mitigation Strategies

We will build on the lessons learned from Segment I and other bridge widening\replacement projects by implementing the following:

A. *Develop A Detailed Geotechnical Investigation Program* - Mitigation of the geotechnical risk starts with early discussions\meetings between the structural, geotechnical, hydraulics, engineers, and construction teams to identify areas of concern. This allows the geotechnical engineer to develop a robust geotechnical investigation that obtains all of the subsurface data necessary to evaluate potential impacts. Our Team will then be able to focus on areas that require special attention, such as settlement, and develop mitigation strategies that include:

1. For settlement or global stability issues at the abutments or the bridge approaches due to placement of new fill material, pre-loading, wick drains, and lightweight fill will be evaluated to minimize either the magnitude of any settlement or the time required for the necessary settlement to occur.
2. Determining the impact from pile driving on the existing bridges, and using this to design and construct the new foundations. Solutions include pre-drilling new piles below the depth that driving will affect the existing bridges, or locating new piles horizontally from the existing bridges at a distance that driving piles does not impact them.
3. Monitoring and instrumentation of the existing abutments and piers during construction to ensure that the assumptions made during design are appropriate.

B. *Focus on the Permitting Process:*

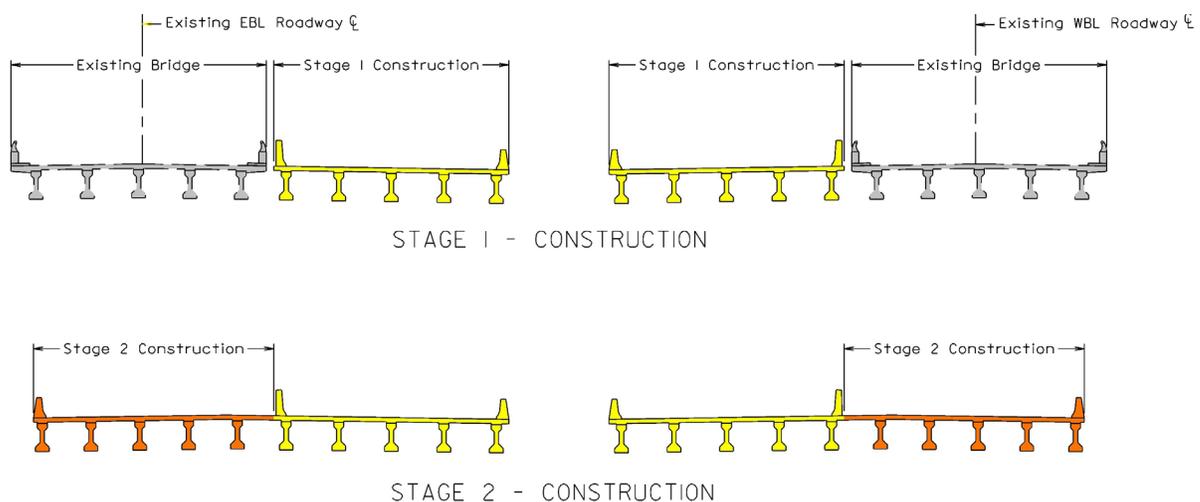
1. We will hold a pre-application meeting in the field with the US Army Corps of Engineers (USACE), Virginia Department of Environmental Quality (VDEQ), and the Environmental Protection Agency (EPA) in order to:
 - a. Determine additional avoidance and minimization opportunities both for the temporary

3.5 Project Risks

- impacts during construction and for the permanent structures; and
- b. Minimize potential questions and delays associated with the permitting of the Project.
 2. We will review options to minimize the footprint of the new bridges while meeting all project geometric requirements, thus potentially impacting less of the tidal wetlands; and
 3. We will investigate areas where the impacted salt marsh can be restored after the existing bridges are demolished to minimize the net impacts and the area for which we will need to obtain mitigation credits.

C. Develop Alternate Sequence Of Construction - To minimize the potential schedule impact of the staged construction of the new bridges, we will look at alternatives such as constructing both new bridges simultaneously without the need for a median crossover of traffic, allowing two staged construction of the bridges and eliminating the time to construct and maintain the crossovers shown in the RFQ plans.

Figure 3.5.3 - Transverse Section showing two stage construction



D. Accelerated Bridge Construction (ABC) Techniques - We will consider ways to accelerate the design and construction of the bridges to allow as much float as possible in the schedule, potentially taking the construction of these bridges off of the Critical Path. We will consider:

1. Accelerating the design of the Queens Creek Bridges and developing a standalone construction package allowing permitting and construction of these bridges to begin ahead of the rest of the Project.
2. Utilizing accelerated bridge construction methods such as bridge superstructure modules, similar to that shown in Figure 3.5.4, consisting of two girders with the deck slab already cast. Modules would then be joined together with reinforcing steel extending from each module and a closure concrete pour.
3. Precast concrete pier caps which would be attached to the piles by dowels extending from the precast piles into block outs in the precast pier cap and joining the piles to the caps with high early strength concrete.
 - This would allow the deck modules to be set within days of placing the pier caps.
 - The staged construction of the bridges could be accommodated without post-tensioning the



Figure 3.5.4 - Bridge Superstructure Replacement Using Bridge Deck Modules.

3.5 Project Risks

pier caps by extending and lapping the reinforcing steel from ends of the precast caps and then utilizing a closure pour to join the two phases of the precast pier cap together.

Role of VDOT and Other Agencies

Our Team anticipates that VDOT will provide all available information for the existing bridges, including but not limited to as-built plans, geotechnical reports, and inspection reports. VDOT will also be responsible for review and approval of the plans. We will also look for VDOT's support during the permitting process.

CRITICAL RISK #3 – Existing Conditions and Their Impacts on the Project

Why the Risk is Critical

The proposed three year reconstruction of Segment III will require temporary traffic patterns, travel lane shifts, different vehicle loading patterns, and exposure of this aging facility to new stresses on pavements and bridges. The existing condition of the facility and its impacts on the Project are a critical risk as these new stresses can lead to a multitude of unanticipated problems, exposing motorists to roadway hazards, and impacting construction operations as workers and equipment are reassigned to address issues that develop.

Our Team knows from first-hand experience on Segment I that the existing roadway conditions of this 50-plus year old facility will create issues if care is not taken prior to and during construction to identify and mitigate trouble prone areas that will inevitably develop. Examples of the issues we encountered on Segment I include:

- Weak subgrade under the existing shoulders that will be required to carry temporary travel lanes;
- Blocked and damaged underdrain outlet pipes creating saturated shoulder and subbase areas;
- Shallow longitudinal pavement underdrains less than 8-inches below finished grade;
- Large voids under existing approach slabs that experienced extensive settlement;
- Voids under the existing concrete pavement;
- Poor drainage areas especially in sag areas of the roadway;
- Clogged and damaged drainage and outlet storm pipes;
- Failing bridge deck surfaces requiring patching during construction, and;
- Weak and opened pavement joints

Since the section of Segment III being improved was constructed at approximately the same time as Segments I and II, we anticipate that many of the same issues that those Projects are dealing with will arise once construction begins. These items collectively become critical since each has the potential to create safety hazards, cause significant impacts to traffic while repairs are made, delay work elements, impact the project schedule, and result in additional unforeseen scope.

Impact on the Project

Recognizing that this Project will completely reconstruct and widen approximately 8-miles of heavily traveled interstate in three years, multiple work elements will need to be under construction at any given time. This will require that all existing conditions be thoroughly investigated during the design phase of the Project so that unexpected conditions are avoided. Failure to recognize and mitigate this risk could ultimately result in the following impacts:

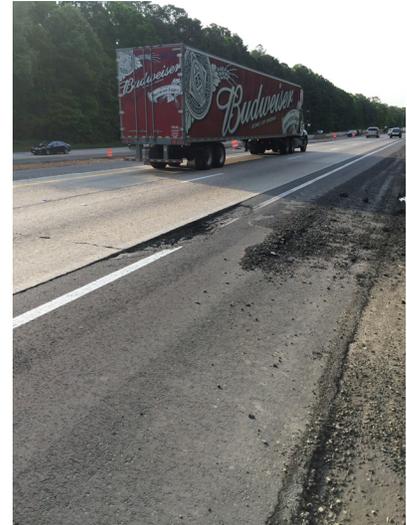


Figure 3.5.5 - Pothole in Strengthened Shoulder

3.5 Project Risks

- **Safety Concerns** – The biggest concern with the failing roadways and weak subgrade areas is the sudden development of potholes. These create a hazard for the traveling public and cause disruptions to traffic. Secondly, swerving and weaving of traffic attempting to avoid potholes may lead to guardrail and barrier impacts, property damage, and potential injury to motorists. Open and degraded pavement joints create hazards for motorcyclists and narrow wheeled trailers. Ultimately, crashes and accidents are the worst-case result from the roadway failing and for that reason alone, this is a critical Project risk that the design/build team must address.
- **Traffic Impacts and Strain on Resources** – Failing shoulders, degrading pavement joints and potholes require immediate attention to avoid the safety hazards mentioned above. Because of the urgency of these issues, these repairs may need to occur outside of the allowable lane closure time frames, potentially creating enormous disruption to traffic and backups on I-64. These types of events create a strain, not only on the Project’s resources, but those of local emergency and police staff, as well as VDOT’s Traffic Operations Center (TOC) and Public Relations staff that must quickly react to inform the traveling public. All of these are a distraction and can create a negative opinion of the Project from the traveling public.
- **Schedule Delays** – The addition of scope or identification of other unforeseen conditions can also impact the Project schedule. One example of unexpected scope which was realized on Segment I was the vertical position of the existing underdrain. Despite as-built information showing the underdrains located at conventional installation depths, the majority was found within 8-inches of the roadway surface. This caused the underdrains to be impacted when the outside shoulder pavement milling and strengthening operations were initiated. The results were that less pavement strengthening than planned was completed each night of construction, and required additional material to be placed to fill the void where underdrain was temporarily repaired. Other examples included replacement or filling of unexpected voids behind bridge abutments and below approach slabs. By adding unplanned work and scope to the Project, the result is that the schedule is impacted as critical activities take longer to complete.

Mitigation Strategies

Our Team’s experience and successful approach to dealing with the challenges described above on Segment I ensures that this risk will be minimized. While it may be impossible to discover all unforeseen conditions, we know that by thoroughly investigating these during the design phase, they will not be repeated. To address the challenges identified above, our Team will implement the following mitigation strategies:

1. **Additional Testing and Inspection of Existing Shoulders, Pavements, Underdrains and Bridge Approach Slab Areas** – As part of the geotechnical investigations and field surveys during the preliminary engineering phase, our Team will implement the following measures to determine existing conditions in the high risk areas:
 - a. Perform a photographic survey and preliminary wheel load test on the existing shoulders to identify any weak, saturated, or failing pavement areas.
 - b. Perform a preliminary pavement survey to identify any concrete or asphalt pavement joints that may be prone to failure when differential stresses and new loading are introduced.
 - c. Perform borings immediately adjacent to the existing approach slabs at the Lakeshead and Colonial Parkway bridge approaches where widening will be completed. Assuming the existing approach slabs will be removed and replaced, the existing slabs will be core drilled to determine if voids are present. If the approach slabs will not be replaced, then non-destructive testing/scanning methods will be used to determine if voids are present.
 - d. Cameras will be inserted into the existing underdrain pipes and outlets to determine their condition and approximate vertical position. This continuous video study will identify whether

3.5 Project Risks

the underdrain pipe is rising or falling as the camera proceeds through the pipe. Ground Penetrating Radar (GPR) can also be used to identify the presence of voids which would be expected where the underdrain pipe is located.

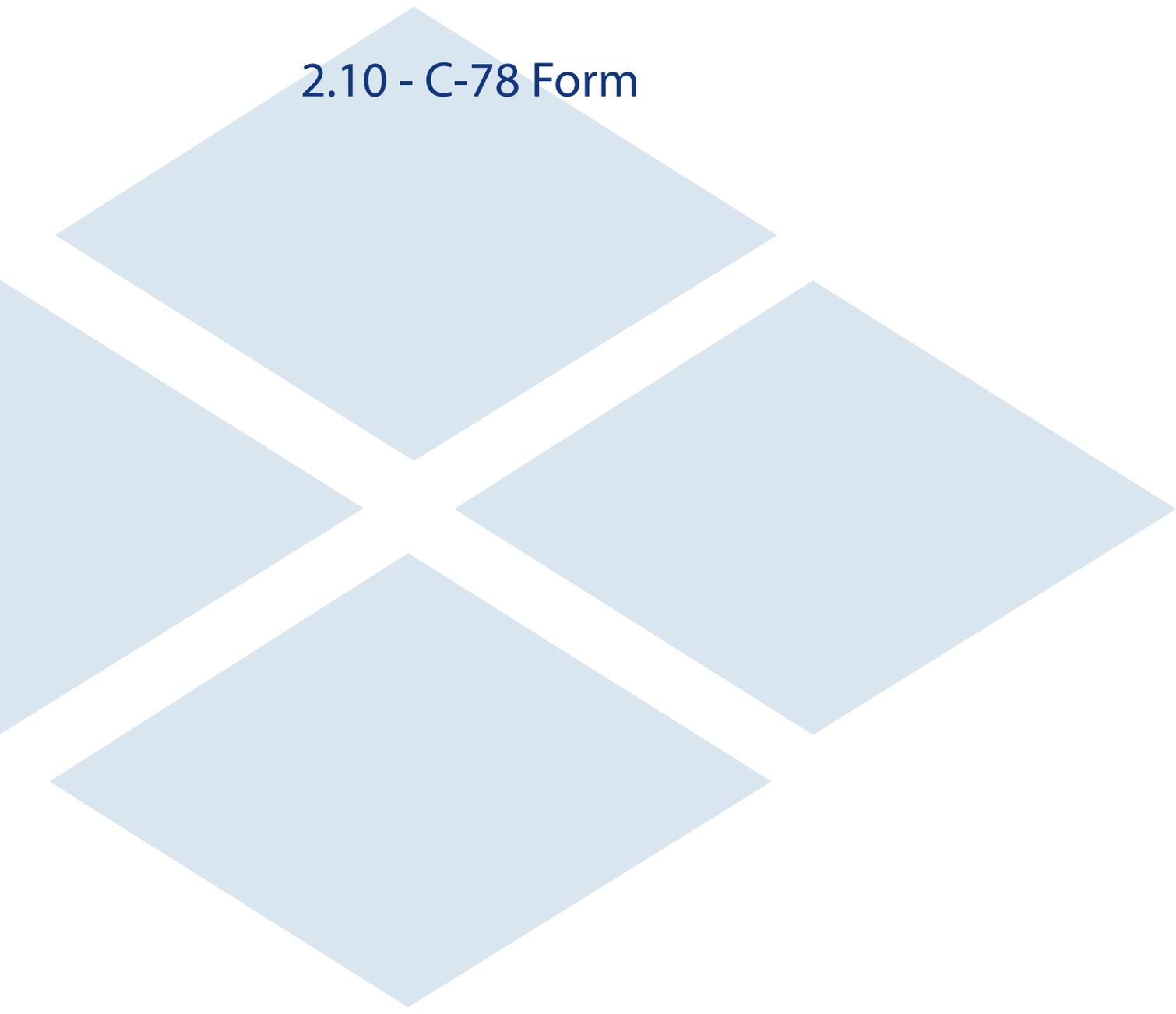
Ultimately, this ‘due diligence’ will determine whether immediate repairs are necessary before shifting traffic, as well as to determine the final alignments for temporary traffic configurations. Our Team will share our investigations with VDOT and quantify any preliminary repairs (i.e. underdrain removal/replacement, flowable fill of approach slab voids, shoulder undercuts) that may be necessary prior to traffic shifts and implementation of traffic switches.

2. ***Early Drainage Inventory Investigation and Relief Strategies***– As was evidenced in our Segment I investigations, we anticipate that much of the existing drainage adjacent to the Project may be in various states of disrepair or may require maintenance such as cleaning of clogged pipes and outfalls. Poor drainage is a contributing factor to failing pavements and creates hazards for motorists. Our Team will commit to an early Pipe Inventory and Investigation Program to identify potentially damaged or critically blocked culverts that require attention. As soon as permitting and approvals are available, we will repair and/or remediate any facilities that may have potential to impact the active roadway or the soon-to-be active shoulder areas.
3. ***Dedication of an Incident Manager*** – It is our Team’s number one goal to ensure the safety of the traveling public and the workers on the Project. To focus our attention to this, we are dedicating a full-time Incident Manager, Brian Martin, to the Project during construction. Brian will serve as the primary point of contact to quickly coordinate and deploy any resources for incidents that require an urgent response to maintain safety and mobility on this critical corridor. Brian will also establish and maintain lines of communication with VDOT construction and maintenance personnel, York County emergency responder staff, and the Virginia State Police. Brian will incorporate a daily roadway check list that can be used to monitor highway and roadway conditions. This will be especially important during rain or snow events when roadway failures can occur rapidly.
 - ***Involvement of Police and Rescue from Design through Construction*** – As with any active roadway and especially one under construction, accidents and incidents will inevitably occur in the work zone. As was proven successful on Segment I, our Team will commit from day one to establish open lines of communication with VDOT incident management, Virginia State Police, and all local first responders. Through informational and table top sessions held months prior to construction, our Team will review and discuss our approach to the work, construction access, TTC plans, and the project schedule. This information will better prepare first responders to navigate their way through the work zone to incidents within or beyond the Project limits. We will continue to meet and communicate with all stakeholders throughout each construction stage.

Role of VDOT and Other Agencies

As part of the RFP documents, we expect VDOT will provide as-built information for the existing roadway and inspection reports for existing bridges. This information will be utilized to determine if any adverse conditions have already been identified which could worsen during construction. If areas of concern are flagged, we will develop a plan for additional investigations, which will then be reviewed with VDOT to receive their acceptance or approval as appropriate. Repairs and corrections based on all information available will be submitted to VDOT for review and approval prior to completion. During pre-planning and construction, VDOT Safety Service and incident management teams, along with local fire and rescue staff, will be a vital element to develop protocols and logistical plans for Incident Management and site access. In the event of unforeseen conditions are identified during construction, we will identify the areas of concern, develop a plan for additional investigations or repairs, and share them with VDOT for agreement or approval in the same manner all other project design details are developed, submitted, and reviewed prior to approval and implementation/construction.

Appendix



2.10 - C-78 Form

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

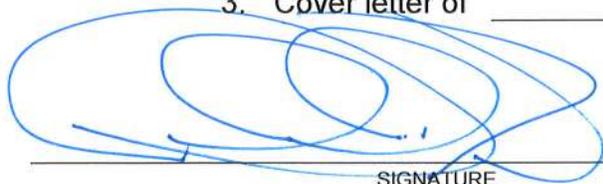
PROJECT: I-64 Capacity Improvements – Segment III
RFQ NO. C00106689DB97
PROJECT NO.: 0064-965-229

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 – March 29, 2017
(Date)
2. Cover letter of _____
(Date)
3. Cover letter of _____
(Date)

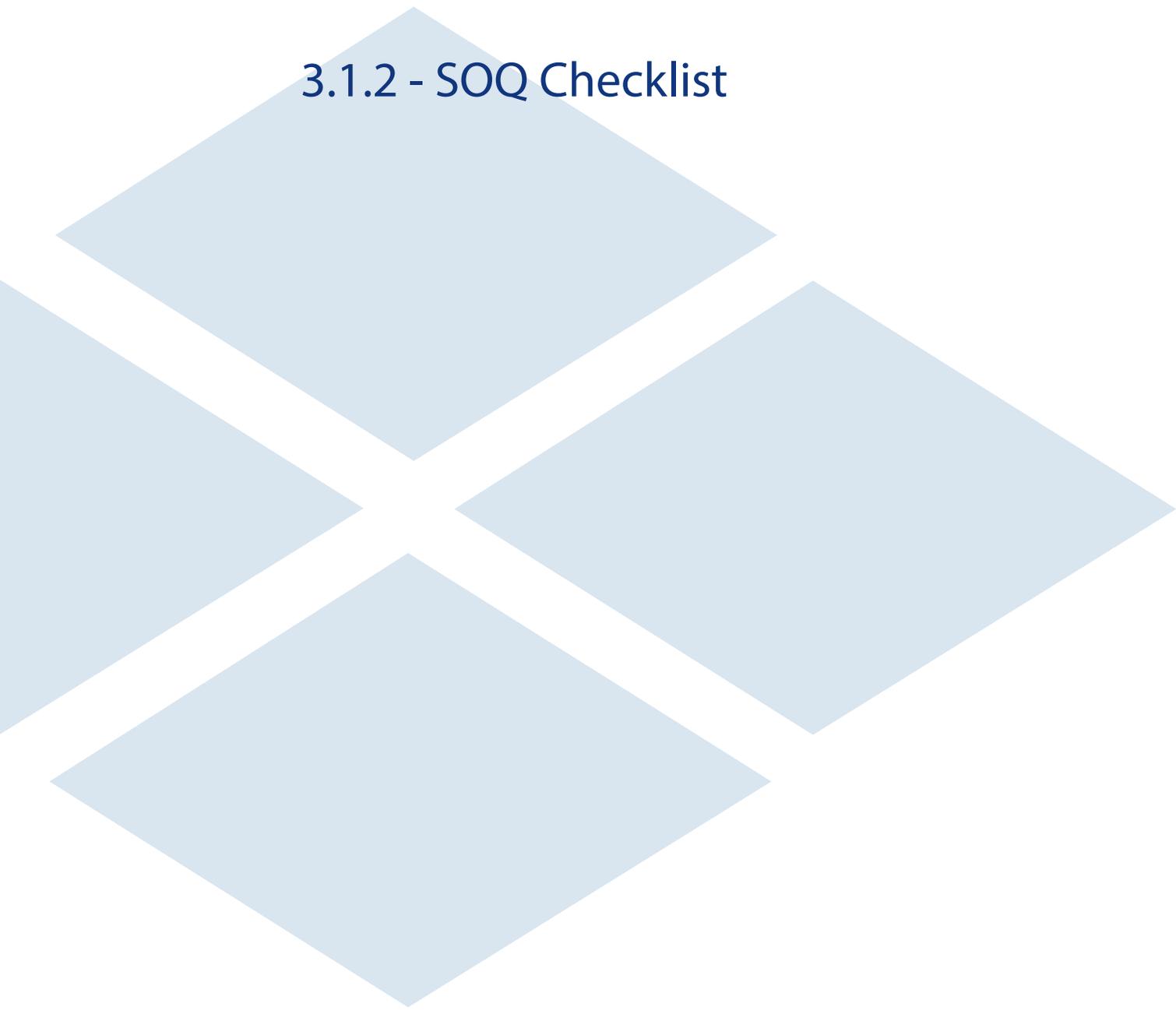


SIGNATURE

May 2, 2017
DATE

Michael E. Post
PRINTED NAME

President/CEO/Manager
TITLE



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

Project: 0064-965-229, Contract ID: C00106689DB97

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
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	N/A

ATTACHMENT 3.1.2

Project: 0064-965-229, Contract ID: C00106689DB97

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				2-7
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – RCE	Attachment 3.3.1	Section 3.3.1.1	no	N/A
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	N/A
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	N/A
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	N/A
Key Personnel Resume – Lead Utility Coordination 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	5-7
Experience of Offeror's Team				

ATTACHMENT 3.1.2

Project: 0064-965-229, Contract ID: C00106689DB97

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15- page limit?	SOQ Page Reference
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	8-15

3.2.6-Affiliated/SubsidiaryCompanies

ATTACHMENT 3.2.6

State Project No. 0064-965-229, Contract ID: C00106689DB97

Affiliated and Subsidiary Companies of the Offeror

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

- The Offeror does not have any affiliated or subsidiary companies.**
- Affiliated and/ or subsidiary companies of the Offeror are listed below.**

Relationship with Offeror (Affiliate or Subsidiary)	Full Legal Name	Address
Subsidiary	Shirley Design/Build, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Clark Construction Group, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Metro Earthworks	8435 Backlick Road, Lorton, Virginia 22079
Subsidiary	Route 28 Corridor Improvements, LLC	8435 Backlick Road, Lorton, Virginia 22079
Affiliate	Capital Rail Constructors, a JV	7500 Old Georgetown Road, Bethesda, MD 20814

3.2.7 - Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III
Project No.: 0064-965-229
Contract ID: C00106689DB97

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

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

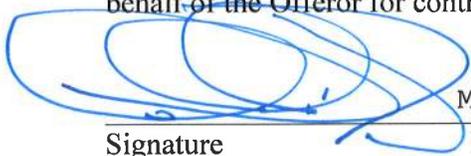
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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



May 2, 2017

President/CEO/Manager

Signature

Date

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

Contract ID: C00106689DB97

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

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

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

Dave Mahoney 4/21/17 Executive V.P.
Signature Date Title

Dewberry Consultants, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

Contract ID: C00106689DB97

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Signature

Date

May 2, 2017

President

Title

Quinn Consulting Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

Contract ID: C00106689DB97

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 _____
Signature

May 2, 2017
Date

President
Title

GET Solutions, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

Contract ID: C00106689DB97

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Signature

4/21/2017

Date

Principal

Title

GeoConcepts Engineering, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

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

W. Z. [Signature] 4/26/17
Signature Date

VP/BRANCH MANAGER
Title

ECS M10-ATLANTIC, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

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

W. J. McKeague 4/21/2017
Signature Date

Vice President
Title

Quantum Spatial, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

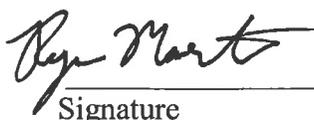
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04.25.17

Executive Vice President

Signature

Date

Title

Accumark, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

Contract ID: C00106689DB97

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<u>SJBell</u>	<u>04.25.17</u>	<u>CEO</u>
Signature	Date	Title
<u>Shelley and Loy, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

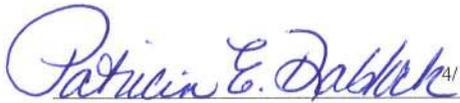
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III
Project No.: 0064-965-229
Contract ID: C00106689DB97

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


Signature _____

4/11/2017
Date _____

President
Title _____

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

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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.

RR Robert Rusk 4-17-17

Signature

Date

Settlement Officer
Title

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

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

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Contract ID: C00106689DB97

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.

Douglas W. John 4/25/17 PRESIDENT
Signature Date Title

BRYANT CONTRACTING, INC.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project: I-64 Capacity Improvements – Segment III

Project No.: 0064-965-229

Contract ID: C00106689DB97

- 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.

Bruce Howard 04/25/2017 President
Signature Date Title

Bruce Howard Contracting, Inc.
Name of Firm



3.2.8 - VDOT Prequalification Certificate



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 4/21/2017

- S -

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

DBE Type: DMBE
DBE Contact: N/A

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

3.2.9 - Surety Letter



One Tower Square
Hartford, CT 06183

April 28, 2017

Joseph A. Clarke, PE
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00106689DB97 - A Design-Build Project
I-64 Capacity Improvements – Segment III From: 1.15 Miles West of Route 199 (Lightfoot)
To: 1.05 West of Route 199 (Humelsine Parkway), York County, Virginia
Estimated Contract Value: \$240 million

Dear Mr. Clarke:

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 \$750,000,000.

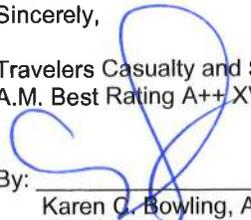
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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. 007067398

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 9th day of December, 2016.

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

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



State of Connecticut
City of Hartford ss.

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

On this the 9th day of December, 2016, before me personally appeared Robert L. Raney, who acknowledged himself to be the Senior Vice President of Farmington Casualty Company, Fidelity and Guaranty Insurance Company, Fidelity and Guaranty Insurance Underwriters, Inc., St. Paul Fire and Marine Insurance Company, St. Paul Guardian Insurance Company, St. Paul Mercury Insurance Company, Travelers Casualty and Surety Company, Travelers Casualty and Surety Company of America, and United States Fidelity and Guaranty Company, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 28th day of April, 2017.


Kevin E. Hughes, Assistant Secretary



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

3.2.10 - SCC/DPOR Licenses & Registrations

ATTACHMENT 3.2.10

State Project No. 0064-965-229, Contract ID: C00106689DB97

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.

Business Name	SCC Information (3.2.10.1)					DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date		
Shirley Contracting Company, LLC	S082038-3	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA. 22079	Class A Contractor	2705071652	October 31, 2018		
Dewberry Consultants LLC	S044733-6	Limited Liability Co.	Active	8401 Arlington Blvd. Fairfax, VA. 22031	Business Entity	0407003966	December 31, 2017		
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2017		
Geotechnical Environmental and Testing Solutions, Inc.	0541847-0	Corporation	Active	204-B Grayson Road Virginia Beach, Va. 23462	Business Entity	0407004018	December 31, 2017		
ECS-Mid Atlantic, LLC	S120821-6	Limited Liability Company	Active	108 Ingram Road Suite 1 Williamsburg, Va. 20151	Business Entity Branch Office	0411000382	February 28, 2018		
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active	19955 Highland Vista Drive Ste.170 Ashburn, VA. 20147	Business Entity	0407004404	December 31, 2017		
Diversified Property Services of Virginia, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2018		
Skelly and Loy, Inc.	F113636-7	Corporation	Active	449 Eisenhower Blvd. Suite 300 Harrisburg, PA. 17112	Business Entity	0407001402	December 31, 2017		
Quantum Spatial, Inc.	F113594-8	Corporation	Active	45180 Business Court Suite 800 Sterling, VA. 20166	Business Entity	0407005489	December 31, 2017		
Accumark, Inc.	0440745-8	Corporation	Active	9500 King Air Court Ashland, Va. 23005	Business Entity	0407005172	December 31, 2017		
Bryant Contracting, Inc.	0260572-3	Corporation	Active	7754 Richmond Road Toano, Va. 23168	Class A Contractor	2701025574	December 31, 2018		
Bruce Howard Contracting, Inc.	0499583-3	Corporation	Active	6740 Chambers Road Charles City, Va. 23030	Class A Contractor	2705073277	December 31, 2018		
Old Dominion Settlements, Inc.	0243891-9	Corporation	Active	n/a					

ATTACHMENT 3.2.10

State Project No. 0064-965-229, Contract ID: C00106689DB97

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, VA 20169	Professional Engineer	0402039440	June 30, 2018
Quinn Consulting Services, Inc.	Anthony Kondysar	Chantilly, Va.	3905 St. Mary's Circle Williamsburg, Va. 23815	Professional Engineer	0402021246	July 31, 2018

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Commonwealth of Virginia
State Corporation Commission



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04/25/17

11:51:18

LLCM3220 LLC DATA INQUIRY

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

DATE OF FILING: 08/01/2002 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR: Y

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

STREET: 8435 BACKLICK RD

CITY: LORTON STATE: VA ZIP: 22079-0000

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

R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285

RTN MAIL:

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

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

YEAR FEES PENALTY INTEREST BALANCE

16 50.00

(Screen Id:/LLC_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

04/25/17

11:53:00

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

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

STREET: 2208 S KNOLL ST

AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
 ACCEPTED AR#: 216 13 3280 DATE: 08/29/16 ARLINGTON COUNT
 CURRENT AR#: 216 13 3280 DATE: 08/29/16 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

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04/25/17

16:32:44

LLCM3220 LLC DATA INQUIRY

LLC ID: S120821 - 6 STATUS: 00 ACTIVE STATUS DATE: 04/16/04
LLC NAME: ECS - Mid-Atlantic, LLC

DATE OF FILING: 04/16/2004 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: 14026 THUNDERBOLT PL STE 100

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

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: JAMES A ECKERT

STREET: 14026 THUNDERBOLT PL STE 100

RTN MAIL:

CITY: CHANTILLY STATE: VA ZIP: 20151-0000

R/A STATUS: 2 O/D OF CORP M/M EFF DATE: 04/16/04 LOC: 129 FAIRFAX COUNTY

YEAR FEES PENALTY INTEREST BALANCE

17 50.00

(Screen Id:/LLC_Data_Inquiry)

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CORPORATE DATA INQUIRY

04/25/17

11:53:45

CORP ID: 0541847 - 0 STATUS: 00 ACTIVE STATUS DATE: 08/04/04
 CORP NAME: Geotechnical Environmental and Testing Solutions, Inc.
 DATE OF CERTIFICATE: 06/16/2000 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: TERENCE MURPHY

STREET: KAUFMAN & CANOLES PC AR RTN MAIL:
 150 W MAIN ST STE 2100
 CITY: NORFOLK STATE : VA ZIP: 23510-1609
 R/A STATUS: 4 ATTORNEY EFF. DATE: 07/17/02 LOC : 212
 ACCEPTED AR#: 216 09 5472 DATE: 06/09/16 NORFOLK CITY
 CURRENT AR#: 216 09 5472 DATE: 06/09/16 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

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CORPORATE DATA INQUIRY

04/25/17

11:58:53

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:
 1995 HIGHLAND VISTA DR #170
 CITY: ASHBURN STATE : VA ZIP: 20147-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
 ACCEPTED AR#: 217 02 3803 DATE: 01/19/17 LOUDOUN COUNTY
 CURRENT AR#: 217 02 3803 DATE: 01/19/17 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 17 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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CORPORATE DATA INQUIRY

04/25/17

11:54:21

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

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

STREET: 3771 VERMACCHIA DR AR RTN MAIL:

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

(Screen Id:/Corp_Data_Inquiry)

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CORPORATE DATA INQUIRY

04/25/17

11:55:00

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219-0000

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 04/29/11 LOC : 216
ACCEPTED AR#: 216 07 5864 DATE: 04/29/16 RICHMOND CITY
CURRENT AR#: 216 07 5864 DATE: 04/29/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
17 670.00 670.00 100,000

(Screen Id:/Corp_Data_Inquiry)

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CORPORATE DATA INQUIRY

04/25/17

11:59:24

CORP ID: F113594 - 8 STATUS: 00 ACTIVE STATUS DATE: 03/14/01
CORP NAME: Quantum Spatial, Inc.

DATE OF CERTIFICATE: 02/09/2000 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: WI WISCONSIN STOCK INDICATOR: S STOCK
MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: 200.00 MON NO: MON STATUS: MONITOR DTE:
R/A NAME: CT CORPORATION SYSTEM

STREET: 4701 COX ROAD, SUITE 285 AR RTN MAIL:

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
ACCEPTED AR#: 217 03 2932 DATE: 02/03/17 HENRICO COUNTY
CURRENT AR#: 217 03 2932 DATE: 02/03/17 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
17 670.00 100,000

(Screen Id:/Corp_Data_Inquiry)

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Commonwealth of Virginia
State Corporation Commission

CISM0180

CORPORATE DATA INQUIRY

04/25/17

11:55:33

CORP ID: 0440745 - 8 STATUS: 00 ACTIVE STATUS DATE: 02/07/15
 CORP NAME: ACCUMARK, INC.

DATE OF CERTIFICATE: 01/30/1995 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: S CRAIG MARTIN

STREET: 9500 KING AIR CT

AR RTN MAIL:

CITY: ASHLAND STATE : VA ZIP: 23005-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 01/05/12 LOC : 142
 ACCEPTED AR#: 217 01 0423 DATE: 11/23/16 HANOVER COUNTY
 CURRENT AR#: 217 01 0423 DATE: 11/23/16 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 17 100.00 500

(Screen Id:/Corp_Data_Inquiry)

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04/25/17

11:56:05

CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0260572 - 3 STATUS: 00 ACTIVE STATUS DATE: 08/31/84
CORP NAME: BRYANT CONTRACTING, INC.

DATE OF CERTIFICATE: 08/31/1984 PERIOD OF DURATION: INDUSTRY CODE: 00
STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
MERGER IND: CONVERSION/DOMESTICATION IND:
GOOD STANDING IND: Y MONITOR INDICATOR:
CHARTER FEE: MON NO: MON STATUS: MONITOR DTE:
R/A NAME: M. ANDERSON BRADSHAW

STREET: 7884 RICHMOND ROAD AR RTN MAIL:
P.O. BOX 456
CITY: TOANO STATE : VA ZIP: 23168-0000
R/A STATUS: 4 ATTORNEY EFF. DATE: 08/30/91 LOC : 147
ACCEPTED AR#: 216 10 1934 DATE: 06/23/16 JAMES CITY COUN
CURRENT AR#: 216 10 1934 DATE: 06/23/16 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
16 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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11:44:56

CISM0180

CORPORATE DATA INQUIRY

CORP ID: 0499583 - 3 STATUS: 00 ACTIVE STATUS DATE: 03/10/98
CORP NAME: BRUCE HOWARD CONTRACTING, INC.

DATE OF CERTIFICATE: 03/10/1998 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: BETTY HOWARD

STREET: 6740 CHAMBERS ROAD

AR RTN MAIL:

CITY: CHARLES CITY STATE : VA ZIP: 23030-0000
R/A STATUS: 2 OFFICER EFF. DATE: 11/15/16 LOC : 118
ACCEPTED AR#: 217 04 4121 DATE: 02/27/17 CHARLES CITY CO
CURRENT AR#: 217 04 4121 DATE: 02/27/17 STATUS: A ASSESSMENT INDICATOR: 0
YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
17 100.00 100

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

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

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

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

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

(Screen Id:/Corp_Data_Inquiry)

DPOR License Lookup License Number 2705071652

License Details

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

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

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DPOR License Lookup License Number 0407003966

License Details

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

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401008756	BEIGHT, JAMES LADEN	Architect License	Architecture	2017-08-31
0402026519	STONE, DONALD EDWARD JR	Professional Engineer License	Engineering	2017-09-30
0403001932	ROBINSON, BRYANT L	Land Surveyor License	Land Surveying	2019-01-31
0406001718	CENA, JANICE MARIE	Landscape Architect License	Landscape Architecture	2019-01-31

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DPOR License Lookup License Number 0407003733

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 0411000382

License Details

Name	ECS-MID-ATLANTIC LLC
License Number	0411000382
License Description	Business Entity Branch Office Registration
Rank	Business Entity Branch Office
Address	108 INGRAM RD STE 1, WILLIAMSBURG, VA 23188
Initial Certification Date	2004-12-10
Expiration Date	2018-02-28

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402034612	WARD, WILLIAM LLOYD	Professional Engineer License	Engineering	2018-07-31

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407004018

License Details

Name	GEOTECHNICAL ENVIRONMENTAL & TESTING SOLUTIONS INC
License Number	0407004018
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	204-B GRAYSON ROAD, VIRGINIA BEACH, VA 23462
Initial Certification Date	2000-09-12
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402033932	SCHOLEFIELD, DAVID MARK	Professional Engineer License	Engineering	2018-04-30
0402039988	ESPILONDO-MURDOCK, MARIA EUGENIA	Professional Engineer License	Engineering	2018-07-31
0402046947	CATON, CHRISTOPHER MICHAEL	Professional Engineer License	Engineering	2017-06-30

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DPOR License Lookup License Number 0407004404

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 4008001190

License Details

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

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DPOR License Lookup License Number 0407001402

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 0407005489

License Details

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

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DPOR License Lookup License Number 0407005172

License Details

Name	ACCUMARK INC
License Number	0407005172
License Description	Business Entity Registration
Firm Type	Corporation
Rank	Business Entity
Address	9500 KING AIR CT, ASHLAND, VA 23005
Initial Certification Date	2008-03-28
Expiration Date	2017-12-31

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402010372	LABAUGH, W C III	Professional Engineer License	Engineering	2017-08-31

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DPOR License Lookup License Number 2701025574

License Details

Name	BRYANT CONTRACTING INC
License Number	2701025574
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	7754 RICHMOND RD, TOANO, VA 23168
Specialties²	Highway / Heavy (H/H)
Initial Certification Date	1984-12-04
Expiration Date	2018-12-31

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

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DPOR License Lookup License Number 2705073277

License Details

Name	BRUCE HOWARD CONTRACTING, INC.
License Number	2705073277
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	6740 CHAMBERS ROAD, CHARLES CITY, VA 23030
Specialties²	Highway / Heavy (H/H) Sewage Disposal Systems (SDS)
Initial Certification Date	2002-12-30
Expiration Date	2018-12-31

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

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

DPOR License Lookup License Number 0402039440

License Details

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

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DPOR License Lookup License Number 0402021246

License Details

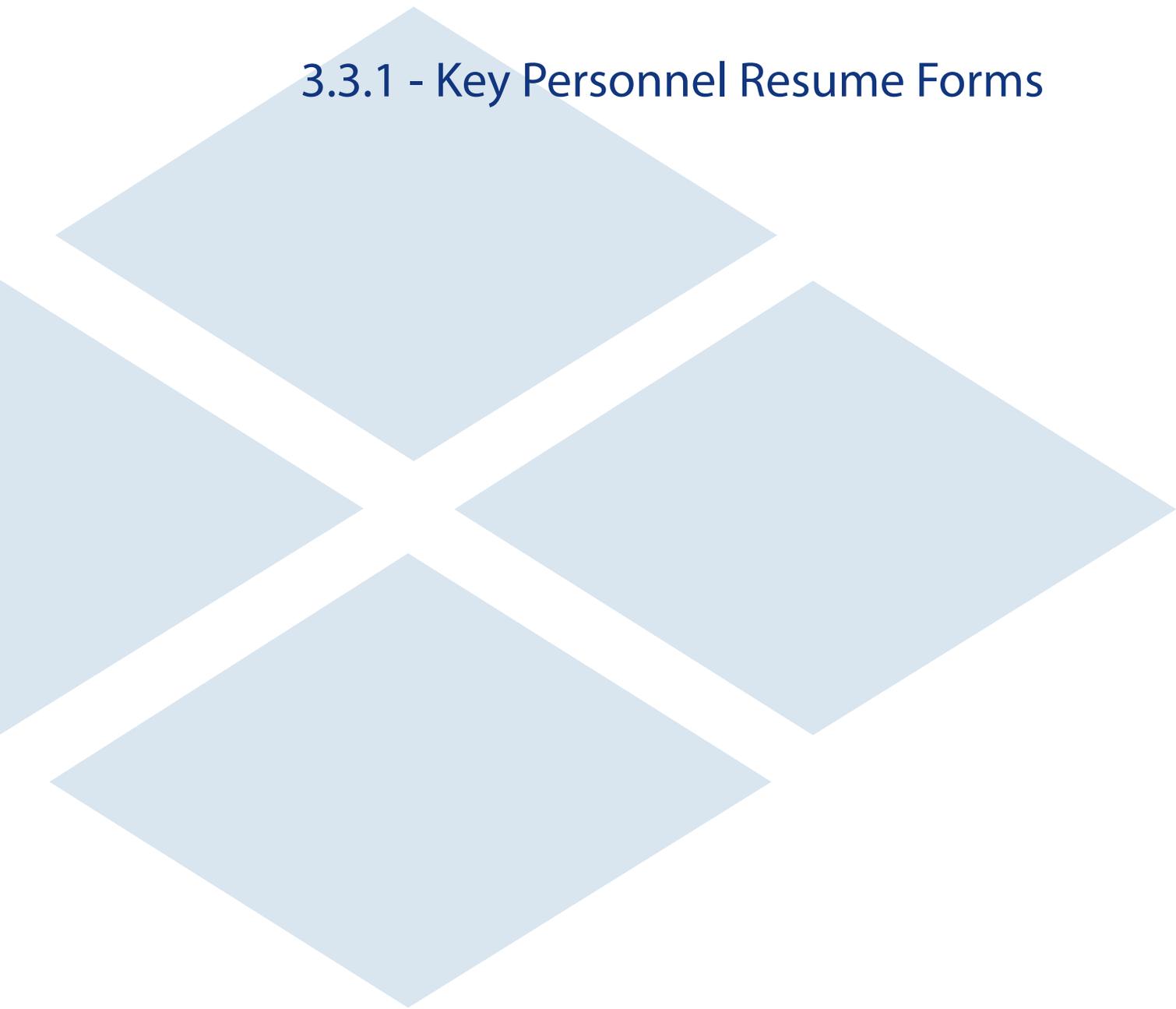
Name	KONDYSAR, ANTHONY J
License Number	0402021246
License Description	Professional Engineer License
Rank	Professional Engineer
Address	WILLIAMSBURG, VA 23185
Initial Certification Date	1990-07-16
Expiration Date	2018-07-31

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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 (DBPM)
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part time) Shirley Contracting Company, LLC – Full Time
d. Employment History: With this Firm 28 Years With Other Firms 1 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC, Vice President/Design-Build Project Manager (DBPM), 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 over \$500M , Chuck's responsibilities have included overall management of the design and construction process, including all QC activities. <ul style="list-style-type: none"> ▪ I-95/Route 630 Reconstruction and Widening (\$99.9M) - 11/2016 - 7/2020 - DBPM ▪ I-64 Capacity Improvements Segment I, (\$102M) - 3/2015-12/2017 - DBPM ▪ Telegraph Rd and U.S. Route 1 Intersection, (\$3.3M) - 6/2013 to 5/2015 – DBPM ▪ CSX JD to Jones Hill, (\$7.8M) - 10/2013-4/2015 - Contract Manager ▪ I-95 Ramp to Fort Belvoir North Area, (\$11M) - 6/2012 to 12/2014 - Contract Manager ▪ Mulligan Road-Phase II, (\$36M) - 12/2011 to 10/2014 - Contract Manager ▪ USCG Saint Elizabeth's West Site Access Road, (\$29M) - 6/2010 to 10/2013 – DBPM ▪ Fairfax County Parkway Phase III, (\$28M) - 1/2010 to 12/2012 – DB Construction Manager ▪ Fort Lee 'A' Gate Roundabout, (\$2.4M) - 6/2011 to 12/2012 – DBPM ▪ Washington Headquarters Service DoD BRAC 133, (\$167M) - 12/2008 to 8/2011–DBPM ▪ I-95 4th Lane Widening, (\$91M) - 3/2008 to 10/2011 – Construction Manager ▪ New Campus East – NGA Fort Belvoir, (\$58M) - 5/2008 to 1/2011 – DBPM ▪ Spotsylvania County Infrastructure Improvements, (\$14M) - 10/2007 to 8/2015 – DBPM ▪ Dulles Greenway Capital Improvements Design-Build, (\$71M) - 5/2005 to 7/2008, Contract Manager ▪ Monroe Avenue Bridge, (\$43M) - 4/2005 to 10/2009 – DBPM Shirley Contracting Company, LLC, Contract Manager, 1993–2004 Responsible for daily management of major interstate roadway and bridge construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, construction management, owner requisitions, public relations and subcontractor management. <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 role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> (List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)

**1. I-64 Capacity Improvements Segment I - Design-Build Project -Newport News, VA
Shirley Contracting Company, Design-Build Project Manager (3/2015 - 12/2017)**

Responsibilities and Job Duties: Chuck is responsible for the overall design-build management of the \$102 million 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 development of the Project's CPM Schedule which is the primary tool for planning and resource assignment. Working with Dewberry, Chuck and the DB Team have completed the entire roadway design including six bridges and over 200,000 SF of noisewall via use of bi-weekly design-build coordination meetings with all key discipline managers including roadway, bridge, drainage, geotechnical, right-of-way, and utility. 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 six months from NTP and was able to obtain all environmental permitting including an Individual Joint Wetlands and Water Quality Permit from DEQ and USACE in just nine months from NTP. Chuck coordinated all constructability reviews of the design packages and led the design team during the VDOT comment phase of plan reviews. A significant challenge for the project was the presence of soft compressible and wet soils located under roadway and bridge embankment fills. Working with the geotechnical engineer of record, VDOT District and Central Office Staff, Chuck facilitated several meetings where the challenges were addressed in an open format where engineering and constructability solutions such as soil-cement, wick drains and surcharge, pile casings and slope stability piling were developed and incorporated into the final plans. Chuck is also responsible for construction staffing, and management of all resources assigned to the Project. Upon substantial completion of the design, Chuck procured and purchased all major material vendors and subcontractors for the Project. He has managed several scope additions to the Project initiated by VDOT Hampton Roads District Staff while maintaining the Project's original completion date. During construction, Chuck continues to attend internal construction scheduling meetings, perform quality checks of monthly payment applications and schedule updates, purchase of vendors and subcontractors, and represents Shirley at the monthly VDOT Progress Meetings.

**2. I-95 4th Lane Widening Project, Fairfax/Prince William Counties, VA
Shirley Contracting Company, Construction Manager (3/2008 to 10/2011)**

Responsibilities and Job Duties: 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 and managed the design and constructability reviews of the nearly 200,000 SF of design-build retaining and soundwalls. Chuck was responsible for all staffing and construction management throughout the life of the Project. 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-foot wide travel lane and 10-foot full depth shoulder to the interstate. Over 250,000 tons of asphalt concrete and stone were installed and 10 bridges were widened.

**3. Dulles Greenway Capital Improvements Design-Build Project -Loudoun County, VA
Shirley Contracting Company, Contract Manager (5/2005 - 7/2008)**

Responsibilities and Job Duties: Chuck was responsible for managing the design reviews, permitting, utility relocations, and construction of this \$71 million widening design-build project. The Project included eight individual projects combined into a single design-build program. The project involved construction in a high-traffic corridor, and included mainline widening of existing roadways and new grade separated interchanges. The construction team, led by Chuck as the overall Manager, was organized into individual project teams consisting of lead project and field managers. Chuck ensured that each team successfully planned, scheduled, and constructed their individual scope of work within the overall schedule. Shirley and Dewberry provided all design, construction, permitting, utility relocations, and construction administration, all in a format that allowed VDOT acceptance at completion. In August 2006, TRIP II awarded Shirley a change order to design and construct improvements to the Route 772/Greenway Interchange. Even with this added scope, Chuck was responsible for ensuring the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.

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

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Steven Kuntz, PE, DBIA, Associate Vice President
b. Project Assignment: Responsible Charge Engineer (RCE)
c. Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Dewberry Consultants LLC – Full Time
d. Employment History: With this Firm 17 Years With Other Firms 0 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Dewberry Consultants LLC Responsible Charge Engineer/Design Manager/Roadway Design Engineer, 1999 - Present 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 DBPM during design and construction of DB projects, and oversees construction support services provided by engineering staff during construction. <ul style="list-style-type: none"> ▪ I-95/Route 630 Reconstruction and Widening (\$99.9M), 11/2016 to 7/2020 – RCE & Design Manager ▪ Route 772 Transit Connector Bridge Design-Build (\$16.5M), 4/2016 to 6/2017 – Design Manager ▪ Route 659 Reconstruct to 4-Lanes Design-Build (\$45.5M), 10/2015 to 4/2016 (Design) – Design Manager ▪ I-64 Capacity Improvements–Segment I Design-Build (\$102M), 3/2015 to 1/2016 (Design) – Design Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$90M), 6/2014 to 6/2015 (Design) – Roadway Design Engineer ▪ Gloucester Parkway Extension Design-Build (\$26M), 3/2014 to 11/2014 (design) – Design Manager ▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28M), 11/2013 to 12/2015 - Roadway Design Engineer ▪ I-66 Widening Design-Build (\$56M), 9/2013 to 8/2016 – Roadway Design Engineer ▪ Route 29 Bridge over Little Rocky Run Design-Build (\$11.5M), 6/2013 to 10/2015 – Design Manager ▪ Sycolin Road Overpass Design-Build (\$12M), 12/2012 to 8/2014 – Design Manager ▪ Route 27/244 Interchange Modification Design-Build (\$32.5M), 7/2011 to 8/2015 – Roadway Design Engineer ▪ Pacific Boulevard Extension Design-Build (\$5.3M), 7/2011 to 8/2013 – Design Manager ▪ Route 50 Widening Design-Build (\$77M), 2/2011 to 12/2015 – Roadway Design Engineer ▪ Waxpool Road/LCP Intersection Improvements Design-Build (\$2M), 2/2010 to 10/2010–Design Manager ▪ Fairfax County Parkway Phase III Design-Build (\$28M), 10/2009 to 12/2012 – Design Manager ▪ InterCounty Connector (ICC) – Contract C Design-Build (\$528M), 11/2007 to 11/2011 – ICC/I-95 Interchange Design Manager ▪ Route 7/659 Interchange (\$45M), 2/2008 to 12/2014 (Design) – Project Manager ▪ Battlefield Parkway Design-Build Project (\$26.9M), 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements Design-Build (\$71M), 5/2005 to 9/2007 – Design Manager ▪ Route 28 Corridor Improvements Design-Build (\$442M), 9/2002 to 6/2009 – Project Engineer; 6/2009 to 6/2017 (Design) – Design Manager ▪ I-66 Improvements (\$215M), 6/1999 to 7/2004 – Project Engineer; 7/2004 to 8/2015 – Design Project Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA / BS / 1999 / Civil Engineering
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 2004/Professional Engineer/Virginia #0402 039440 2008/Professional Engineer/Maryland #36172 2010/Design Build Institute of America (DBIA)

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

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

**1. I-64 Capacity Improvements – Segment I Design-Build Project – Newport News, Virginia
Dewberry, Design Manager and Role Consistent with RCE (3/2015 – 12/2017)**

Responsibilities and Job Duties: Following completion of design and plan approval, Steve has remained involved in construction of this \$102 million project, serving as the primary design contact for all construction questions, RFIs, and submittals. Steve continues to attend each monthly progress meeting to be available to address questions and concerns as quickly as possible. During construction, Steve provided recommendations to address failing existing underdrain systems which were to remain in place below the existing outside shoulders. Recommendations were discussed with Shirley and VDOT, and ultimately were the basis for a contract modification to replace the failing underdrain as part of outside shoulder strengthening operations in a way which minimized cost increases and avoided a time extension to the contract. Steve oversaw and coordinated the involvement of structural design staff for multiple field adjustments which were required at the interface of existing and proposed bridges where as-built information didn't reflect actual field conditions. Steve also coordinated noise barrier foundation reviews, and coordinated discussions between geotechnical engineers, construction staff, structural design staff, and noise barrier fabricators ensuring design parameters were understood and final noise barrier layouts met contract and design requirements.

**2. Interstate 66 Improvements - Prince William County, Virginia
Dewberry, Project Engineer (6/1999 – 7/2004); Design Project Manager and Role Consistent with RCE (7/2004 – 8/2015)**

Responsibilities and Job Duties: Following design completion and plan approval of each design package, Steve remained involved through construction of phase of the \$215 million project, serving as the single point of contact for VDOT staff 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 identified or considered during construction. Examples include the complete temporary closure of I-66 to allow for more rapid pavement buildup and cross slope adjustments, elimination of densified aggregate pier ground improvements and replacement with full depth removal and material replacement, and reconfiguration of detour sequences which allowed interchange phases to be opened concurrently as opposed to sequentially.

**3. Route 28 Corridor Improvements Design-Build Project - Fairfax and Loudoun Counties, Virginia
Dewberry, Project Engineer (9/2002 – 6/2009); Design Manager and Role Consistent with RCE (6/2009 - 6/2017)**

Responsibilities and Job Duties: As design was completed and approved for each element of the \$442 million Route 28 PPTA improvements, Steve continued to have a direct involvement with VDOT and construction staff and coordinate directly with the DB Project Manager through all stages of construction. Steve attended bi-weekly or monthly coordination meetings to discuss project progress and upcoming milestones, oversees the review of all construction submittals, and responds 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. Examples of alternate engineering solutions which were overseen by Steve during construction include profile adjustment of the Westfields Boulevard detour to facilitate single stage opening of the interchange at the end of construction, alternate temporary traffic plans to allow for the installation of a 96" pipe below Route 28 which could not be installed via jack and bore due to the depth of the facility, and drainage modifications to avoid utility impacts to facilities which were installed following design completion. Steve also worked directly with VDOT traffic engineering staff near construction completion to ensure guardrail was installed in proper positions, and to identify alternate terminal configurations based on final grading and slope conditions.

*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: Anthony "Andy" Kondysar, P.E., Quality Assurance Manager
b. Project Assignment: Quality Assurance Manager (QAM)
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part time): Quinn Consulting Services, Inc. - Full Time
d. Employment History: With this Firm 1.5 Years With Other Firms 30 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Quinn Consulting Services, Inc., Quality Assurance Manager - 10/2015 – Present Quality Assurance Manager assigned to Virginia Department of Transportation design-build projects. General responsibilities include monitoring all construction operations that impact quality, managing QA staff including project inspectors, inspection and reporting of all quality issues, ensuring the consistency of construction and that applicable specifications and standards are being followed, and maintaining records of quality reports including all relevant documentation. <ul style="list-style-type: none">▪ I-64 Capacity Improvements-Segment I Design-Build (\$102M) 10/2015 to 12/2017 Quality Assurance Manager. Virginia Port Authority (VPA), Construction Manager – 07/2007 to 09/2015 Construction Manager for multiple capital improvement projects including rail, roadway, building, waterfront, pavement and utility upgrades on Port Authority owned facilities in Norfolk, Portsmouth and Newport News, Virginia. His general responsibilities included ensuring full conformance to the Virginia Port Authority Capital Outlay Manual for all infrastructure improvements, project design and construction compliance with the Virginia Department of Transportation Road and Bridge Specifications, including several projects requiring conformance to the Virginia Department of Transportation Locally Administered Project (LAP) guidelines for Materials, Quality Control and Quality Assurance documentation standards. <ul style="list-style-type: none">▪ Commonwealth Railway Mainline Safety Relocation Project, Virginia Port Authority (\$60M) - 7/2007 to 12/2009 - Construction Manager▪ Craney Island Eastward Expansion, Virginia Port Authority (\$960M) - 12/2008 to 04/2014 - Construction Manager▪ Norfolk International Terminals (NIT), Virginia Port Authority (\$350M) - 07/2007 to 09/2015 - Construction Manager▪ Multiple Projects, Virginia Port Authority, Portsmouth and Newport News, VA (Range between \$5M and \$20 each Project) - 07/2007 to 09/2015-Construction Manager Alpha Corporation, Quality Assurance/Quality Control Manager, Construction Manager – 02/2004 to 07/2007 Quality Assurance Manager (QAM) and Construction Manager for multiple projects. General responsibilities included contractor oversight and quality assurance for multiple projects which included demolition, pile foundations, cast-in-place concrete, railway, industrial roadways, drainage and utility upgrades. Managed performance and record keeping for quality control and quality assurance programs. <ul style="list-style-type: none">▪ APM Terminals, Portsmouth, VA (\$450 M) – 11/2005 to 07/2007 - Quality Assurance Manager▪ Norfolk International Terminals (NIT), Virginia Port Authority, Norfolk, VA (\$80M) - 02/2004 to 11/2005 - Construction Manager Environmental Management Group, Project Manager – 1997 to 2004 Project Manager. General responsibilities included performing over 500 comprehensive surveys to identify financial concerns for government, retail, office, multi-family, industrial, educational and nursing properties throughout the United States. Developed long-term budgets for maintenance, repair and renovation necessary to retain value.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University, Blacksburg, VA/B.S./1985/Civil Engineering/Minor in Engineering Mechanics
f. Active Registration: Year First Registered/ Discipline/VA Registration #: 1990/Professional Engineer/Virginia #0402021246

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each project, projects older than fifteen (15) years will not be considered for evaluation.*

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

**1. Interstate 64 Capacity Improvements – Segment I Design-Build Project, Newport News, VA
Quinn Consulting Services, Inc., Quality Assurance Manager (10/2015 to 12/2017)**

Responsibilities and Job Duties: Anthony is the Quality Assurance Manager for the Segment I project and his specific responsibilities include the supervision of the Quality Assurance inspection staff, responsibility for material record documentation as required for payment application approval; Quality Assurance and oversight of the construction operations, including the QA testing technicians; review of test reports, daily reports, safety reports, and environmental reports; certification to VDOT whether the materials and work comply with the Contract Documents; conducts preparatory inspection meetings prior to the start of any new work; provides oversight and directs the independent quality assurance testing and inspections; reviews QA and QC documentation for conformance to VDOT’s Minimum QA/QC Requirements Manual and the project Quality Control Plan.

**2. Commonwealth Railway Mainline Safety Relocation Project - Norfolk, VA
Virginia Port Authority, Construction Manager (7/2007 - 12/2009)**

Responsibilities and Job Duties: Anthony’s specific responsibilities included managing the Quality Control and Quality Assurance inspection and documentation as needed for VDOT Hampton Roads District Office, FHWA, City and Railroad project stakeholders. Responsibilities included managing the design build construction team and quality control personnel for compliance with the VDOT Locally Administered Project Manual. He performed site inspections of all field construction and verified conformance of all plant fabricated elements to include piles, precast beams, MSE wall panels and sound walls panels. He maintained compliance with the Virginia Manual for Uniform Traffic Control Devices and Erosion and Sediment Control Guidelines throughout construction. An additional \$9 million project improvement through the American Recovery and Reinvestment Act (ARRA) included construction management, grant administration and quality control documentation in accordance all VDOT and FHWA requirements. Project elements included earthwork, drainage; 5.6-miles of rail; new roadway and bridge overpass; MSE walls; utility relocation and installation; pile foundations; retaining walls; and pump station subject to conformance with the Virginia Department of Transportation Road and Bridge Specifications.

**3. APM Terminals – Portsmouth, VA
Alpha Corporation, Quality Assurance/Quality Control Manager (2/2005 - 7/2007)**

Responsibilities and Job Duties: Anthony’s specific responsibilities included managing the Quality Control and Quality Assurance inspection and documentation to ensure materials and workmanship were in accordance with the project design. He worked with the design team, construction contractors and owner’s representative to maintain project schedule, budget and quality for the wharf, yard and rail areas of the shipping terminal. The APM Terminal project used the Design-Build project delivery method in private industry and Anthony, as the Quality Control Manager, reported directly to the owner. Construction specifics included wharf construction, container yard, support buildings, intermodal rail yard and VDOT highway interchange. Construction specifics include earthwork, bulkhead construction, dredging, pile driving, structural precast, concrete and asphalt pavement, utilities and wetland restoration for previously undeveloped 400+ acre site.

*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: Design Manager
c.	Name of all Firms with which you are employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Dewberry Consultants LLC – Full Time
d.	<p>Employment History: With this Firm 17 Years With Other Firms 0 Years</p> <p>Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Dewberry Consultants LLC, Project Manager/Design Manager, 2004 - Present Roadway Design Engineer, Project Engineer, 1999 - 2004</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. Project 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 provided by engineering staff.</p> <ul style="list-style-type: none"> ▪ I-95/Route 630 Reconstruction and Widening (\$99.9M), 11/2016 to 7/2020 – Responsible Charge Engineer & Design Manager ▪ Route 772 Transit Connector Bridge Design-Build (\$16.5M), 4/2016 to 6/2017 – Design Manager ▪ Route 659 Reconstruct to 4-Lanes Design-Build (\$45.5M), 10/2015 to 4/2016 (Design) – Design Manager ▪ I-64 Capacity Improvements–Segment I Design-Build (\$102M), 3/2015 to 1/2016 (Design) – Design Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$90M), 6/2014 to 6/2015 (Design) – Roadway Design Engineer ▪ Gloucester Parkway Extension Design-Build (\$26M), 3/2014 to 11/2014 (design) – Design Manager ▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28M), 11/2013 to 12/2015 - Roadway Design Engineer ▪ I-66 Widening Design-Build (\$56M), 9/2013 to 8/2016 – Roadway Design Engineer ▪ Route 29 Bridge over Little Rocky Run Design-Build (\$11.5M), 6/2013 to 10/2015 – Design Manager ▪ Sycolin Road Overpass Design-Build (\$12M), 12/2012 to 8/2014 – Design Manager ▪ Route 27/244 Interchange Modification Design-Build (\$32.5M), 7/2011 to 8/2015 – Roadway Design Engineer ▪ Pacific Boulevard Extension Design-Build (\$5.3M), 7/2011 to 8/2013 – Design Manager ▪ Route 50 Widening Design-Build (\$77M), 2/2011 to 12/2015 – Roadway Design Engineer ▪ Waxpool Road/LCP Intersection Improvements Design-Build (\$2M), 2/2010 to 10/2010–Design Manager ▪ Fairfax County Parkway Phase III Design-Build (\$28M), 10/2009 to 12/2012 – Design Manager ▪ InterCounty Connector (ICC) – Contract C Design-Build (\$528M), 11/2007 to 11/2011 – ICC/I-95 Interchange Design Manager ▪ Route 7/659 Interchange (\$45M), 2/2008 to 12/2014 (Design) – Project Manager ▪ Battlefield Parkway Design-Build Project (\$26.9M), 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements Design-Build (\$71M), 5/2005 to 9/2007 – Design Manager ▪ Route 28 Corridor Improvements Design-Build (\$442M), 9/2002 to 6/2009 – Project Engineer; 6/2009 to 6/2017 (Design) – Design Manager ▪ I-66 Improvements (\$215M), 6/1999 to 7/2004 – Project Engineer; 7/2004 to 8/2015 – 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>2004/Professional Engineer/Virginia #0402 039440 2008/Professional Engineer/Maryland #36172 2010/Design Build Institute of America (DBIA)</p>

- g. Document the extent and depth of your experience and qualifications relevant to the Project.
1. *Note your role, responsibility, and specific job duties for each project, not those of the firm.*
 2. *Note whether experience is with current firm or with other firm.*
 3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

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

**1. I-64 Capacity Improvements, Segment I Design-Build Project– City of Newport News, Virginia
Dewberry Consultants LLC, Design Manager (3/2015 – 1/2016 (Design))**

Responsibilities and Job Duties: This \$102 million design-build project is currently widening I-64 from 4 to 6-lanes for approximately 6-miles through the City of Newport News. As Design Manager, Steve oversaw all elements of design and ensured that roadway, structures, and stormwater management elements were coordinated. Steve coordinated each of the sub-consultant activities to ensure aerial mapping, utility designations and test pits, geotechnical investigations, and pipe video inspections were completed and information provided was properly incorporated into the construction plans. Steve led the design effort to incorporate shoulder strengthening through the eastern portion of the project to facilitate future use as a “managed” lane in an effort to provide additional congestion relief in peak periods. At the west end of the project, Steve helped to coordinate the structural and roadway improvements within the Lee Hall Reservoir watershed, requiring additional erosion and sediment control measures since the Reservoir is a primary source of water for Newport News. Steve also coordinated directly with sub-consultant activities for mapping, utility designations, geotechnical investigations, and noise analysis. Now under construction, Steve continues to attend monthly progress meetings with the contractor and VDOT and oversees the design support efforts for review of shop drawings and responses to RFIs and construction questions.

**2. Interstate 66 Improvements – Prince William County, Virginia
Dewberry, Project Engineer (6/1999 – 7/2004); Design Project Manager (7/2004 – 8/2015)**

Responsibilities and Job Duties: Steve was responsible for design and coordination of more than \$215 million of construction improvements along I-66, leading the design of phased improvements to widen I-66 from 4 to 8-lanes between Manassas and Gainesville, reconfigure the I-66/Route 29 Interchange in Gainesville, complete a new overpass of I-66 on new alignment, and construct a single point urban interchange (SPUI) and railroad grade separation at Route 29 and Linton Hall Road. As project engineer, Steve was responsible for all roadway geometric design and roadway hydraulic design, as well as development of the right-of-way acquisition and construction plans. As design project manager, Steve coordinated directly with each of the sub-consultants responsible for aerial mapping, utility designations and test pits, and traffic analysis, and worked directly with VDOT to develop geotechnical ground improvement plans which included densified aggregate piers, load transfer platforms, and undercut and replacement limits. Steve 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. The widening of I-66 was completed primarily in the median in an effort to reduce right-of-way impacts along the corridor.

**3. Dulles Greenway Capital Improvements Design-Build Project – Loudoun County, Virginia
Dewberry Consultants LLC, Design Manager (5/2005 – 9/2007)**

Responsibilities and Job Duties: Steve was responsible for design oversight of this \$71 million capital improvement project which consisted of nine independent interchanges, widening, and toll plaza expansion projects. Steve oversaw the widening of the Greenway from 4 to 6-lanes, as well as oversight of four interchange modification projects to widen existing bridges and complete the “ultimate” configurations required by the Greenway’s agreement with VDOT. Steve coordinated each of the sub-consultant activities including aerial mapping, utility designations, toll plaza structures and facility designs, and geotechnical investigations, as well as all internal design disciplines including roadway design, hydraulic design, structural design, field surveys, and environmental permitting. Steve worked directly with VDOT, TRIP II (Greenway owner), Metropolitan Washington Airports Authority (MWAA) and the Town of Leesburg to receive necessary permits and plan approvals for each element of the project. This project completed a widening of the existing 4-lane facility to a 6-lane roadway through construction of the additional lanes in the median of the freeway, eliminating the need for acquisition of additional easements or right-of-way. Several mainline bridges were also widened to the median, and median drainage improvements were incorporated to account for the additional impervious area and drainage runoff.

* 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: Randall “Randy” Plyler, Superintendent
b. Project Assignment: Construction Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part time) Shirley Contracting Company, LLC – Full Time
d. Employment History: With this Firm 17 Years With Other Firms 18 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC Construction Manager, 2000 – Present Randall's responsibilities included coordination with the project design team, constructability reviews of design drawings; management of all aspects of daily field construction activities including manpower, equipment, and materials; purchasing, managing cost control activities, subcontractor coordination and management; oversight of construction activities to ensure quality and compliance with contract specifications. <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements Segment I Design-Build Project, (\$102M) 10/2015 to 12/2017 Construction Manager ▪ Route 7 Truck Climbing Lanes Design-Build Project, (\$29M) 2/2015 to 10/2015 – Superintendent ▪ InterCounty Connector (ICC) Contract D/E Design-Build Project, (\$100M)1/2012 to 2/2015 -Superintendent ▪ InterCounty Connector (ICC) Contract C Design-Build Project, (\$528M) 6/2008 to 12/2011 -Superintendent ▪ I-66 Improvements, (\$75M) 6/2007 to 2/2008 - Superintendent ▪ Telegraph Advance Utilities, \$17M) 9/2005 to 7/2007 – Superintendent ▪ Dulles Greenway Capital Improvements Design-Build Project, (\$71M) 4/2005 to 7/2008 – Superintendent ▪ Telegraph Road Ground Improvements, (\$3M) 4/2004 to 4/2005 – Superintendent ▪ National Harbor Roads, (\$4M) 5/2004 to 4/2005 – Superintendent ▪ Route 1 Ground Improvement Project, (\$33M) 12/2001 to 4/2004, Superintendent
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: None
f. Active Registration: Year First Registered/ Discipline/VA Registration #: VDOT Erosion & Sediment Control Contractor Certification/#3-00446/Exp. 9/22/2020 DEQ Responsible Land Disturber Certification/# RLD01663/Exp. 5/21/2018
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>
1. I-64 Capacity Improvements Segment I Design-Build Project, Newport News, Virginia Shirley Contracting Company, LLC, Construction Manager (10/2015 - 12/2017) Responsibilities and Job Duties: Randy is responsible for the management of all construction activities on the \$102 million widening of I-64 in Newport News. His duties include developing and updating the daily and weekly progress schedules, conducting regular jobsite safety meetings, and ensuring compliance with contract documents, specifications, and standards. He also coordinates and schedules work of his project team including material delivers, equipment, Shirley’s self-perform crews, and all project subcontractors. Randy serves as the main point of contact for VDOT Traffic Operations and communicates daily to ensure proper coordination with all stakeholders in the region. He communicates with VDOT and consultant inspectors for scheduling the work and Quality Assurance and Quality Control inspections. Weekly scheduling meetings are held with all project field staff including subcontractors and QA/QC staff to ensure proper coordination and inspection coverage of all activities. With an aggressive schedule running day and night shifts, Randy is responsible for proper staffing for each operation. Under Randy’s field management, the project team is designing and constructing the

widening of I-64 from 4 to 6-lanes with median and shoulders, repairing and widening 6 bridges to include an additional travel lane including superstructure and substructure elements, numerous stormwater management facilities, drainage structures, sound barrier walls, and ITS appurtenances. The project is anticipated to be completed in December of 2017 and is on schedule.

**2. ICC Contract D/E Design-Build Project, Prince George's County, Maryland
Shirley Contracting Company, LLC, General Superintendent (1/2012 - 2/2015)**

Responsibilities and Job Duties: As the Design-Build General Superintendent for this \$100 million Design-Build Project, Randy was responsible for day-to-day coordination and scheduling of all work activities on site, management of self-perform forces and subcontractors, and coordinating material deliveries. Randy was responsible for ensuring the project was constructed in accordance with approved plans and that construction was being completed in accordance with the project schedule. Randy managed the overall project E&S control measures, daily maintenance of traffic operations, and provided a strong emphasis on the safety for all of the project's employees and the traveling public. He holds the Green and Yellow Erosion and Sediment Control certifications and was also the Project ESC Manager for environmental compliance. Randy was responsible for managing construction of the project which included 0.9 miles of 4-lane tolled roadway, a partial interchange and a new bridge at Virginia Manor Road, 0.7-miles of roadway improvements to US Route 1, and construction of 2.4-miles of collector-distributor lanes adjacent to I-95. The project was completed on schedule.

**3. ICC Contract C Design-Build Project, Montgomery & Prince George's Counties, Maryland
Shirley Contracting Company, LLC, General Superintendent (6/2008 - 12/2011)**

Responsibilities and Job Duties: Randy was the Design-Build General Superintendent for this \$528 million design-build tolled roadway project. Randy was responsible for day-to-day coordination and scheduling of all work onsite, self-perform forces and subcontractors, and coordination of material deliveries. He was also responsible for ensuring the project was constructed in accordance with approved plans, managed the overall project E&S control measures, managed daily traffic control operations, and provided oversight overall of the project safety and health program designed to ensure safety of all employees and the public. Randy and his team were responsible for delivering 3.4-miles of a new 6-lane freeway facility, two new 3-level interchanges including one at I-95, pavement rehabilitation, 22 bridges, 16 retaining walls, five noise barriers and 12 Storm Water Management Ponds. Randy and his team were responsible for delivering the project on schedule. He was also a major reason the Team earned monetary incentives from the Owner for properly maintaining E&S control devices on the Project, resulting in *over \$4.7 million in incentives payments to the contractor.*

*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.

Randy is currently assigned as the Construction Manager to the I-64 Capacity Improvements Segment I project which will be complete in December 2017.

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.
a. Name & Title: Todd Kief, Utility Director
b. Project Assignment: Lead Utility Coordination Manager
c. Name of all Firms with which you are employed at the time of submitting SOQ. In addition, please denote the type of employment (Full time/Part time) Shirley Contracting Company, LLC – Full Time
d. Employment History: With this Firm 16 Years With Other Firms 17 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 employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): Shirley Contracting Company, LLC, Utility Director, June 2001 – Present Responsible for managing the entire utility relocation process on design-build projects beginning in the bid/procurement stage, throughout design, and during construction. <ul style="list-style-type: none"> ▪ I-64 Capacity Improvements – Segment I (\$102M) 3/2015 to 12/2017 – Utility Manager ▪ Route 7/Ashburn Village Blvd. Interchange (\$30M) 4/2016 to 10/2017 - Utility Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$90M) – 6/2014 to 6/2017, Utility Manager ▪ I-66 Widening Design-Build Project (\$56M) 9/2013 to 8/2016 - Utility Manager ▪ Route 7 Truck Climbing Lanes (\$28M) 2/2015 to 10/2015 - Utility Manager ▪ I-64 Exit 91 Improvements (\$20.5M) 10/2012 to 12/2015 - Utility Manager ▪ Gloucester Parkway Design-Build Project (\$26M) 3/2014 to 8/2016 -Utility Manager ▪ Route 29 Over Little Rocky Run (\$11.5M) 6/2013 to 10/2015 - Utility Manager ▪ Sycolin Road Design-Build Project (\$12M) 12/2012 to 8/2014 - Utility Manager ▪ Route 27/244 Interchange Modifications (\$32.5M) 7/2011 to 8/2015 – Utility Manager ▪ Pacific Boulevard Extension Design-Build Project (\$5.9M), 7/2011 to 7/2013 - Utility Manager ▪ Route 50 Widening Design-Build Project (\$77M) 3/2011 to 12/2015 - Utility Manager ▪ University Boulevard and Hornbaker Road Design-Build Project (\$30.8M) 3/2011 to 12/2013 - Utility Manager ▪ Waxpool Road/Loudoun County Parkway Intersection Improvements Design-Build (\$1.4M) 2/2010 to 10/2010 - Utility Manager ▪ Fairfax County Parkway Phase III Improvements Design-Build Project (\$28M) 10/2009 to 12/2011 - Utility Manager ▪ Pacific Boulevard Design-Build Project (\$19.3M) 6/2008 to 8/2010 - Utility Manager ▪ Intercounty Connector (ICC) Contract D/E Design-Build Project (\$100M) 1/2012 to 1/2015 - Utility Manager ▪ Intercounty Connector (ICC) Contract C Design-Build Project (\$528M) 2/2008 to 9/2011 - Utility Manager ▪ Route 7/River Creek Parkway Interchange (\$25M) 2/2008 to 9/2009 - Utility Manager ▪ Battlefield Parkway Design-Build Project (\$27M)7/2007 to 9/2009 - Utility Manager ▪ Dulles Greenway Capital Improvements Design-Build Program (\$71M) 5/2005 to 7/2008 - Utility Manager ▪ Route 28 Corridor Improvements Design-Build Project (\$442M) 9/2002 to 7/2017 - Utility Manager
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: West Virginia University Institute of Technology, Montgomery, WV/B.S./1984/Civil Engineering
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 only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. Route 50 Widening Design/Build Project - Fairfax & Loudoun Counties, VA

Shirley Contracting Company, LLC, Utility Manager (3/2011 to 12/2015)

Responsibilities and Job Duties: Todd served as the Project Utility Manager responsible for coordinating with the Shirley/Dewberry Design-Build Team for this \$77 million project. During the Technical Proposal stage of the procurement, Todd was instrumental in developing the Team's utility relocation approach, phasing and schedule that allowed our Team to reduce the overall schedule by one year. During design phase, Todd coordinated with the public and private utility companies and the Design Team to complete constructability reviews and utility conflict analysis. Todd analyzed utility designations and test pits to determine conflicts, developed utility avoidance strategies, and assisted with the planning of utility relocation designs for unavoidable conflicts. For each utility, Todd held Utility Field Investigation (UFI) meetings, reviewed and approved utility plans and estimates, completed UT-9s for determination of the prorated share of utility costs, and negotiated agreements with affected utilities. He worked closely with the DBPM to integrate the relocation process into the overall Project schedule. During construction, Todd managed and coordinated the individual utility companies' relocations with the construction activities, monitored the schedule progress, and ensured that all work was completed on time and within budget. Overall, Todd was responsible for all planning and coordination to successfully relocate over 2.5-miles of overhead utilities (Dominion Power, Verizon South, Comcast Communications, and Cox Communications), extensive underground communication lines (2-miles of MCI, 2-miles of Abovenet, 0.5-mile of AT&T Local, 3,500 LF of Verizon of NOVA, 2.5-miles of Verizon South, 2,000 LF of Fiberlight, and 1,000 LF of Level three Communications lines), large diameter relocation of water mains (6,000 LF of 30-inch Loudoun Water waterline, 980 LF of 30-inch Fairfax Water waterline), and gas lines (2,500 LF of 12-inch and 6-inch Washington Gas lines).

2. Intercounty Connector Contract C - Montgomery & Prince Georges County, MD

Shirley Contracting Company, LLC, Utility Manager (2/2008 to 9/2011)

Responsibilities and Job Duties: Todd served as the Project Utility Manager responsible for coordinating all aspects of the utility relocation process with the design-build team on this \$528 million design-build project. During design, he worked closely with the design engineers and all major utilities impacted by the project to identify potential conflicts, develop a plan to avoid relocations, and, if not possible, mitigate these utility relocations. He coordinated with MSHA's ROW team to ensure that all relocations were performed within acquired right-of-way limits. During the permitting process, he integrated the relocations into each permit to ensure that impacts were correctly covered. Working closely with each utility company, he assisted in creating relocation plans and estimates, schedules, and sequences of work. Once construction was underway, Todd scheduled and coordinated each relocation with the construction activities to ensure relocations were well integrated into the overall project schedule, and provided monitoring and feedback to the Project Team, the Owner, and other affected stakeholders. As work was completed, he reviewed and approved payments to the providers. Todd oversaw the design and construction of utilities owned by Baltimore Gas & Electric (BG&E), PEPCO, Verizon, AT&T Long Distance, WSSC Water and Sewer, Fiberlight, MCI (Verizon Business) and Comcast.

3. Route 28 Corridor Improvements Project - Loudoun & Fairfax Counties, VA

Shirley Contracting Company, LLC, Utility Manager (9/2002 to 7/ 2017)

Responsibilities and Job Duties: Todd began work as Utility Manager for the initially funded scope in 2002 and has continued in this role ever since as the balance of the scope has been funded for this now \$442 million design-build PPTA Project. For each individual component of work, Todd works closely with the design team and utility companies to identify potential conflicts, develop solutions to avoid them, and if unavoidable, create strategies to relocate them. As part of this process, he works closely with the DBPM to create and integrate relocations into the overall project schedule, coordinates with the right-of-way team to obtain necessary easements, and ensures that all permits are accurate for the expected impacts. During construction, Todd is continually managing and scheduling relocations, coordinating with construction tasks, acts as the liaison to the design team when issues arise, communicates with VDOT and other affected stakeholders, and manages the budget and schedule to ensure successful completion. Overall, as part of his responsibilities, Todd will identify utility facilities, assist in developing relocation plans and estimates, hold Utility Field Investigation (UFI) Meetings, research utility easements, prepare UT-9s and prorated cost responsibility, coordinates utility relocation designs with the Plans, prepares utility easement instruments, approves utility estimates, manages the utility relocation construction in the field, and coordinates with construction managers. He has successfully coordinated numerous relocations for Dominion Power, NOVEC, Verizon, AT&T, Cox, Fiberlight, MCI, Zayo, Fairfax Water, Loudoun Water, City of Fairfax Water, DCWASA, Washington Gas, Colonial Gas, and Columbia Gas, among others. Todd has played a key role in ensuring that each and every component of the project scope to date has been completed on time and within budget.

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

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

3.4.1 - Work History Forms

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: 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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO SEGMENT III

- Design-Build Delivery
- Interstate Construction
- Roadway Construction, Reconstruction & Widening
- Structures and Bridges on Interstate
- Bridges over Water and Parks
- Environmental Permitting
- Geotechnical Challenges
- Major Hydraulic Elements
- Maintenance of Traffic on Interstate
- Right-of-Way Coordination
- Transportation Management Plan
- Utility Relocations
- Traffic Volumes Exceeding 210,000 VPD
- Third Party Stakeholder Communication
- Quality Assurance/Quality Control
- Worked with Lead Designer – Dewberry
- Proposed Key Personnel on this Project:
 - ✓ Randy Plyler
 - ✓ Todd Kief

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, Signing, And Pavement Markings

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:

1. **2012 Award of Excellence in Heavy Construction from the National Capital Chapter of American Concrete Institute**
2. Selected in 2011 by Roads & Bridges magazine as Top Roads winner
3. 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.
4. **Our Team earned over \$4.7 million in incentive payments** for environmental compliance, reflecting our commitment to the environmental objectives of the Project.
5. In coordination with SHA, implemented one of the first usages of the innovative Automated Speed Enforcement (ASE) Program as a work zone safety enhancement.
6. 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 reduce 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.

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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO SEGMENT III

- Interstate Widening
- 10 Interstate Bridges Widened
- Complex MOT Operations on Interstate
- Communication & Coordination with VDOT
- 900-foot Bridge over Water
- Design-Build Retaining/Sound Barrier Walls
- Ground Improvements
- 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
- Ground Improvements including Densified Aggregate Piers

DEWBERRY'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.

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 66 Widening Design-Build Location: Gainesville, Virginia	Name: Dewberry Consultants LLC	Name of Client/Owner: Virginia Department of Transportation Project Manager: Christiana Briganti-Dunn Phone: 703-259-2960 Email: Christiana.Briganti@vdot.virginia.org	8/2016	8/2016	\$54,871	\$56,342* *Difference Due to Owner added scope	\$56,342

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



SIMILARITIES TO SEGMENT III

- Design-Build Delivery
- Interstate Widening
- Bridge Construction over Interstate
- Multi-Stage Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- ITS Cameras, DMS, Fiber Backbone
- Coordination with Ongoing Adjacent DB Project
- Quality Assurance/Quality Control
- Strengthened Existing Shoulder for Traffic Shift
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Teamed with Lead Designer – Dewberry
- Key Personnel
 - ✓ Todd Kief

PROJECT NARRATIVE:

In August 2013, VDOT awarded Shirley Contracting Company, LLC, (Shirley) the \$54 million Interstate 66 (I-66) Widening design-build contract. Our Team was chosen in large part because of our significant experience associated with construction of complex transportation projects on high volume, high speed roadways, excellent safety record, partnering approach, abilities to work with adjacent concurrent construction under separate contracts, and our commitment to complete the project 82 days ahead of the completion date required by VDOT's RFP. The Project entailed the widening of approximately 2.5-miles of I-66 in Gainesville, Virginia, replacement of two secondary overpass bridges, construction of nearly 250,000 SF of noise barrier wall, and the construction/integration of an extensive Intelligent Transportation System consisting of cameras, detectors, digital message signs all running off a new fiber communication network. *Similar to Segment III, the I-66 Widening Project included interstate widening and extensive maintenance of traffic operations.*

Utilizing our previous experiences working on I-66 and similar facilities Shirley was able to sequence work operations and phase the construction operations such that the overall impacts to the traveling public were minimized. Much of the phased construction took place behind temporary barrier keeping both the workers and the public safe during construction. In addition, the Team was able to maximize the existing alignment of I-66 so that with minimal additional efforts a paved shoulder was maintained in almost all areas of the Project. In partnering with the VDOT, Shirley agreed to not perform lane closures during peak periods not originally identified in the TMP and intern VDOT agreed to allow lane closures in the off-peak direction during the peak period. This partnering and cooperation among all parties afforded Shirley longer continuous operations, minimizing the total number of inconveniences the public had to experience, while not impacting the daily commuters in the area. The most impactful operation on a job like this is the initial pavement shoulder strengthening and the placement of the final surface asphalt. These operations were scheduled at night minimizing the impacts to the public and also requiring fewer trucks on the road to perform the same operation.

PROJECT SCOPE:

- Widening 2.5-miles of Interstate 66 in each direction
- Construction of two new bridges
- Extensive Maintenance of Traffic Operations for over 100,000 VPD
- TMS and signage/installation
- Roadway lighting
- Traffic Control
- Intelligent Transportation System including cameras, detectors, DMS
- Utility relocation/installation
- Traffic detours
- Installation of over 250,000 SF of Noise Barrier Wall

SHIRLEY'S ROLE:

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of construction, including design and engineering, utility relocations, public outreach, overall Project administration and construction management, and QA / QC. All construction work was performed on a heavily traveled roadway and all 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 traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout design and construction.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. *Effective design QA/QC procedures* and active communication with VDOT plan reviewers led to *high quality design submittals* and enabled early approval of Stage 1 & 2 MOT plans. This early approval allowed our Team to complete the widening of the Route 15 off-ramp in just 11 months following NTP, providing *early congestion relief* for the afternoon commuters.
2. Partnered with VDOT to accommodate the *early opening of the Old Carolina Road bridge to improve local connectivity for residents of Haymarket and reduce traffic volumes on Route 15.*
3. This same corridor of I-66 is known for having rock at or near the surface. Shirley utilized our knowledge of the area, and by managing the schedule ultimately never required the use of explosives to excavate rock along the Project. The use of explosives, while permitted, would have caused significant disturbances to the surrounding homes, communities and traveling public.
4. Implemented safe MOT strategies to provide wider shoulders and increase separation between travel lanes and temporary barriers *reducing both congestion and the potential for barrier strikes.*
5. During procurement there were in excess of 30 potential conflicts with both underground and overhead utilities. *Shirley in close coordination with our design team was able to able to mitigate nearly 80% of the potential conflicts without requiring relocation to the facilities.* Those facilities that could not be avoided were relocated well in advance of the construction operations.
6. Entered into Memorandum of Understanding with Lane Construction for coordination of scope with their project to construct the I-66 Route 15 interchange.
7. The Catharpin Road and Old Carolina Road *bridge designs incorporated concepts to limit VDOT's long term maintenance costs* including jointless technologies, full integral abutments and concrete bulb-T beams instead of the steel girders proposed in VDOT's RFP. Our *Team's innovative concept for Catharpin Road also enabled the elimination of the longitudinal construction joint* in the bridge further reducing the potential for long term maintenance concerns.
8. *Effective construction QA and QC procedures* implemented by the independent QC team of Dewberry Consultants and GeoConcepts Engineering along with EBA Engineers completing QA, assured the quality of materials and installation procedures and actively managed the punchlist and acceptance testing to enable our Team to achieve final acceptance by VDOT *ahead of the Contract Completion Date and nearly three months ahead of the original substantial and final completion dates proposed in VDOT's RFP.*

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: I-64 Capacity Improvements – Segment I Design-Build Location: Newport News, VA	Name: Shirley Contracting Company, LLC	Name of Client: Virginia Department of Transportation Project Manager: Janet M. Hedrick, PE Phone: 757-494-5478 Email: Janet.Hedrick@vdot.virginia.gov	3/2015	12/2017	\$84,879	\$101,834 * *Difference due to Owner added scope	\$6,024

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



SIMILARITIES TO SEGMENT III

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – Interstate 64 Widening
- Temporary Shoulder Strengthening
- Hydraulic Design
- Interstate Bridge Widening Design
- Interstate Bridge Replacement Design
- Noise Barrier Analysis, Public Survey, and Design
- Multi-Stage Temporary Traffic Control
- Quality Assurance / Quality Control
- Coordination with Adjacent Projects
- Teamed with Lead Contractor – Shirley
- Same Key Personnel & Value Added Staff:
 - ✓ Steve Kuntz
 - ✓ Jerry Mrykalo

PROJECT NARRATIVE:

In 2015, Dewberry, as part of the Shirley-Dewberry design-build Team, was awarded the contract to widen I-64 in Newport News from 4-lanes to 6-lanes for a distance of approximately 5-miles. Widening was completed through construction of a single additional lane in each direction in the median, and either a raised or depressed median was incorporated to maintain drainage depending on the remaining median width. Originally identified as an option to the contract, the auxiliary lanes at the Fort Eustis Boulevard Interchange were also lengthened to improve capacity and safety. Four existing bridges on I-64 were widened to accommodate the 6-lane section (two over the Lee Hall Reservoir and two over Fort Eustis Boulevard), and the two existing bridges over Industrial Park Drive and CSX Railroad were completely demolished and replaced. Additional project elements included approximately 12,500 LF of noise barriers, stormwater management facilities, drainage improvements, geotechnical ground improvements for soft and unsuitable soils, concrete pavement patching and repair, and asphalt pavement overlay.

During design, VDOT issued a contract modification to strengthen the outside shoulders between the Fort Eustis Boulevard Interchange and the eastern project limit to allow operation of a fourth thru lane in each direction in the future. Shoulder strengthening was incorporated by removal of the existing shoulder pavement and partial subbase removal, and replacement with a full-depth pavement section.

PROJECT SCOPE:

- Field surveys
- Geotechnical Investigations
- Environmental permitting, wetland and stream delineations, and permit monitoring
- Ground improvements utilizing pin piles, lightweight fill, embankment surcharges, and soil cement to address slope stability, global stability, and settlement challenges
- Temporary shoulder strengthening design
- Interstate roadway widening design
- Structural design for interstate bridge widenings and replacements
- Noise analysis and public survey coordination
- Hydraulic design and stormwater management
- Temporary traffic control and transportation management plan development
- Overhead Signing, pavement markings, fiber optic, DMS and camera design
- Landscape design

DEWBERRY'S ROLE:

As the Lead Designer, Dewberry's Fairfax, Virginia office, supported by their Richmond, Virginia office, was responsible for completion of all engineering services. In addition to all engineering services, Dewberry also completed all design field surveys, environmental permitting and documentation, and quality control (QC) during construction. Dewberry also oversaw sub-consultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. **Limiting Impacts to Traffic:** At the outset of design, we recognized that safely moving traffic through the work zone would be critical to the success of the project. In order to minimize impacts to the public, we developed temporary traffic control plans to maintain the full design speed through all horizontal transitions, resulting in transitions twice the length of minimum requirements for enhanced public safety. Full width shoulders were maintained on at least one side of the roadway throughout the entire length of the project, ensuring that disabled vehicles could be moved from the travel lanes as quickly as possible.
2. **Quality of Design Submittals:** Recognizing the short duration of the construction contract, Dewberry developed and received approval on an advance plan set which provided details for outside shoulder temporary strengthening, which allowed traffic to be shifted to the outside so temporary barrier could be installed along the median. Since the outside shoulder temporary strengthening was required to be completed at night, this long-duration activity was able to be started while final construction plans were completed and approved. All design plans for the roadway improvements and each of the six bridges were approved and released for construction in the spring of 2016.
3. **Efforts to Reduce Future Maintenance:** Although the RFP allowed for the widening and rehabilitation of the existing bridges over Industrial Park Drive and CSX Railroad, our Team recognized that constructing new bridges would eliminate all of the repair concerns and could be done more efficiently than the repairs, which were required. Dewberry worked with our geotechnical engineer to design new bridges and roadway approach grades that addressed soil settlement challenges, ultimately providing two new 2-span bridges in lieu of widening and repair of the existing 3-span bridges, resulting in shorter structures which will require less maintenance by VDOT. As construction began, the conditions of both bridges and identification of large voids beneath the approach slabs and adjacent to the abutments made it clear that the choice to completely replace both bridges provided VDOT a superior product than what would have been possible through repair and widening of the existing bridges.

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 Design-Build 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	8/2013	8/2016	\$54,871	\$56,342* *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. The Work History Form shall include only one singular project. Projects with multiple phases, segments, elements, and/or contracts shall not be considered a single project. If a project listed includes multiple phases, segments, elements, and/or contracts, the SOQ may be rendered non-responsive. In any case, only the first phase, segment, element, and/or contract listed will be evaluated.



SIMILARITIES TO SEGMENT III

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – Interstate Widening
- Hydraulic Design
- Structural Design
- Noise Barrier Analysis and Design
- Traffic Engineering Design
- Multi-Stage Temporary Traffic Control
- Quality Assurance / Quality Control
- Coordination with Adjacent Projects
- Teamed with Lead – Shirley

- Same Key Personnel & Value Added Staff:
 - ✓ Steve Kuntz
 - ✓ Jerry Mrykalo

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 consisted 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

DEWBERRY'S ROLE:

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for all elements of design, environmental permitting, and field surveys, as well as oversight and coordination of all sub-consultant services including aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. **Limiting Impacts to Traffic:** 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.

Additionally, 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.
2. **Innovative Design Solutions:** The RFP concept identified an alignment which required partial closure of the existing Catharpin Road bridge, phased demolition, and maintaining only one-lane of traffic over I-66. Instead, Dewberry developed an alternate alignment for Catharpin Road which eliminated the need to restrict traffic on the bridge while remaining within the existing wide right-of-way on the east side of the existing bridge and 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. Construction of the bridge in a single stage also eliminated a longitudinal construction joint along the bridge.
3. **Awards of Recognition:** The I-66 Widening Design-Build project was awarded the 2016 Excellence in Infrastructure Award for projects over \$15 million by the Heavy Construction Contractors Association (HCCA).

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

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

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



SIMILARITIES TO SEGMENT III

- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Interstate and Interchange Roadway Design
- Hydraulic Design & Tidal Floodplain Analysis
- Multi-Stage Temporary Traffic Control Plan
- Complete Interstate Pavement Replacement
- Interstate Bridge Replacement & Widening Design
- ITS, Lighting and Electrical Design
- Noise Barrier Analysis, Public Survey, & Design
- Quality Assurance / Quality Control
- Coordination With Adjacent Projects
- Same Key Personnel & Value Added Staff:
 - ✓ Steve Kuntz
 - ✓ Jerry Mrykalo

PROJECT NARRATIVE:

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

Equally important was maintaining interstate traffic during construction, increasing mobility and safety, as well as improving the local roadway network while simultaneously minimizing impacts to commercial buildings, residential properties and the Cameron Run Stream Valley. *Dewberry's design solutions addressed travel needs, fixed substandard conditions, eliminated the need to demolish businesses, avoided floodplain impacts, improved access to the Eisenhower Avenue retail center and provided new pedestrian facilities over the Beltway all while reducing ROW needs and providing value to VDOT.* Our innovative design was coordinated with a six stage, 16-phase sequence of construction plan that facilitated a five foot profile adjustment, full depth pavement replacement and complete bridge reconstruction along I-95/I-495 (Capital Beltway) while maintaining all existing lanes and traffic operations. Our concept avoided impacts to the Eisenhower Avenue Metro Station and Aerial Guideway by reconfiguring ramp alignments and implementing Low Density Cementitious Fill for embankments near existing Metro foundations. Plans were developed which incorporated densified aggregate piers, wick drains, and compaction grouting to address poor subsurface soil and geotechnical conditions prior to construction.

Cost savings realized from the reduced project impacts generated additional construction funds. In turn, VDOT authorized Dewberry to develop an innovative solution to convert the Telegraph Road/Huntington Avenue/North King's Highway at-grade intersection to a grade-separated urban interchange, which addressed traffic congestion along Telegraph Road. Dewberry incorporated the new interchange plans into the 80% complete I-95/Telegraph interchange plans and still met the established advertisement dates.

PROJECT SCOPE:

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

DEWBERRY'S ROLE:

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. **Limiting Impacts to Traffic, Affected Businesses & Communities:** Impacts to existing businesses and local land owners, particularly on the north side of the Beltway where a Holiday Inn, Courtyard by Marriot and various other commercial properties were in very close proximity to the project, were avoided by designing a third-level loop ramp from northbound Telegraph Road to the Inner Loop which replaced the envisioned diamond interchange design and reduced the overall interchange footprint. As a testament to the design of the construction sequencing and the efforts during construction, we received the following statement from a local citizen demonstrating the overall satisfaction with the efforts of VDOT, Dewberry, and the Contractor in improving their quality of life:

“To the people who worked on the Telegraph Road Interchange, thank you for the great design and elegant construction of the interchange with the Beltway, Kings Highway, Huntington, Duke and Eisenhower. I feel like you have given me back an hour a day, 15 days of my life every year that I am not sitting in the back up trying to go north on Telegraph in the morning, and south in the evening. When I consider the number of people who drive through that interchange, it is plain to see that your work has made a tremendous impact on the quality of life around here. You should be proud.”

2. **Innovative Design Solutions:** Existing travel lanes along I-95/I-495 were maintained during construction by meticulously planning a six stage, 16 phase sequence of construction plan that facilitated a profile adjustment under traffic, full depth pavement replacement and complete bridge reconstruction. Cost savings realized from reduced impacts (a result of our design) led to supplementary design and construction services to improve the Telegraph Road/Huntington Avenue/North King's Highway at-grade intersection to a grade-separated urban interchange. This additional interchange was added to the construction plans without delays to the advertisement schedule.