

Response to Request for Qualifications

I-66 EASTBOUND WIDENING INSIDE THE BELTWAY

Fairfax County and Arlington County, Virginia

State Project No.: 0066-96A-417,P101 R201, C501

Federal Project No.: NHPP-066-1(356)

Contract ID Nnumber: C00108424DB92



SUBMITTED BY:



IN ASSOCIATION WITH:





3.2 - Letter of Submittal



January 17, 2017

Mr. Bryan W. Stevenson, P.E.
Alternate Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

**RE: I-66 Eastbound Widening Inside the Beltway
Fairfax County and Arlington County, Virginia
Contract ID Number: C00108424DB92
3.2 Letter of Submittal**

Dear Mr. Stevenson:

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

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

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

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

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

3.2.5 - The Lead Contractor 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 screen shot print out from VDOT's on-line Prequalified List is attached as Attachment 3.2.8.

3.2.9 - Included as Attachment 3.2.9 is a letter from our surety that provides evidence that we are capable of obtaining 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 SOQ.

3.2.11 - The Shirley Team is committed to achieving the 15% DBE participation goal for the entire value of the contract.

On behalf of our Team, we thank VDOT for the opportunity to submit this Statement of Qualifications (SOQ) and we look forward to partnering with VDOT and all involved to deliver another successful project.

Sincerely,



Michael E. Post
President/CEO/Manager

Attachments:

- 3.2.6 - Affiliates and Subsidiaries
- 3.2.7(a) - Certification Regarding Debarment Forms (Primary)
- 3.2.7(b) - Certification Regarding Debarment Forms (Lower Tier)
- 3.2.8 - Evidence of Prequalification
- 3.2.9 - Surety Letter
- 3.2.10(a) - SCC Registrations
- 3.2.10(b) - DPOR Registrations

3.3 - Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to successfully manage all design-build elements of the I-66 Eastbound Widening Inside the Beltway Project (the Project). Shirley, along with Dewberry Consultants LLC (Dewberry) as our Lead Designer, are VDOT’s most experienced design-build team having been awarded 18 design-build projects to date, valued at over \$1.1 billion. Successful completion of these projects has provided our Team with experience that directly correlates to elements of this Project, including:

- ✓ Completed eight W&OD Trail bridges including coordination with NOVA Parks/Northern Virginia Regional Park Authority (NVRPA);
- ✓ Completed drainage improvements and stormwater management detention in the Four Mile Run watershed on the Route 27/244 Interchange, requiring direct coordination with Arlington County and the Northern Virginia Resource Commission (NVRC);
- ✓ Completed nine projects for VDOT on the I-66 corridor, including 17-miles of widening; and
- ✓ Led roadway design efforts for Metro Silver Line expansion in the median of I-66 within the limits of this Project.

In addition to this experience best qualifying our Team for this Project, our success is further exemplified by the awards we have received including those shown in Table 1.

Table 1 - Shirley/Dewberry Project Team Awards

Project	Awards
Route 27/244 Interchange Modifications	<ul style="list-style-type: none"> ■ DBIA National Award of Merit ■ DBIA Mid-Atlantic Region Transportation ■ DBIA Mid-Atlantic Excellence in Engineering ■ HCCA Excellence in Infrastructure
I-66 Widening	<ul style="list-style-type: none"> ■ American Concrete Pavement Association National Award for Excellence
I-66/Route 29/ Linton Hall Road Interchange	<ul style="list-style-type: none"> ■ ACEC Metropolitan Washington Engineering Excellence Merit Award ■ VTCA Transportation Engineering Award

Our success on design-build projects is due in large part to the selection of personnel and team members, each with strengths that address critical project risks. The Shirley/Dewberry Team, with over 15 years of design-build experience, is committing Key Personnel to address these challenges. *This experience facilitates development of a thorough understanding of each other’s capabilities, enabling us to efficiently manage each discipline and reduce project risk.* Further, we bring additional design-build strength to the Project through our sub-consultants and specialty firms. As shown in Table 2 and our Organizational Chart, we are teaming with these firms to address specific project elements.

Table 2 - Subconsultant and Specialty Firms

Team Members	Experience Working on Shirley/Dewberry Team													
	I-64 Capacity Improvements Segment I	I-66 Widening	Route 28 PPTA	Battlefield Pkwy	Pacific Blvd.	Pacific Blvd Ext.	Route 50 Widening	Route 27/244	Route 29 Over Little Rocky Run	Sycolin Road	Gloucester Pkwy	Route 7 Truck Climbing Lane	Route 606 Reconstruction	Route 659 Reconstruct
Dewberry Consultants LLC	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Quinn Consulting Services, Inc.	✓					✓	✓	✓	✓	✓	✓	✓	✓	✓
GeoConcepts Engineering, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Skelly & Loy	✓	✓	✓	✓				✓		✓			✓	✓
Quantum Spatial	✓	✓	✓				✓	✓			✓		✓	✓
So Deep, Inc.		✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓
Diversified Property Services, Inc.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Key Title	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

3.3 Offeror’s Team Structure

3.3.1 Key Personnel

Information on Key Personnel in Table 3 is included as Attachment 3.3.1-Key Personnel Resume Forms:

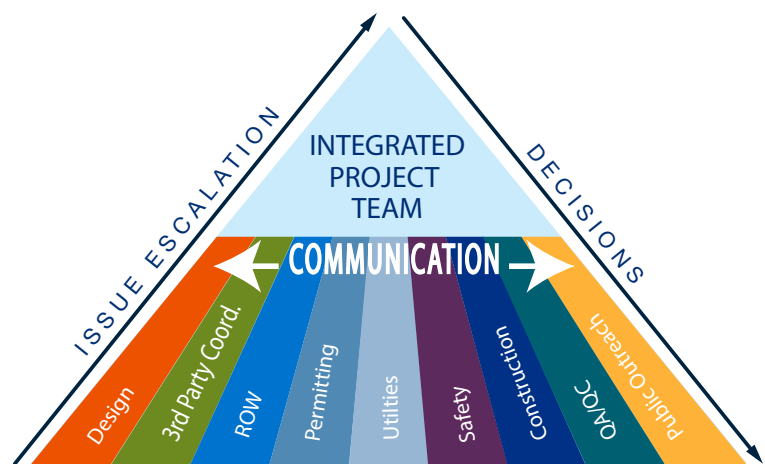
Table 3 - Key Personnel

Key Personnel Position	Name	Firm
Design-Build Project Manager	Jeff Austin, PE, DBIA	Shirley Contracting Company, LLC
Quality Assurance Manager (QAM)	Richard Allen, PE, DBIA	Quinn Consulting Services, Inc.
Design Manager	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Construction Manager	Mike Trabucco, PE	Shirley Contracting Company, LLC

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

Design-build projects require a high level of coordination and integration among the various disciplines as shown in Figure 3.3.1. It is critical that Key Personnel have an extended history of working together and an understanding of how all disciplines interact. A successful team must integrate the design, construction, QA/QC, right-of-way, utility, permitting, safety, third party coordination, and public relations disciplines into a single, cohesive project.

Figure 3.3.1 - Integrated Project Team



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

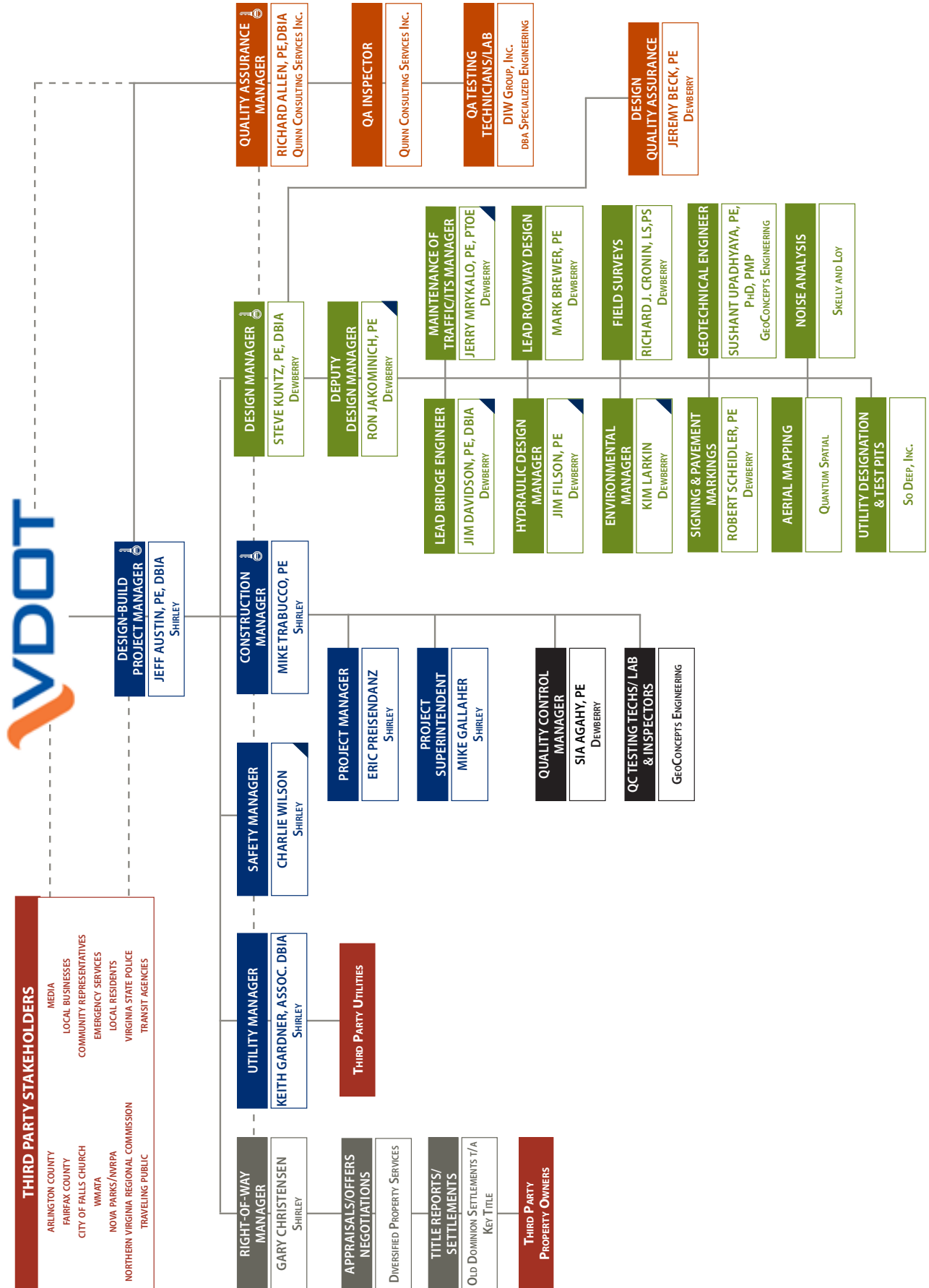
Table 4 - Value Added Personnel

Value Added Position	Name	Firm
Deputy Design Manager	Ron Jakominich, PE	Dewberry Consultants LLC
Lead Bridge Engineer	Jim Davidson, PE, DBIA	Dewberry Consultants LLC
Maintenance of Traffic/ITS Manager	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC
Hydraulic Design Manager	Jim Filson, PE	Dewberry Consultants LLC
Environmental Manager	Kim Larkin	Dewberry Consultants LLC
Safety Manager	Charlie Wilson	Shirley Contracting Company, LLC

3.3.2 Organizational Chart

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

3.3 Offeror's Team Structure



3.3 Offeror's Team Structure

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

Design-Build Project Manager, DB-PM (Jeff Austin, PE, DBIA) is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities. In addition to being the primary point of contact with VDOT after award of the Project, Jeff has ultimate responsibility for Contract management and to coordinate and integrate all project disciplines. He has full authority to resolve all disputes or disagreements through best efforts and good faith negotiations with VDOT representatives. Jeff also works with VDOT to communicate with all third-party stakeholders and coordinate all public outreach efforts, public meetings, and answer project inquiries. He has experience as a DB-PM on limited access highway widening projects including the I-66 Widening project, Route 28 Corridor Improvements Project, and Dulles Greenway Improvements Program. Jeff also has extensive experience coordinating with NOVA Parks/NVRPA, having served as DB-PM for the design-build construction of new bridge crossings of the W&OD Trail at Church Road, Atlantic Boulevard, Pacific Boulevard, Battlefield Parkway, Route 7 Truck Climbing Lane, and Belmont Ridge Road.

Quality Assurance Manager, QAM (Richard Allen, PE, DBIA) reports directly to the D-B PM and is completely independent from the construction operations and QC inspections. Richard 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 inspector and independent QA testing technicians. This position is unique in that Richard has the autonomy to report findings directly to VDOT in addition to the D-B PM, and if the work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend the work and the responsibility to assure corrective action is taken before the work is accepted and certified for payment.

Design Manager (Steve Kuntz, PE, DBIA) reports to the D-B PM and has overall responsibility for management of the design process. Of vital importance is Steve's role in integrating the various design disciplines with the construction, right-of-way, utility, permitting, and safety elements. He establishes and oversees the Design QA/QC program ensuring that design QA and QC functions are exclusively designated and not assigned to those with conflicting duties or production work, as outlined in the *VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects*. Steve remains involved throughout the construction phase to support implementation of the design, review shop drawings, attend regular progress and public meetings, and respond to all construction questions and RFI's. Steve has been the Design Manager on seven VDOT design-build projects with Shirley and brings extensive design experience in the I-66 corridor.

Construction Manager (Mike Trabucco, PE) reports to the D-B PM and has the responsibility to manage all aspects of construction and the Quality Control process. Prior to construction, Mike facilitates all constructability reviews for the design, works closely with the Utility Manager to plan relocations, and coordinates with the Right-of-Way Manager to prioritize and schedule acquisitions. During construction, he is on site for the duration of construction operations, maintains the project schedule, and coordinates with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract Documents. Mike also communicates with the Design Manager to arrange for design engineer's review of construction submittals and shop drawings. Mike brings experience with projects on the I-66 corridor having been an integral part of the Shirley Team that delivered the I-66 Widening and the I-66/Route 29 Linton Hall Road Interchange Projects.

Value Added Positions ▲

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

3.3 Offeror's Team Structure

▲ **Deputy Design Manager (Ron Jakominich, PE)** reports to the Design Manager and assists with coordination of subconsultant activities for aerial mapping, utility designations and test pits, geotechnical investigations, and noise analysis. Ron has experience working with WMATA, having spent the last eight years working on the Metro Silver Line Extension. He will utilize his extensive experience with WMATA to assist with third party coordination efforts, especially for the rail facilities located immediately adjacent to the widening. His experience directly addresses one of the risks of the Project.

▲ **Lead Bridge Engineer (Jim Davidson, PE, DBIA)** reports to the Design Manager and is responsible for the structural design and integration of bridges and retaining walls. Jim has led the design of over 200 bridges following VDOT criteria, including 30 bridges on and over interstates, 75 bridge widenings, and more than 40 bridges on VDOT design-build projects. Additionally, Jim has designed or led the design of eight bridges over or on the W&OD trail (including the trail bridge over Route 28), and is familiar with the NOVA Parks/NVRPA requirements for bridges associated with the trail. He also led our Team's efforts for design of a new noise barrier directly behind an existing soldier-pile retaining wall on the Fairfax County Parkway Phase III improvements project. ***This experience mitigates the anticipated risk with installation of new noise barriers in close proximity to existing retaining walls and in tight right-of-way footprints.***

▲ **Hydraulic Design Manager (Jim Filson, PE)** reports directly to the Design Manager and is responsible for all hydraulic and stormwater management designs for the proposed improvements. Jim oversees all stormwater management designs and adequate outfall analysis, and coordinates closely with the Environmental Manager ensuring all culvert extensions and new crossings meet both hydraulic and environmental requirements. He has served in this role for each of our Team's design-build projects, and recently served as the Hydraulic Design Manager on the Route 27/244 Interchange project which required coordination with Arlington County and the NVRC due to the improvements in the Four Mile Run watershed. ***Jim's experience and relationship with NVRC and Arlington County addresses the risk associated with hydraulic improvements and adequacy of outfalls within the Four Mile Run watershed.***

▲ **Maintenance of Traffic (MOT)/ITS Manager (Jerry Mrykalo, PE, PTOE)** reports directly to the Design Manager and is responsible for all MOT and ITS design elements. Jerry provides expertise and monitoring of the Transportation Management Plan (TMP) and Temporary Traffic Control (TTC) plans throughout design and construction ensuring safe and efficient operations are maintained. He is also responsible for the design of all ITS devices such as DMS and CCTV, and ensures design features and construction activities allow for the continuous maintenance of existing tolling infrastructure. As a Professional Traffic Operations Engineer (PTOE), Jerry has successfully led the MOT/ITS designs on 17 previous VDOT design-build projects. In addition, as a VDOT Certified Work Zone Traffic Control training instructor, he also provides the added value of safety training tailored to the unique project challenges.

▲ **Environmental Manager (Kim Larkin)** reports directly to the Design Manager and is responsible for all environmental wetland delineations, permit document development, cultural resources and endangered species coordination and surveys, permit submissions, and oversight of construction permit monitoring. Kim has served in this role for each of our design-build projects including multiple projects on the I-66 corridor, and all of our design-build projects requiring coordination with NOVA Parks/NVRPA. She provides direct experience with each agency involved in the permitting process on this Project.

▲ **Safety Manager (Charlie Wilson)** reports to the DB-PM and reviews field activities to provide a safe environment for VDOT, construction personnel, and the traveling public. Safety is a **Core Value** for the Shirley Team and ensuring the safety of the public is paramount. Charlie trains and informs our Team of safety hazards and enforces industry safety standards and Shirley's Corporate Safety Policy.

3.4 - Experience of the Offeror's Team



3.4 Experience of Offeror's Team

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



3.5 - Project Risks



3.5 Project Risks

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

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

In preparation of this SOQ, we carefully reviewed all RFQ package documents and performed site visits to understand the existing site conditions and constraints with the goal of avoiding and reducing impacts from project risks. Our Team is committed to taking ownership of each risk factor and developing strategies for risk mitigation in partnership with all stakeholders. The three most relevant and critical risks are:

CRITICAL RISK #1 – STAKEHOLDER COORDINATION AND IMPACTS

Why the Risk is Critical

Coordination with project stakeholders is critical in meeting the Project intent and commitments in order to maintain the schedule and budget. Insufficient or late coordination results in delays to approvals and to the construction schedule. The inability to gain approval of designs may also require extensive rework that could drive up project costs and impact additional right-of-way. Since the Interstate 66 (I-66) corridor runs through an urbanized area of Northern Virginia, there are a number of stakeholders/entities impacted by the proposed project. Some major stakeholders include Washington Metropolitan Area Transit Authority (WMATA), Northern Virginia Regional Commission (NVRC), Arlington County, NOVA Parks/NRVPA and VDOT's tolling operations. Each of these individually has the ability to impact the project schedule and/or cost. In combination however, they could greatly affect the Project's overall success.

Impact on the Project

The above noted stakeholders are third parties that the design-builder has limited control over. Failure by any of these parties to meet the project schedule will not only affect the design-builders ability to complete work on-time, but may also require alterations to the planned sequence of work, adjustments to planned manpower and equipment, increases to the duration of construction impacts to local communities and the traveling public, and increases to the cost of the work. Potential impacts from each stakeholder include:

- **Washington Metropolitan Area Transit Authority (WMATA)** - The WMATA system is a vital commuter option that manages congestion in the region. The infrastructure for the Orange Line (and now Silver Line) was constructed in the median of I-66 and began service in 1978. The WMATA Adjacent Projects Manual requires Site Specific Work Plans (SSWP) when working within 25' of Metro facilities, while the RFQ indicates this only applies within the WMATA easement. It's unclear if an agreement has been reached between VDOT and WMATA regarding the limits of applicability of the Adjacent Projects Manual. Early coordination with VDOT and potentially WMATA is required to determine the applicability of the WMATA manual and the necessary coordination efforts to address any WMATA concerns. For example, modifications to the existing drainage network could impact the WMATA system where storm drains which collect runoff from the WMATA easement connect to the VDOT drainage network. Additionally, widening toward the track walls will shift traffic closer to the Metro facility. Previously, WMATA noted concerns with the height of the barriers (track walls) between the rail system and interstate lanes due to an incident where an SUV left the roadway and ended up on the tracks. Over the last year, significant safety concerns have been raised regarding the Metro system. As WMATA becomes more safety focused, there may be additional scrutiny of the roadway improvements and its potential effects to the Metro facilities. This additional

3.5 Project Risks

scrutiny could result in requests for improvements beyond the VDOT scope which would increase project costs and add potential schedule delays.

- **Northern Virginia Regional Commission (NVRC) & Arlington County** - The Project falls within the Four Mile Run watershed which is the most heavily urbanized watershed in the Northern Virginia region. This urbanization has impaired the waterway and requires specific considerations to avoid increasing flows from the new construction. The design requires review and approvals from both NVRC and Arlington County. NVRC manages and oversees the watershed while Arlington County acts as the designated FEMA floodplain manager. The widening project will add impervious pavement to the corridor and will need to detain stormwater flows to avoid additional impacts to the impaired watershed. If this cannot be accomplished within the existing and proposed right-of-way, additional easements not currently identified may be required.
- **NOVA Parks/NVRPA** - The Project runs parallel to portions of the Washington and Old Dominion (W&OD) Trail and requires a new grade separation at Washington Boulevard. NOVA Parks is the Owner of the Trail and therefore has authority over approvals for any modifications or improvements. The Trail is extensively used within this heavily populated area and we anticipate that NOVA Parks will press the Project Team to provide an optimized solution for the crossing of Washington Boulevard, while minimizing impacts to users. Maintaining the active roadway, Trail, and existing overhead electric lines, poses a significant challenge that may require unique geometry, sequenced phasing, and coordinated short-term closures.
- **I-66 Tolling System**- VDOT may be considered a separate stakeholder as the operator of the newly installed tolling elements along I-66. As noted in the RFQ, the tolling infrastructure is anticipated to be completed prior to the start of the eastbound widening, and these new tolling facilities need to be operational throughout construction. Traffic delays during construction or construction impacts to tolling equipment would affect VDOT's ability to collect toll revenue.

Mitigation Strategies

Mitigation strategies that address these risk factors is an integral part of our Team's planning and development process from the earliest stages of our Technical Proposal preparation. Understanding that final project requirements have yet to be determined and will be specified in the RFP, our Team will begin by thoroughly reviewing these documents with a focus on how these risk issues are addressed. Our first step to mitigating this risk is committing *Value Added* team members that have experience with each of the major stakeholders. Each discipline leader is responsible for understanding how the risk impacts their scope, and developing solutions that avoid and/or minimize their impact to the Project. As we prepare our Technical and Price Proposals, our Team holds weekly Team Proposal Meetings, with all disciplines represented, where each issue is reviewed, integrated into other disciplines, and discussed with the goal of creating solutions that meet Project requirements.



Figure 1 - New Silver Line Connection to the Existing Orange Line in the Median of I-66.

Once the Project is underway, this Team approach continues in earnest until the risk is completely resolved. Our Team's primary mitigation strategy is to develop a coordination and communication plan with each agency that all parties will operate under. Key to this plan is to understand each agencies review/approval process and timeline, specifications, and points of contact.

3.5 Project Risks

Early coordination meetings are established where the discipline leads will coordinate directly with a stakeholder counterpart to focus on identified issues, develop and review solutions, and successfully implement agreed mitigations. Specifically, each stakeholder has its own unique challenges that our Team will focus on as we develop our mitigation strategies.

- **WMATA** - Through their work on Dulles Rail Phase 1, both Ron Jakominich and Jim Davidson have experience coordinating with WMATA and understand the requirements of their Adjacent Projects Manual. They have developed relationships with WMATA’s engineers/reviewers and have an understanding of WMATA’s concerns and perspective. We anticipate WMATA will be anxious to understand the work within 25’ of their facilities and will want assurances that work to the roadway’s drainage network does not cause an “upstream” impact to their connected drainage network. Our Team will work with VDOT to provide information so that WMATA understands the proposed work adjacent to their facilities. We will also ensure improvements to the roadway drainage network does not cause any impacts to the drainage within the WMATA easement.
- **NVRC & Arlington County** - Jim Filson’s work on VDOT’s 27/244 Design-Build project required significant coordination with NVRC and Arlington County. Jim’s understanding of NVRC and Arlington’s role as well as his relationships with their staff will assist our Team in developing stormwater management solutions that optimize the available right-of-way and minimize impacts to the impaired watershed.
- **NOVA Parks/NVRPA** - Jim Davidson and Kim Larkin have successfully designed and coordinated eight W&OD grade separations. Both are familiar with NOVA Parks/NVRPA procedures and requirements. In particular, the new alignment of the trail and bridge crossing over Washington Boulevard will be developed utilizing the NOVA Parks/NVRPA Trail criteria first established in the 1990s. The criteria is still labeled as “draft” but has been utilized for all the work our Team has performed in and around the Trail. Utilizing our established relationships ensures timely coordination and resolution of comments/concerns.
- **I-66 Corridor Tolling** - Jerry Mrykalo has successfully prepared traffic control plans for 17 VDOT Design-Build projects (including the I-66 corridor) and is a VDOT Certified Work Zone Traffic Control training instructor. Jerry provides the added value of safety training tailored to the unique project challenges. Jerry’s experience also includes development of ITS plans. Our Team will integrate the new toll infrastructure designs/as-builts into our design plans to ensure we avoid and mitigate impacts. We will establish coordination meetings with VDOT’s tolling staff to accommodate tolling considerations as well as to inform them of construction phasing and timeframes.

Role of VDOT and Other Agencies

If possible, the most productive mitigation strategy is for VDOT to obtain a commitment from each stakeholder prior to the release of the RFP to a review/approval timeframe that is strictly adhered to during the Project. Another of VDOT’s roles during the RFP phase is to finalize agreements with third parties, and to determine the rules and specifications that the Project will operate under. Upon Award, we anticipate VDOT will remain an integral part of discussion and coordination efforts with third parties, particularly those that began prior to bid.

CRITICAL RISK #2 – DRAINAGE FACILITY CONDITION AND MAJOR WATERSHED COORDINATION

Why the Risk is Critical

Improvements on this section of I-66 requires the reuse or replacement of numerous existing drainage systems, including culverts which pass below both the roadway and WMATA Metro facilities. To further

3.5 Project Risks

complicate the drainage component, one of the major outfalls is the Four Mile Run watershed, which is very closely regulated and monitored by the NVRC. The conditions of the existing drainage facilities, and the ability to match or reduce flows to Four Mile Run following completion of the Project, represent a critical risk due to the potential that they may impact the scope, schedule, and/or cost of the Project.

Impact on the Project

Since the majority of the widening of I-66 is proposed to occur to the outside, numerous existing drainage culverts and storm sewer systems will be required to be extended or modified to accommodate the additional impervious runoff and to align with the new outside of the roadway. Due to the age of many of these systems, it is expected that many will require rehabilitation or replacement. Near the east end of the Project, replacement of systems to account for the increased discharges and greater peak flows may not be acceptable, since a large area of the Project drains into Four Mile Run, where increases in discharges are not allowed by the NVRC. Rehabilitating, repairing, or replacing culverts and closed drainage systems throughout the Project has the potential to cause the following impacts:

- **Scope** - Conditions of all of the pipes may not be known at the time proposals are submitted. Should pipes be found to be unserviceable following Award, repairs or new pipes will need to be installed to meet criteria. The installation of new pipes would increase the scope of work to be completed by our Team. Installing new culverts/pipes also has a “ripple effect”, since these installations require additional inlet and outlet grading to maintain drainage patterns to the updated systems, may require additional wetland and stream impacts to connect the inlets and outfalls to existing channels, and could impact the locations of other closed-system outfalls and pond locations.
- **Schedule** - The contract will have a set timeline for completion, so any additional drainage improvements identified as being required during final design will mean that additional crews will be required to complete installations without impacting the overall schedule. Night work may be required for some pipe installations, and additional work may need to be completed during earlier phases of construction so SWM facilities can be installed and operational at the outset of the Project.
- **Additional Agency Coordination** - Many of the existing drainage facilities cross below the WMATA Metro line facilities. Should any of these systems require repair, rehabilitation or replacement, coordination with WMATA could increase the plan approval time and delay construction. Additionally, work below the Metro tracks would most likely be restricted to off-period times when the Metro is not in operation, requiring additional night work in or near to residential communities. Replacement of facilities which outfall into the Four Mile Run watershed will also require close review and coordination with the NVRC, and installation of new pipes will be required to show that they are adequate for the increased flows, yet not increase peak discharges into Four Mile Run. Meeting both of these requirements requires additional detention prior to outfall into Four Mile Run, which also requires coordination with the NVRC for the additional land disturbance within the watershed. Ultimately, the NVRC will be responsible for reviewing and accepting the updated flow models for the Four Mile Run prior to receipt of plan approval from VDOT, which could result in delays to plan approval and the start of construction.
- **Cost** – Repair or installation of new pipes/culverts and/or drainage systems may impact the cost including design, construction, utilities, right-of-way, and permitting.
- **Traffic Impacts** - Repair or replacement of existing culverts and drainage structures may impact the traveling public. If a culvert crossing the roadway is deemed to be in poor condition or cannot accommodate the additional flows, repair or replacement will be required. Installation of new pipes would need to be completed in phases, to allow traffic to be maintained. This may require additional lane shifts, temporary diversions of traffic, and additional temporary barrier placement at the pipe installation sites, each of which could result in additional traffic queuing and delays.

3.5 Project Risks

Mitigation Strategies

Our recent experience on similar interstate widening projects (including I-66) and infrastructure improvement projects within the Four Mile Run watershed (including the Route 27/244 Interchange) mitigates the risks associated with inadequate, substandard, or damaged existing drainage facilities while also meeting peak-flow outfall requirements within the watershed. Mitigation will start during the procurement phase with additional field investigations to identify areas of concern so that proper repairs or replacements can be identified to the greatest extent possible, and can therefore be accounted for in the scope, cost, and scheduling. We will also review the improvements within the Four Mile Run watershed to determine if additional detention is necessary to reduce peak flows. Specific mitigation measures include:

- **Technical Proposal Investigations** – We will utilize any inspection information provided as part of the RFP to identify replacement facilities, and work within the language of the contract in the event we are to assume all drainage facilities are unserviceable and requires replacement. During procurement, our Team will complete field investigations and photo documentation of large diameter cross culverts and storm sewer systems. Damaged facilities and blocked outfalls are noted so that quantities for repairs or replacements can be estimated. To reduce traffic impacts, we determine if existing pipes can be lined, or serve as a carrying pipe, to allow for installation of a new culvert through the existing culvert, thereby eliminating impacts to traffic while also providing the necessary new drainage facilities.
- **Early Investigation After Award** – Immediately after Award, our Team initiates a comprehensive video survey of every drainage crossing to determine if pipes are salvageable, requires repairs, or needs full replacement. Results of the video survey are shared with VDOT to identify proper solutions, and preliminary and final drainage designs will reflect the necessary repairs or replacements. Drainage divides are developed to determine if existing pipes have adequate capacity, if on-site detention helps in efforts to retain existing culverts, or if full replacement is required.
- **Early Coordination with NVRC** – Due to the urbanization of the Four Mile Run watershed, Four Mile Run has been listed as impaired for failing to meet water quality standards for fecal coliform bacteria and PCB contamination. Since the watershed extends across multiple boundaries, the NVRC has Congressional Legislated oversight and management responsibilities, and Arlington County is the designated FEMA floodplain manager. Since all construction projects within the watershed must meet certain environmental standards and approvals prior to breaking ground, we will initiate coordination efforts with NVRC and Arlington County at the earliest stage during design development. Results of pipe inspections, and areas where storm drainage improvements are required will be identified, and methods to reduce flows will also be proposed and discussed. Hydraulic analysis information will be shared with the NVRC so they can update their Stormwater Management Model (SWMM) periodically during design so major changes are not required at later stages of plan development, and plan approvals can be obtained in a timely manner.
- **Unique Design Solutions** – During development of final designs, we will investigate ways to salvage existing drainage facilities while also providing the necessary permanent improvements. Solutions which our Team has employed on recent interstate widening projects includes using the existing drainage pipe as a carrying pipe for a new crossing. This allows our Team to reduce the number and/or size of pipe crossings, and allows pipes to be installed without needing to jack and bore or open cut the existing roadway. This concept also eliminates WMATA concerns related to installation of new drainage systems under the Metro facilities, reducing the amount of work that would need to be done during nighttime operations.

These solutions, and others which may be identified based on unique conditions within the Project limits, will be investigated and utilized to reduce impacts to the traveling public, reduce project costs, and improve the construction schedule for completion.

3.5 Project Risks

Role of VDOT and Other Agencies

As part of the RFP, it is anticipated that VDOT will provide direction as to whether existing drainage facilities should be assumed to be unserviceable as part of the final design. This direction in the RFP facilitates development of our preliminary concepts and defines our scope, schedule, and cost. Providing any and all culvert inspections will further reduce the risk. Once underway with final design, we look for concurrence from VDOT as to which pipes are serviceable based on the additional video inspections, and recognize that VDOT will ultimately approve construction plans which reflect reuse, repair, or replacement of the pipes as appropriate based on verified existing conditions surveys. We will also work with VDOT, Arlington County, and the NVRC to develop plans for addressing the peak discharges to Four Mile Run. VDOT can mitigate the impacts of additional third party coordination by finalizing agreements with NVRC and Arlington County prior to Award, so that review times and levels of involvement from NVRC and Arlington County are understood prior to models being updated and reviewed for approval.

CRITICAL RISK #3 – DESIGN AND CONSTRUCTION OF NOISE BARRIERS

Why the Risk is Critical

Along the majority of the length of the Project, existing noise barriers provide noise attenuation for adjacent communities. With the addition of a travel lane in the eastbound direction, additional and replacement noise barriers are required to provide the necessary noise attenuation in accordance with current criteria. Due to the quantity of noise barriers which are proposed to be installed, they represent a large component of the Project cost and construction duration. Design and construction of new noise barriers is a critical risk for the following reasons:

- Many of the new noise barriers are shown in close proximity to, or crossing through, the existing noise barrier alignments. Since we anticipate VDOT will require all existing noise barriers to be maintained until new noise barriers are installed, foundation types will be limited and sequencing of barrier installation will be more complicated than typical noise barrier installations;
- Many of the noise barriers are in very close proximity to the structures which they are intended to protect, making realignment of the barriers less feasible;
- Several noise barriers are shown to be installed on existing bridges or retaining walls which may not have been designed for increased wind loads associated with taller noise barriers. Further, the existing bridges were designed using different loading analysis, and even the existing noise barriers may not meet current design criteria. This could require additional modifications or retrofits not currently anticipated to ensure the noise barriers, bridges and retaining walls are all stable and able to support the additional noise barrier heights; and
- Adjusting noise barrier alignments to eliminate conflicts with existing noise barriers may require additional easements beyond those previously identified to the public, or could result in the barriers being less effective, thereby requiring increases in noise barrier heights to provide the same noise attenuation.

Impact on the Project

Addressing the possible risks identified above has the potential to impact the schedule and cost of the Project, and result in secondary impacts (such as additional easement acquisition) which have not yet been accounted for. Specific impacts include:

- **Increased Costs:**
 1. Adjusting noise barrier alignments to avoid conflicts with existing barriers could require the installation of taller noise barriers, which will increase the Project cost.
 2. Minimal separation between existing and proposed noise barriers could limit the types of

3.5 Project Risks

foundations that can be used to support the new barriers, requiring the design and construction of more costly foundations. For example, spread footings may not be feasible since they may conflict with existing barriers, so more costly deep foundations may be required.

3. If existing bridges and/or walls are determined to be inadequate for support of the new noise barriers, additional retrofits could be required, thereby increasing the costs for noise barrier installation.

■ **Schedule Impacts:**

1. Based on recent RFP's, including the Widening of I-66 Outside of the Beltway, we anticipate that existing noise barriers may need to be maintained until after new barriers are installed. This would result in less efficient barrier installations, since access is further restricted for construction, and since the new barriers will need to be installed in a more "piecemeal" manner than if they could be installed following removal of the existing barriers. Less efficient construction will increase the durations of installation, which will also increase the construction costs.
2. If existing bridges and retaining walls are found to be inadequate for support of the new noise barriers, additional time will be required to design retrofits to render the existing structures suitable. Further, any retrofits will then need to be constructed before noise barriers can be installed, increasing the construction duration. These retrofits may also be complicated to complete since they will need to be done while the existing barriers are maintained.
3. If adjustments to noise barriers are necessary to avoid conflicts, additional easements may be necessary. Acquisition of additional easements, and the additional appraisal and negotiation durations, would impact the construction schedule of the Project, and potentially delay areas of noise barrier construction.

■ **Temporary Noise Impacts:**

1. In the event that VDOT allows existing noise barriers to be removed prior to installation of new noise barriers, protected residents will experience an increase in noise from traffic and construction equipment. This could result in a negative perception of the Project and loss of public support.

Further complicating these impacts is the realization that there is probably limited, if any, as-built data available for the existing structures, retaining walls, and noise barriers which need to be considered and analyzed. This requires designs to be completed assuming the most conservative values, which will in-turn lead to increased construction costs and less efficient construction methods.

Mitigation Strategies

In order to mitigate the constructability issues associated with the proximity of the existing and proposed noise barriers, we will take a detailed look at the site and the effects of moving the proposed walls to eliminate any locations where the alignment of the existing and proposed walls cross. Alternate alignments will be identified and then modeled to determine if the adjusted alignments still provide the attenuation required and remain effective from a cost and schedule standpoint. Alternate noise barrier locations will also consider the availability of existing right-of-way and easements, and revised alignments will only be selected if additional easements are not necessary and there are no impacts to existing adjacent structures.

In areas where conflicts between existing and proposed noise barriers can't be avoided, or where construction access requires early removal of portions of noise barriers to facilitate new noise barrier installation, consideration will be given to installation of temporary fencing which would provide minimal temporary noise attenuation. Temporary fencing would be installed in locations that are behind the existing and permanent noise barriers so they are not in conflict with construction, and so that they don't need to

3.5 Project Risks

be repositioned multiple times during construction. This solution would only be considered in conjunction with VDOT staff, and access points would be located in areas where they are not directly between the roadway and residences in an effort to reduce impacts to the public.

To mitigate the potential impact to the bridges and retaining walls, we will consider noise wall types allowed by the special provisions that minimizes any change to the loading from the existing noise walls presently attached to these structures. We will also perform a detailed analysis of both the existing bridges and the existing retaining walls to identify any deficiencies in the strength of the existing structures to support the new noise walls and then design and construct a retrofit of any of the existing structures requiring strengthening.

If existing barriers are allowed to be removed prior to installation of new barriers, we will implement a public outreach effort to explain the noise barrier modifications and expected schedules for replacement. These meetings will alleviate public concerns and provide assurance that work will be completed as efficiently and quickly as possible. We will develop a detailed construction schedule to ensure all work activities are planned in advance to minimize construction durations and disruptions.

Finally, our Team will rely on our recent, successful experience with retrofitting and installation of new noise barriers in close proximity to existing structures. On our Fairfax County Parkway Phase III improvements Project, for example, our Team successfully completed installation of a noise barrier immediately behind and above an existing 30' tall soldier pile and tie-back wall. No as-built files were available for the existing retaining wall, so our Team took great care to expose the tops of the soldier piles, survey them, and determine where the tie-backs were located. Only after that process was completed were the foundation locations identified, and then designed. Foundation designs for that noise barrier were extended below the bottom of the existing retaining wall ensuring they did not increase the load to the existing retaining wall.

Role of VDOT and Other Agencies

As part of the RFP documents, we expect VDOT will indicate whether or not the existing noise barriers will need to be maintained until the new noise barriers are installed. This direction is critical for our Team to determine the schedule for installation, the anticipated installation durations, as well as whether or not adjustments in noise barrier alignments are needed to avoid sequencing conflicts. Similar to the condition on our Fairfax County Parkway Phase III project, we expect that there will be limited, if any, as-built or shop drawing information for the existing noise barriers, structures, or bridges within Project limits that need to be analyzed and/or retrofitted. If any information is available, we expect VDOT will provide it as part of the RFP Information Package.

During design and final noise analysis, we expect VDOT will review all analysis information and provide concurrence on the final analysis and barrier alignments and heights. Modifications to barrier alignments will be discussed and coordinated with VDOT in anticipation that any major modifications will also need to be coordinated with the protected and benefited noise receptor property owners. Should concerns or challenges be identified during analysis of existing structures, we anticipate VDOT will be available to review alternate solutions to eliminate the concerns, or to review retrofits which are necessary to accommodate the new noise barriers. Similar to all projects, VDOT will review all noise barrier plan submissions and analysis and provide their approval prior to moving to the construction stage.

Once under construction, VDOT will review shop drawings and submittals after review by the design-build Team, and will be responsible for reviewing and approving material submissions and sample panels if they are required by contract documents, specifications and special provisions.

Appendix

Appendix



2.10 - C-78 Form

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

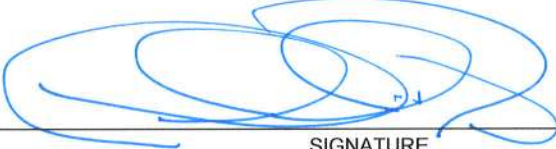
RFQ NO. C00108424DB92
PROJECT NO.: NHPP-066-1(356)

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

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

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

1. Cover letter of RFQ – November 18, 2016
(Date)
2. Cover letter of RFQ – December 16, 2016
(Date)
3. Cover letter of _____
(Date)



SIGNATURE

January 16, 2017

DATE

Michael E. Post

PRINTED NAME

President/CEO/Manager

TITLE



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

Project: 066-96A-417

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 066-96A-417

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

Statement of Qualifications Component	Form (if any)	RFQ Cross reference	Included within 15-page limit?	SOQ Page Reference
SCC and DPOR registration documentation (Appendix)	Attachment 3.2.10	Section 3.2.10	no	N/A
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	N/A
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	N/A
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	N/A
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	N/A
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
Offeror's Team Structure				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	4-6
Key Personnel Resume – DB Project Manager	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
Organizational chart	NA	Section 3.3.2	yes	5
Organizational chart narrative	NA	Section 3.3.2	yes	4-7

ATTACHMENT 3.1.2

Project: 066-96A-417

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

3.2.6 - Affiliated/Subsidiary Companies

A ATTACHMENT 3.2.6

State Project No. 066-96A-417

Affiliated and Subsidiary Companies of the Offeror

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

The Offeror does not have any affiliated or subsidiary companies.

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

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

A ATTACHMENT 3.2.6

State Project No. 066-96A-417

Affiliated and Subsidiary Companies of the Offeror

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

3.2.7 - Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 066-96A-417

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

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

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

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

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

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

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



Signature

1/17/17

Date

President/CEO/Manager

Title

Shirley Contracting Company, LLC

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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

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

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

<u>Dave Mahoney</u>	<u>4/10/17</u>	<u>Executive Vice President</u>
Signature	Date	Title
<u>Dewberry Consultants LLC</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)


**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

- 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.

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	1/17/17	President
Signature	Date	Title
<u>Quinn Consulting Services, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

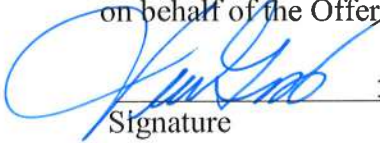
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LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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Signature Date

President
Title

GeoConcepts Engineering, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

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LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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	1/9/2017	VP of Business Development
Signature	Date	Title

Specialized Engineering

Name of Firm

ATTACHMENT NO. 3.2.7(b)

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LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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<u>Matt C. Kellman</u>	<u>1-10-17</u>	<u>MGR</u>
Signature	Date	Title
<u>So Deep, Inc.</u>		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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W. J. McTeague 1/10/2017
Signature Date

Vice President
Title

Quantum Spatial, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

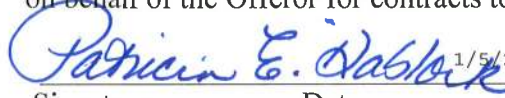
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LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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	1/5/2017	President
Signature	Date	Title

Diversified Property Services, Inc.

Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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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.

R. Robert Puskas

Signature

Date

Settlement Officer

Title

Old Dominion Settlements, Inc., T/A Key Title

Name of Firm

ATTACHMENT NO. 3.2.7(b)

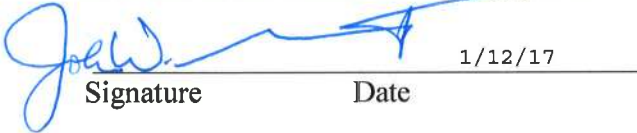
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LOWER TIER COVERED TRANSACTIONS**

Project No.: 066-96A-417

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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.

	1/12/17	President & COO
Signature	Date	Title

Skelly and Loy, Inc.
Name of Firm



3.2.8 - VDOT Prequalification Certificate



**Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/12/2017**

- S -

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

3.2.9 - Surety Letter



One Tower Square
Hartford, CT 06183

January 13, 2017

Bryan W. Stevenson, P.E.
Alternative Project Delivery Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00108424DB92 - A Design-Build Project
I-66 Eastbound Widening Inside the Beltway From: Dulles Connector Road (Route 267)
To: Fairfax Drive (Route 237), Fairfax County and Arlington County, Virginia
Estimated Contract Value: \$90 million

Dear Mr. Stevenson:

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

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

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

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

Sincerely,

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

By: _____
Karen C. Bowling, Attorney-in-Fact



POWER OF ATTORNEY

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

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

Attorney-In Fact No. 219657

Certificate No. 006886636

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

Diana L. Parker, and Karen C. Bowling

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

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

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

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



State of Connecticut
City of Hartford ss.

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

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

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 13th day of January, 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. 066-96A-417
SCC and DPOR Information

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

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

ATTACHMENT 3.2.10

State Project No. 066-96A-417

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 Court Haymarket, VA. 20169	Professional Engineer	0402039440	June 30, 2018
Quinn Consulting Services, Inc.	Richard Allen	Chantilly, Va.	10128 Elliston Court Bristow, VA. 20136	Professional Engineer	0402036809	November 30, 2017

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10:54:12

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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Commonwealth of Virginia
State Corporation Commission



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10:54:56

LLCM3220 LLC DATA INQUIRY

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

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

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

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

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR	FEES	PENALTY	INTEREST	BALANCE
17	50.00			

(Screen Id:/LLC_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

01/13/17

10:48:30

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

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

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
 19955 HIGHLAND VISTA DR #170
 CITY: ASHBURN STATE : VA ZIP: 20147-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
 ACCEPTED AR#: 216 03 0693 DATE: 02/01/16 LOUDOUN COUNTY
 CURRENT AR#: 216 03 0693 DATE: 02/01/16 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

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10:46:49

CISM0180 CORPORATE DATA INQUIRY

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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Commonwealth of Virginia
State Corporation Commission



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CISM0180

CORPORATE DATA INQUIRY

10:47:39

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

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

STREET: 4701 COX ROAD AR RTN MAIL:
SUITE 285

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

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 12/12/13 LOC : 143

ACCEPTED AR#: 217 01 2461 DATE: 12/05/16 HENRICO COUNTY

CURRENT AR#: 217 01 2461 DATE: 12/05/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
17	1,700.00					2,000,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

10:49:49

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

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

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

CITY: RICHMOND STATE : VA ZIP: 23219-0000

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

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

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

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

(Screen Id:/Corp_Data_Inquiry)

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10:50:33

CISM0180 CORPORATE DATA INQUIRY

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

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

CITY: GLEN ALLEN STATE : VA ZIP: 23060-0000
 R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 10/04/13 LOC : 143
 ACCEPTED AR#: 216 06 5416 DATE: 04/08/16 HENRICO COUNTY
 CURRENT AR#: 216 06 5416 DATE: 04/08/16 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

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10:51:24

CISM0180

CORPORATE DATA INQUIRY

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

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

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

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

R/A STATUS: 5 B.E. AUTH IN VI EFF. DATE: 01/05/17 LOC : 143

ACCEPTED AR#: 216 17 7072 DATE: 12/08/16 HENRICO COUNTY

CURRENT AR#: 216 17 7072 DATE: 12/08/16 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	130.00					10,000

(Screen Id:/Corp_Data_Inquiry)

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10:52:22

CISM0180 CORPORATE DATA INQUIRY

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

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

STREET: 3771 VERMACCHIA DR AR RTN MAIL:

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

(Screen Id:/Corp_Data_Inquiry)

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CISM0180 CORPORATE DATA INQUIRY

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.

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

DPOR assumes no liability for any errors, omissions, or inaccuracies in the information provided or for any reliance on data provided online. While DPOR has attempted to ensure that the data contained herein are accurate and reflect the status of its regulants, DPOR makes no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of this data. If discrepancies or errors are discovered, please inform DPOR so that appropriate action may be taken.

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

DPOR License Lookup License Number 0407003966

License Details

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

Related Licenses ¹

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

Showing 1 to 4 of 4 entries

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DPOR License Lookup 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

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 0407004404

License Details

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

Related Licenses ¹

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

Showing 1 to 2 of 2 entries

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DPOR License Lookup License Number 0407004748

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 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 0407002900

License Details

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

Related Licenses ¹

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402022310	SKAHN, CARY ALAN	Professional Engineer License	Engineering	2017-06-30
0403001937	SPENCER, MELVIN E	Land Surveyor License	Land Surveying	2017-01-31

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DPOR License Lookup License Number 0407005489

License Details

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

Related Licenses ¹

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

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DPOR License Lookup License Number 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 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 0402036809

License Details

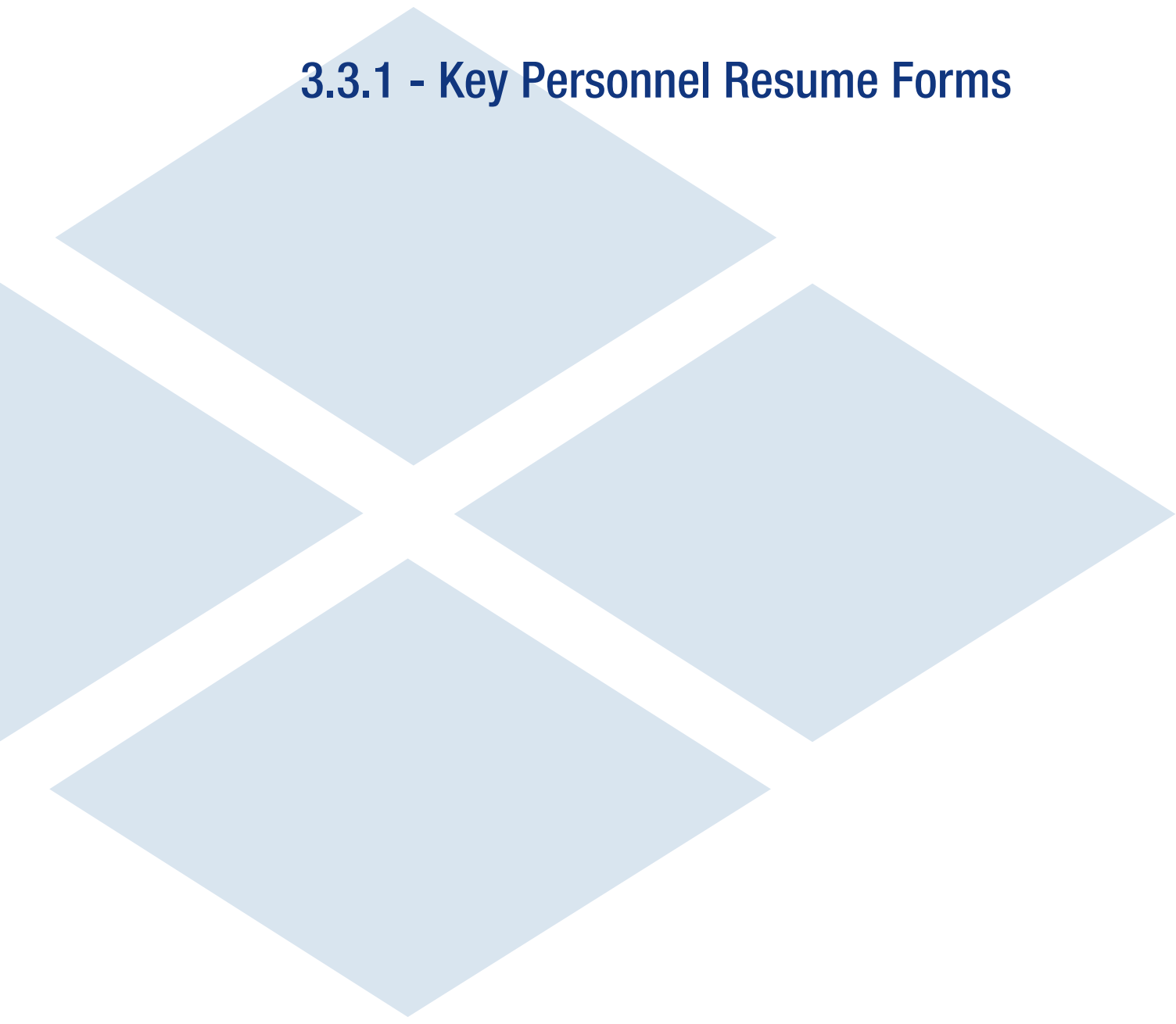
Name	ALLEN, RICHARD MEINRAD
License Number	0402036809
License Description	Professional Engineer License
Rank	Professional Engineer
Address	BRISTOW, VA 20136
Initial Certification Date	2001-11-30
Expiration Date	2017-11-30

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3.3.1 - Key Personnel Resume Forms



ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Jeff Austin, PE, DBIA, Vice President
b.	Project Assignment: Design-Build Project Manager
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.	<p>Employment History: With this Firm 16 Years With Other Firms 8 Years</p> <p>Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC Vice President, July 2011 to Present</p> <p>Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owner's representatives, designers, construction staff and quality teams.</p> <ul style="list-style-type: none"> ▪ Route 659-Reconstruct to 4-Lanes Design-Build (\$45.5M) - 10/2015 to 12/2018 - Design-Build Project Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$90M) - 6/2014 to 8/2018 - Design-Build Project Manager ▪ Gloucester Parkway Extension Design-Build (\$26M) - 3/2014 to 8/2016 - Design-Build Project Manager ▪ I-66 Widening Design-Build (\$56M) - 9/2013 to 8/2016 - Design-Build Project Manager ▪ Route 28 Corridor Improvements Design-Build (\$442M) - 9/2004 to 5/2017 - Design-Build Project Manager ▪ Route 7 Westbound Truck Climbing Lane Design-Build (\$28M) - 11/2013 to 12/2015 - Design-Build Project Manager ▪ I-64-Exit 91 Interchange Improvements Design-Build (\$20.5M) - 10/2012 to 12/2015 - Design-Build Project Manager ▪ Route 27/244 Interchange Modifications Design-Build (\$32.5M) - 9/2011 to 11/2015 - Design-Build Project Manager ▪ Pacific Boulevard Extension Design-Build (\$5.9M) - 7/2011 to 7/2013 - Design-Build Project Manager ▪ Route 50 Widening Design-Build (\$77M) - 3/2011 to 12/2015 - Design-Build Project Manager ▪ University Boulevard Extension PPTA Design-Build (\$30.7M) - 3/2011 to 12/2013 - Design-Build Project Manager ▪ Pacific Boulevard Design-Build (\$19.3M) - 7/2008 to 8/2010 - Design-Build Project Manager ▪ Battlefield Parkway Design-Build (\$26.9M) - 7/2007 to 11/2009 - Design-Build Project Manager ▪ Dulles Greenway Capital Improvements Design-Build (\$71M) - 5/2005 to 12/2007 - Design-Build Project Manager <p>Senior Project Manager, October 2000 to September 2004</p> <p>Responsible for daily management of large construction projects, including project budgeting, project cost controls, project CPM scheduling, schedule updates, owner requisitions, public relations and subcontractor management.</p> <ul style="list-style-type: none"> ▪ Springfield Interchange Phase IV, (\$140M) - 10/2000 to 9/2004 - Responsible for managing construction
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University/Blacksburg, VA/B.S./1992/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 1999/Professional Engineer/0402 033555 2015/DBIA Design Build Professional Certification
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than 15 years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. I-66 Widening Design-Build – Prince William County, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (9/2013 – 8/2016)

Jeff was the Design-Build Project Manager overseeing the \$56 million design-build project. Jeff was responsible for management and direction of the discipline managers for the overall design-build process including design, environmental permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction. Jeff was responsible for communication and coordination with VDOT, the Town of Haymarket, permitting agencies, impacted property owners, and other stakeholders on the Project. This included intense coordination with adjacent VDOT projects to schedule operations and integrate areas of overlapping design to ensure that the two projects could be constructed safely and efficiently. The scope of the Project included the widening of Interstate 66 (“I-66”) from a 4-lane divided freeway, to an 8-lane divided freeway. The project added one high occupancy vehicle (HOV) and one general purpose lane to I-66 in each direction between Route 15 and Route 29 in Prince William County, bringing I-66 to a total of 4-lanes in each direction through this area. The project also included 12’ paved shoulders, storm drainage, storm water management facilities, Intelligent Transportation System (ITS) components for managing traffic volumes, improving flow and enhanced incident response; overhead sign structures; utility relocations; and the reconstruction of two overpasses (Catharpin Road and Old Carolina Road) to include 2-lanes and shared-use paths. Similar to the I-66 Eastbound Widening project, this project included extensive noise mitigation with over 250,000 sf of noise barriers lining both sides of I-66 through the project limits. It also includes retaining walls and roadway lighting.

2. Dulles Greenway Capital Improvements - Loudoun County, Virginia

Shirley Contracting Company, LLC, Design-Build Project Manager (5/2005 – 12/2007)

Jeff was responsible for the overall contract administration for this \$71 million design-build project. He managed and integrated the individual design-build disciplines including design, permitting, utility relocations, and construction to ensure constructability, safety, and mobility for the improvements on this limited access toll facility. Jeff led the Team in developing and implementing a detailed TMP Plan to widen 6.2-miles of highway including 14 bridges, with minimal impact to the more than 70,000 vpd using the facility. He was the main point of contact for the communication and coordination with the Owner, VDOT, the Town of Leesburg, MWAA, permitting agencies, and other stakeholders. Jeff developed the CPM schedule and monitored project controls for the duration of the contract. In recognition of the success of this project, he was part of the design-build team that received the Design-Build Institute of America *2008 Regional Design-Build Excellence Award*. The Design-Build project included the widening the mainline roadway from 4 to 6-lanes for 10 miles, improvements to the existing Greenway interchange at Route 606, and new interchanges at Routes 653 and Route 654, extensive daily maintenance of traffic operations, and stakeholder coordination. All work was coordinated with maintenance of traffic operations with critical elements being performed at night for safety and traffic operations considerations. Elements of the construction scope required that all improvements be completed without any loss to the capacity of the toll facility, in a manner that maintained all existing access and traffic movements, and in a safe high-quality manner. With over 75,000 vehicles per day utilizing the facility, the Team successfully achieved this goal.

3. Route 28 Corridor Improvements Project - Fairfax and Loudoun Counties, Virginia

Shirley Contracting Company, LLC, Design-Build Manager (9/2004 – 5/2017)

Jeff led the Shirley/Dewberry Team's efforts through the successful completion of multiple components of the Route 28 PPTA program that total more than \$442 million. He is responsible for leading the Team through all phases of the design-build process including design, environmental permitting, right-of-way acquisition, utility relocations, public outreach, construction, and quality control and assurance. Jeff is the primary point of contact for our Team coordinating the design and construction with VDOT, MWAA, NVRPA, local landowners, developers, and the Fairfax and Loudoun County Departments of Transportation and Boards of Supervisors. The project included many characteristics that are similar to the I-66 Eastbound Widening project including the widening of an existing limited access highway in a heavily congested traffic environment, widening of existing bridges and approach slabs, and the construction of new bridges over the W&OD Trail (at Atlantic Boulevard and Church Road). The project included an extensive successful public outreach program including maintenance of a project website, numerous public hearings and citizen information meetings, groundbreaking and ribbon cutting ceremonies for each component project and distribution of notices for project updates and notification of traffic changes.

* 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 (including part time assignments). *N/A*

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Richard Allen, P.E., DBIA, Quality Assurance Manager
b.	Project Assignment: Quality Assurance Manager
c.	Name of Firm with which you are now employed at the time of submitting SOQs. In addition, please denote the type of employment (Full time/Part time): Quinn Consulting Services, Inc. – Full Time
d.	<p>Employment History: With this Firm 3 Years With Other Firms 18 Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Richard is a professional engineer and design-build professional with over 20 years of experience in quality assurance and engineering with a heavy emphasis in the construction of transportation and transit facilities. His Design-Build transit and transportation experience includes Quality Assurance on both the design and construction phases of the Washington DC Silver Line Metrorail Extension and Quality Assurance during the construction phase of the 95 Express Lanes South of Washington DC. Richard has provided professional services on both design-build and design-bid-build transit and transportation projects where he has held the positions of Quality Assurance Manager (QAM), Quality Assurance/Quality Control Manager, Resident Engineer, Regional Engineer, and Senior Structural Engineer.</p> <p>Quinn Consulting Services, Inc., Quality Assurance Manager - 9/2013 – Present Responsible for overseeing all project QA staff and for verifying that all work performed on the project was inspected and tested in accordance with the <i>VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and P3 Projects.</i></p> <ul style="list-style-type: none"> ▪ Route 772 – Transit Connector Bridge Design-Build, Loudoun County, VA ▪ Route 7 over Dulles Toll Road (DTR) Design-Build, Vienna, VA. ▪ District of Columbia Water & Sewer Auth. (DC Water) – Div. I – Main Pumping Station Diversions. ▪ I-64 Capacity Improvements – Segment I Design-Build, Newport News, VA ▪ I-95 Express Lanes, VDOT Design-Build PPTA Project. <p>Dulles Transit Partners Senior Structural Engineer – 12/2007 to 9/2013 Richard worked on the \$2.75 Billion Dulles Metrorail (Phase 1 - Silver Line) Design-Build PPTA Project in Northern, Va. During the design phase of the project he provided oversight for a group of design engineers with the overall goal of providing a quality design package with respect to completeness, accuracy, and consistency between various design package submittals. His specific responsibilities included the review of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards and applicable specifications and codes such as WMATA, VDOT, AREMA, AASHTO, ASCE, ACI, PCI, and IBC. During the construction phase of the project, he performed site inspections and monitored quality of materials and workmanship and assisted the construction team in addressing field issues as they arose on the project. He also, developed remedial solutions to correct non-conformance issues.</p> <p>The Reinforced Earth Company Senior Civil Design Engineer – 5/2000 to 12/2007 Richard worked for this national leader in Mechanically Stabilized Earth (MSE) wall design and material supplier as a Senior Civil Design Engineer. His responsibilities included final engineering and design of MSE wall shop drawings for specific regions of the United States. He was also responsible for addressing both field design and quality control issues as related to both MSE and noise walls.</p>
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Old Dominion University/M.Eng./1995/Civil Engineering Pennsylvania State University/BS/1992/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: Registered Licensed PE in VA (#0402036809, Expires 11/30/17)
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. Route 7 over Dulles Roll Road (DTR), Vienna, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (6/2015 to 12/2017)

Richard is the QAM for this \$45 million design-build project widening Route 7 west of Tyco Road to include two existing bridges over the DTR and Airport Access Highway. This project consists of the following activities: new construction of Route 7 west of Tyco Road to tie into previous Route 7 improvements conducted under the Metrorail (Silver Line) Project including widening from 4 to 6- lanes; complete deck replacements of two bridges over the DTR including abutments and substructure repairs; addition of a shared use path in each direction of Route 7; drainage & storm water management improvements; design & construction of several noise barrier and MSE abutment walls. Richard is responsible for overseeing the Project Quality Assurance Process, providing oversight of the project QA staffing and coordination of QA/QC testing requirements. Additional responsibilities include verification that all work performed on the project is inspected and tested in accordance with the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects and the Project Specific QA/QC Plan. The project scope included roadway; survey; structure and bridge; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management.

2. 95 Express Lanes, Fairfax, Prince William and Stafford Counties, VA

Quinn Consulting Services, Inc., Quality Assurance Manager (9/2013 to 10/2015)

Richard was the QAM on this nearly \$1 billion Design-Build project financed, constructed and operated under Virginia's Public-Private Transportation Act (PPTA). The 95 Express Lane project was divided into the following four segments: Segment 1 (8.3-miles) from Garrisonville Road to Dumfries Road, included a 2-lane reversible section on a new location (7 new bridges, inclusive of 2 flyovers & NB slip ramp); Segment 2 (7-miles) from Dumfries Road to Prince William Pkwy., maintained the geometry of the existing roadway; Segment 3 (11.9-miles) from Prince William Parkway to I-495, added 3rd Lane; and Segment 4 (2.2-miles) from I-495 to North of Edsall Road, added 3rd Lane. His responsibilities included implementing and maintaining the Quality Management System (QMS) throughout the project; providing leadership to a team of Quality Assurance (QA) inspectors responsible for monitoring and verifying the Quality Control (QC) process; scheduling, facilitating, and preparing meeting minutes for preparatory inspection meetings; initiating the non-conformance process for those items reported by the QA Inspection and testing team; conducting internal and external design and construction auditing; overall internal auditing responsibilities to verify that the QA/QC material sampling and testing process meets or exceeds the contract minimum requirements and the materials notebook documentation is in conformance with the established process. Project scope included roadway; survey; structure and bridge; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management.

3. District of Columbia Water & Sewer Auth. (DC Water) – Div. I – Main Pumping Station Diversions (MPS-D)

Quinn Consulting Services, Inc., Quality Assurance Manager (6/2014 to 10/2017)

Richard is the Quality Assurance/Quality Control (QA/QC) Manager on this \$53 million design-build project that is constructed under the DC Clean Rivers (DCCR) Project. The MPS-D Project is a component of the overall DCCR Project put in place to control and consolidate combined sewer overflows at the MPS, permitting overflows to be conveyed to the Blue Plains Advanced Wastewater Treatment Plant via the existing Blue Plains Tunnel. The MPS-D Project will also contain storm surge storage providing surge relief and reduced surge water surface elevations during critical rain events. Richard is responsible for the Project's Materials Testing Program; the production of Inspector's Daily Reports (IDR's) and other records required to document the inspection and testing activities including material acceptance; and for completing daily and weekly QA Reports for and other quality records for review and acceptance by the Owner. Project scope included roadway; survey; structure and bridge; environmental; geotechnical; hydraulics; traffic control devices; TMP; ROW; utilities; public involvement/relations; QA/QC; ITS; construction engineering and inspection; project management

Specifics responsibilities include:

- Development and implementation of the Construction Quality Control Plan (CQMP), including detailed procedures for the management of the QA/QC program and task specific procedures tailored to individual construction activities.
- Ensuring adequate coordination between the design and construction entities of the design-build team.
- Ensuring appropriate documentation of all construction QA/QC activities is produced and detailed records are kept and available for inspection at any time.
- Ensuring that test equipment is suitably calibrated, that records of the calibrations are kept, and that Independent Testing Laboratories are appropriately certified and resourced.
- Managing non-conformance reporting and close out, including the use of Corrective Action Reports (CAR's) and Non-Conformance Notices (NCN's).
- Establishing an internal and external audit schedule for the construction quality management system, and initiating and facilitating the audit process.
- Meeting the objectives of the construction quality management system as defined in the CQMP.

* 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 (including part time assignments). **N/A**

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 provide by engineering staff.</p> <ul style="list-style-type: none">▪ Route 772 Transit Connector Bridge Design-Build (\$16.5M), 4/2016-6/2017 – 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 (\$96M), 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–Contract C Design-Build (\$520M), 11/2007 to 11/2011 – Area “E” 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 6/2015 (Design) – Design Manager▪ I-66 Improvements (\$215M), 6/1999 to 11/2011 (Design) – Project Manager
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute & 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.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none">1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>2. <i>Note whether experience is with current firm or with other firm.</i>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i> <p>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</p>

1. Interstate 66 Improvements – Prince William County, Virginia

Dewberry Consultants LLC, Design Project Manager (6/1999 – 11/2011)

Steve was responsible for design and coordination of more than \$200 million of construction improvements along I-66, leading the design of phased improvements to widen I-66 from 4-lanes to 8-lanes between Manassas and Gainesville, reconfigure the I-66/Route 29 Interchange in Gainesville, complete a new overpass of I-66 on new alignment, and construct a single point urban interchange (SPUI) and railroad grade separation at Route 29 and Linton Hall Road. The widening of I-66 was completed primarily in the median in an effort to reduce right-of-way impacts long the corridor. ITS and DMS facilities were installed along the entire length of the I-66 widening to accommodate future device installation. 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.

2. I-64 Capacity Improvements, Segment I Design-Build – City of Newport News, Virginia

Dewberry Consultants LLC, Design Manager (3/2015 – 2/2016 (Design))

This \$96 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 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. As part of the noise analysis, Steve responded directly to property owner questions and coordinated the public survey notification and “voting” process prior to completion of the final noise analysis report, which was necessary for the installation of more than 2 miles of noise barriers. 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.

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

Dewberry Consultants LLC, Design Manager (5/2005 – 9/2007)

Steve was responsible for design oversight of this \$71 million capital improvement project which consisted of 9 independent interchange, 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 as well as all internal design disciplines. 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 (including part time assignments). **N/A**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Mike Trabucco, PE, Contract Manager
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.	<p>Employment History: With this Firm 11 Years With Other Firms 0 Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below):</p> <p>Shirley Contracting Company, LLC Contract Manager, June 2010 to Present Responsible for providing oversight and monitoring of all stages of the design-build project life cycle; coordination with internal and external stakeholders; ensures project delivery in accordance with the project schedule; works closely with owner's representatives, designers, construction staff and quality teams. Responsibilities also include safety training and enforcement as well as equipment control and reporting.</p> <ul style="list-style-type: none"> ▪ Route 7/659 Interchange (\$45.5M) - 9/2016 to 2/2019, Construction Manager ▪ I-66 Widening Design-Build (\$56M) - 9/2013 to 8/2016, Construction Manager ▪ I-66/Route 29/Linton Hall Interchange Project (\$75M) - 6/2011 to 6/2015, Construction Manager ▪ Rollins Ford Road Phase IV (\$16M) - 8/2012 to 5/2014, Project Manager/Construction Manager ▪ Main Post Infrastructure, Phase II (\$35M) - 6/2010 to 11/2012, Project Manager <p>Assistant Construction Manager/Assistant Project Manager, July 2007 – June 2010 Responsible for constructability reviews, developing and updating CPM schedule and coordinating utility design and relocations. Provided QC oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements ensuring compliance, conducted regular jobsite safety meetings, public notifications/awareness and preparation/obtaining and reviewed required material documentation, daily communication with the QC Staff for scheduling the work and QC/QA inspections.</p> <ul style="list-style-type: none"> ▪ Route 28/Willard Road Design-Build (\$20M) – 7/2007 to 12/2009, Assistant Project Manager ▪ Route 28/Frying Pan Road Interchange Design-Build (\$14.5M) – 10/2007 to 12/2009, Assistant Project Manager ▪ Centreville Road Widening Design-Build (\$30M) – 10/2006 to 9/2008, Assistant Construction Manager <p>Project Engineer, May 2005 – October 2006 General responsibilities included management and documentation of daily field construction activities; quantity and material tracking, ordering of materials; subcontractor coordination and management; oversight of quality control activities.</p> <ul style="list-style-type: none"> ▪ Route 28/McLearen Road Interchange Design-Build (\$15M) – 5/2005 to 10/2006, Project Engineer ▪ Route 28/Westfields Boulevard Interchange Design-Build (\$27M) - 5/2005 to 3/2006, Project Engineer
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Pennsylvania State University, University Park, PA/BS/2005/Civil Engineering
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2010/Professional Engineer/0402 047952 Will obtain both VDOT Erosion and Sediment Control Contractor Certification (ESCCE) and Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to commencement of construction.
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your specific responsibilities and authorities for each project, not those of the firm.</i> 2. <i>Note whether experience is with current firm or with other firm.</i> 3. <i>Provide beginning and end dates for each project; projects older than 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-66 Widening Design-Build Project – Prince William County, VA

Shirley Contracting Company, Construction Manager (9/2013 – 8/2016)

Mike was responsible for the management of all construction activities on the \$56 million widening of I-66. His duties included developing and updating the Cost and Resource Loaded CPM schedule, conducting regular jobsite safety meetings, public notifications/awareness and ensuring compliance with the contract documents, specifications and standards. The scope of the Project included the widening of I-66 from a 4-lane divided freeway, to an 8-lane divided freeway. This project added one high occupancy vehicle (HOV) and one general purpose lane to I-66 in each direction between Route 15 and Route 29 in Prince William County, bringing I-66 to a total of 4-lanes in each direction through this area. The project also included 12' paved shoulders, storm drainage, storm water management facilities, Intelligent Transportation System (ITS) components for managing traffic volumes, improving flow and enhanced incident response; overhead sign structures; utility relocations; and the reconstruction of two overpasses (Catharpin Road and Old Carolina Road) to include two lanes and shared-use paths. It also included retaining walls, noise barriers and roadway lighting.

2. I-66/Route 29/Linton Hall Interchange Project – Prince William County, VA

Shirley Contracting Company, Construction Manager (6/2011 – 9/2015)

Mike was responsible for management of all construction operations for the \$75 million project in Gainesville. His duties included developing and updating the Cost and Resource Loaded CPM schedule, conducting regular jobsite safety meetings, public notifications/awareness and ensuring compliance with the contract documents, specifications and standards. He also coordinated and scheduled work with his project team including material deliveries, rental equipment, trucks, Shirley's crews, subcontractors and lane closures. Mike communicated with VDOT and consultant inspectors for scheduling of the work and Quality Control and Quality Assurance inspections, submission of shop drawings, RFI's, ROA's, RCA's, Traffic Control Plans, Structural Steel Erection Plans, materials documentation, EEO documentation and pay requests. The project scope included widening Route 29 to 6-lanes from I-66 to Virginia Oaks Drive, create a grade-separated interchange for Route 29/Linton Hall Road, construct three new bridges to eliminate two at-grade Norfolk Southern Railroad crossings, and the realignment/reconstruction of three ramps on I-66. Phased Construction included construction and removal of several traffic detours; earthwork operations with approximately 105,000 cy of excavation and 947,000 cy of embankment; storm and water utility installation/relocation; signal installation/modifications; roadway lighting, TMS and signage; 10 MSE retaining walls, and four new bridges.

3. Centreville Road Widening Design-Build – Centreville, VA

Shirley Contracting Company, Assistant Construction Manager (8/2006 – 9/2008)

Mike was responsible for constructability reviews during the design process, developing and updating the CPM schedule and coordinating utility design and relocations that included water main, Dominion Virginia Power, Verizon, fiber optics and other utilities. He also provided Quality Control oversight of construction in accordance with the approved contract plans and within permit and regulatory requirements ensuring compliance, conducting regular jobsite safety meetings, public notifications/awareness and preparation/obtaining and reviewing required material documentation, daily communication with the Quality Control Staff from Dewberry for scheduling the work and Quality Control and Quality Assurance inspections. His duties also included daily coordination and scheduling of the work, material deliveries, rental equipment, trucks, Shirley's crews, subcontractors and lane closures for the phased construction of the project that consisted of earthwork, signals, storm drainage, retaining walls, and SWMP basins. Project scope included widening and reconstruction of existing Centreville Road to 4-lanes from Metrotech Drive to McLearn Road for approximately 2-miles.

* 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 (including part time assignments).

Mike is assigned on a part time basis to the Route 7/659 Interchange Project, which is currently scheduled for a February 2019 completion. This assignment is an oversight role and is not a requirement of the contract. He will be available full time prior to the start of construction of the I-66 Eastbound Widening Inside the Beltway Project.

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: 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	\$56,135* *Difference Due to Owner added scope	\$56,135

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 I-66 EASTBOUND WIDENING INSIDE THE BELTWAY

- Design-Build Delivery
- Interstate Widening
- Bridge Construction
- Noise Barrier Walls
- Maintenance of Traffic
- ITS
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Teamed with Lead Designer – Dewberry
- Key Personnel
 - ✓ Jeff Austin
 - ✓ Mike Trabucco
 - ✓ Steve Kuntz

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, and ability to work with adjacent concurrent construction under separate contracts. 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 the I-66 Eastbound Widening Inside the Beltway Project, the I-66 Widening Project included interstate widening and extensive maintenance of traffic operations.*

Utilizing our previous experience 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 effort, a paved shoulder was maintained in almost all areas of the Project. In areas where paved shoulders could not be maintained, Shirley prioritized construction of those areas and reopened them as soon as they were completed. In partnering with the VDOT, Shirley agreed to not perform lane closures during peak periods not originally identified in the TMP and in turn 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. In addition, the most impactful operation on a job like this was 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 4 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 S.F. 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, management and oversight and construction, right-of-way acquisition, permitting, utility relocations, public outreach, overall Project administration, 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. 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.*
2. This same corridor of I-66 is known for having rock at or near the surface. The Shirley Team utilized their 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.
3. 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.
4. Entered into Memorandum of Understanding with Lane Construction for coordination of scope with their adjoining project to construct the I-66 Route 15 interchange.

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

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

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



SIMILARITIES TO I-66 EASTBOUND WIDENING INSIDE THE BELTWAY

- Design-Build Delivery
- Limited Access Roadway Widening
- Widening of 14 Bridges
- Complex MOT Operations
- ITS Infrastructure
- Environmental Permitting
- Utility Relocations
- Partnering
- Multiple Agency Plan Review/Coordination
- Teamed with Lead Designer – Dewberry
- Key Personnel
 - ✓ Jeff Austin
 - ✓ Steve Kuntz

PROJECT NARRATIVE:

In March 2005 TRIP II awarded Shirley Contracting Company LLC, (Shirley) the **\$71 million** Dulles Greenway Design-Build Capital Improvement Program. Our Team was chosen by TRIP II in large part because of our highly successful experience working together as a design-build team, excellent safety record, partnering approach, and experience integrating all of the various project elements. The Project entailed designing and constructing the ultimate widening and improvements to the Greenway, comprised of eight individual projects combined into a single design-build program. Shirley served as the Lead Contractor and Dewberry Consultants LLC was the Lead Designer. ***Similar to the I-66 Eastbound Widening Inside the Beltway Project***, the Dulles Greenway project included over 6-miles of roadway widening of the mainline that was completed in the median to avoid right-of-way and easement acquisitions, and work was coordinated with the existing toll collection facilities and equipment. In recognition of the owner's satisfaction with our Team's work, TRIP II awarded Shirley, mid-way through the project schedule, a design-build change order to complete improvements to an additional interchange at Route 772. ***Even with this added scope, the Design-Build Team completed the original contract work and the additional interchange by the original completion date of December 2007.***

Critical elements of the scope required that all improvements be completed without any loss to the capacity of the toll facility, in a manner that maintained all existing access and traffic movements, and in a safe high-quality manner. With ***over 75,000 vehicles per day*** utilizing the facility, the Team successfully achieved each of the goals.

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

PROJECT SCOPE:

- Widening of the mainline roadway from 4 to 6-lanes for a distance of 6.2 miles
- Extensive Maintenance of Traffic Operations
- Widening of 14 mainline bridges including 2 bridges over Goose Creek
- Expansion of the mainline toll plaza
- Environmental permitting
- Utility relocation
- Comprehensive Project Specific Safety Program - over 300,000 man hours with no lost time accidents
- 2-new interchanges at Battlefield Parkway and Shreve Mill Road
- Enhancements to an existing interchange at Route 606

SHIRLEY'S ROLE:

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. ***Shirley opened the mainline widening of the Greenway six months ahead of schedule.***
2. In addition to enhanced safety features and increased capacity in final design, our Team developed detailed Traffic Management Plans that focused on maintaining lane widths and travel speeds and reduced the impact to traffic during interim construction phases.
3. Shirley ***partnered with the Town of Leesburg and the local community*** to avoid impact to soccer fields. A segment of the Town's right-of-way was acquired for the Project and was being used for little league soccer games. Shirley resequenced the CPM schedule to avoid impacting the area until after the completion of the soccer season, allowing the community time to find alternate playing fields for the next season. ***This schedule resequencing was completed at no cost to the Owner, without impacting the project completion date and is an example our Team's willingness to partner with the Owner and local communities to maintain positive public perception.***
4. We established a comprehensive, project specific, ***Safety, Health and Welfare Program*** for the Greenway to assure the safety of everyone on the project. On the Greenway, our employees ***logged more than 300,000 man hours with no lost-time accidents.***
5. All work was performed with no reduction in capacity for the 75,000+ vehicles per day utilizing the existing toll facility.

AWARDS:

- ***2008 Regional Design-Build Excellence Award*** for large transportation projects presented by the Design-Build Institute of America (DBIA).

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

a. Project Name & Location	b. Name of the prime design consulting firm responsible for the overall project design.	c. Contact information of the Client or Owner and their Project Manager who can verify Firm's responsibilities.	d. Contract Completion Date (Original)	e. Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement.(in thousands)
					Original Contract Value	Final or Estimated Contract Value	
Name: 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: H.S.Warraich@VDOT.Virginia.gov	9/2011	9/2011	\$85,557	\$91,183* *Difference Due to Owner added scope	\$91,183

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. 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 I-66 EASTBOUND WIDENING INSIDE THE BELTWAY

- Interstate Widening
- Widening of 10 Bridges
- Complex MOT Operations
- Communication & Coordination with VDOT
- Noise Barrier Walls
- High Traffic Volumes
- Stakeholder Coordination
- Overhead Sign Structures and Lighting
- ITS Infrastructure

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/noise barrier combination walls, and over 2.5 miles of storm pipe installation. All work was completed on a major interstate in a heavily congested area. With only existing 10' wide shoulders and limited right-of-way for construction, the new outside travel lanes and shoulders were constructed in minimal construction space using specialized equipment and paving techniques. During off-peak travel hours, structural steel erection, 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 noise barrier walls took into account the poor Potomac Clay soils prevalent in the area for global stability failures. All work was completed on time and within VDOT's project budget. *Similar to the I-66Eastbound Widening Inside the Beltway Project*, the I-95 4th Lane Widening project included interstate widening and extensive maintenance of traffic operations.

PROJECT SCOPE:

- Widening of Interstate 95 north and southbound for over 11 miles
- 10 Bridge Widenings
- Widening dual span bridge over the Occoquan River
- Maintaining heavy interstate traffic volumes with minimal impacts
- 145,000 SF of Noise Barrier Wall
- Installation of over 70,000 SF of combination retaining/sound barrier walls
- Installation of new substructure abutments and piers, structural steel girders and new bridge deck concrete and joints.
- Roadway lighting and signage including 15 overhead structures.
- Extensive earthwork operations-240,000 CY of material
- Installation of significant quantities of storm water piping, water, sanitary line installation/relocation
- Comprehensive Project Specific Safety Program—all work performed with a zero Lost Time Record

SHIRLEY'S ROLE:

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. Our All work was performed *with no safety incidents and the project achieved 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 95 Express Lanes contractors.
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(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	\$96,221 * *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 I-66 EASTBOUND WIDENING INSIDE THE BELTWAY

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – Interstate Widening
- Hydraulic Design
- Interstate Bridge Widening Design
- Noise Barrier Analysis and Design
- ITS
- Multi-Stages of TTC
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley

- Key Personnel
 - ✓ Steve Kuntz

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
- 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, and ITS 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 required by the scope of the project. 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.

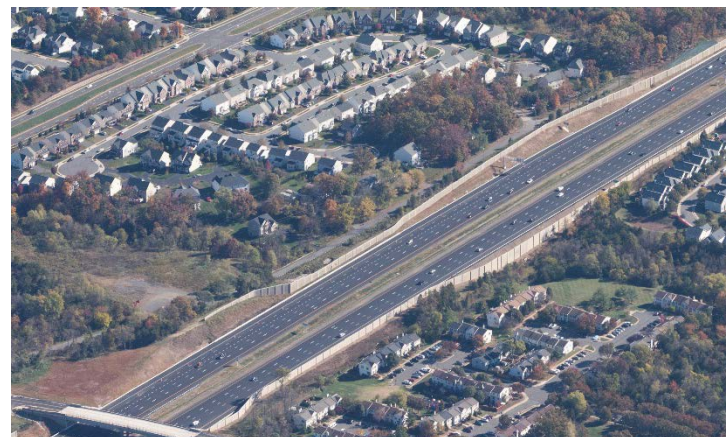
Recognizing the short duration of the construction contract, Dewberry developed and received approval on an advance plan set which provided details for outside shoulder temporary strengthening, which allowed traffic to be shifted to the outside so temporary barrier could be installed along the median. 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.

The I-66 Eastbound Widening Inside the Beltway project will include many elements which are virtually identical to those which our Team encountered and addressed on the I-64 Segment I project. Median widening and widening of existing bridges will be similar to work we recently completed, and auxiliary lane extensions at the Exit 69 (Lee Highway) and Exit 71 (Glebe Road/Fairfax Drive) is expected to be similar to the auxiliary lane extensions incorporated on I-64 Segment I at the Fort Eustis Boulevard Interchange. Noise barrier improvements, and ensuring alignments avoid environmental impacts and drainage facilities while also providing the required attenuation will be a critical improvement to this Project, and we will successfully design these barriers based on experience gained on the I-64 Segment I project.

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	\$56,135* *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 I-66 EASTBOUND WIDENING INSIDE THE BELTWAY

- Design-Build Delivery
- Field Survey and Base Mapping
- Environmental Permitting
- Geotechnical Investigations
- Roadway Design – Interstate 66 Widening
- Hydraulic Design
- Structural Design
- Noise Barrier Analysis, Public Survey, & Design
- Traffic Engineering Design
- Multi-Stages of TTC
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Key Personnel
 - ✓ Steve Kuntz
 - ✓ Jeff Austin
 - ✓ Mike Trabucco

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

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

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

The widening of I-66 is similar to widening of EB I-66 inside the beltway as a majority of the work was completed within the existing roadway right-of-way in order to avoid acquisition of additional right-of-way from adjacent properties. Noise barrier installation also extended for almost the entire length of the project along both sides of the road, and alignment modifications were incorporated to reduce easement impacts, eliminate drainage conflicts, and accommodate ITS and stormwater management facility improvements.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

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

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: 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 I-66 EASTBOUND WIDENING INSIDE THE BELTWAY

- Interstate, Interchange, and Local Roadway Design
- Multiple -Phase Traffic Control Plan
- Field Survey and Base Mapping
- Environmental Permitting
- Utility Relocation
- Geotechnical Investigations
- Structural Design
- ITS, Lighting, Electrical and Signal Design
- Noise Barrier Analysis, Public Survey, & Design
- Quality Assurance / Quality Control
- Coordination With Multiple Stakeholders
- Key Personnel
✓ Steve Kuntz

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' profile adjustment, full depth pavement replacement and complete bridge reconstruction along the Beltway while maintaining all existing lanes and traffic operations. Our concept avoided impacts to the Eisenhower Avenue Metro Station and Aerial Guideway by reconfiguring ramp alignments and implementing Low Density Cementitious Fill for embankments near existing Metro foundations. To account for poor existing subsurface conditions, densified aggregate piers, wick drains, and compaction grouting were utilized.

Cost savings realized from the reduced project impacts generated additional construction funds. In turn, VDOT authorized Dewberry to develop an innovative design to convert the Telegraph Road/Huntington Avenue/North King's Highway at-grade intersection to a grade-separated urban interchange with three additional bridges - addressing traffic congestion along Telegraph Road. Dewberry incorporated the changes into 80% complete plans and met the established advertisement dates which was critical to the overall success of the project.

PROJECT SCOPE:

- Field Surveys, Aerial Mapping and Utility Locating
- Geotechnical Investigations and Reporting
- Interstate, Interchange and Local Roadway Design
- Structural Design – Including 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
- Stormwater Management, Hydraulic, Scour and E&S Control Design
- Environmental Permitting Services and Mitigation Design
- Floodplain Modeling (Cameron Run) and Hydraulic Design
- Coordination with WMATA and other Public Agencies
- Public Meeting Preparation, Attendance, Outreach and Support
- Public and Private Utility Design and Coordination
- Sub-Consultant and DBE Management
- 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. 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.
2. The contractor achieved every milestone and earned all possible incentives in the contract.
3. Quote from a local citizen demonstrating the overall satisfaction with the efforts of VDOT, the Contractor and Dewberry in improving quality of life:
"To the people who worked on the Telegraph Road Interchange, thank you for the great design and elegant construction of the interchange with the Beltway, Kings Highway, Huntington, Duke and Eisenhower. I feel like you have given me back an hour a day, 15 days of my life every year that I am not sitting in the back up trying to go north on Telegraph in the morning, and south in the evening. When I consider the number of people who drive through that interchange, it is plain to see that your work has made a tremendous impact on the quality of life around here. You should be proud."
4. Limiting impacts to the traveling public and affected businesses and communities, including commitments to effective strategies to minimize congestion during construction:
 - Impacts to existing businesses and local land owners, particularly on the north side of the Beltway where a Holiday Inn, Courtyard by Marriot and various other commercial properties were in very close proximity to project, were avoided by designing a third-level loop ramp from northbound Telegraph Road to the Inner Loop which replaced the envisioned diamond interchange design and reduced the overall interchange footprint.
 - 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.