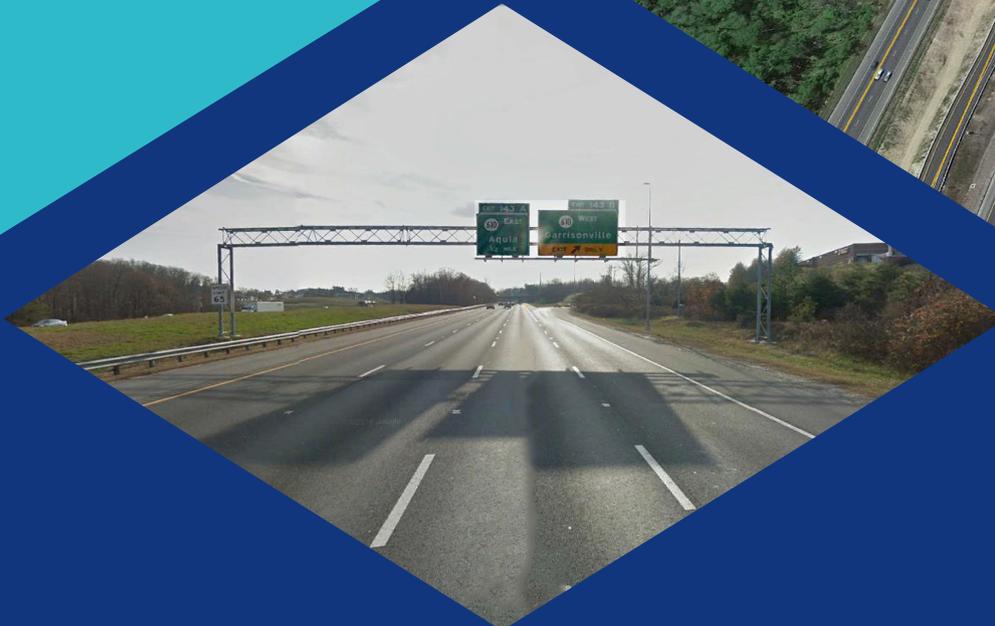
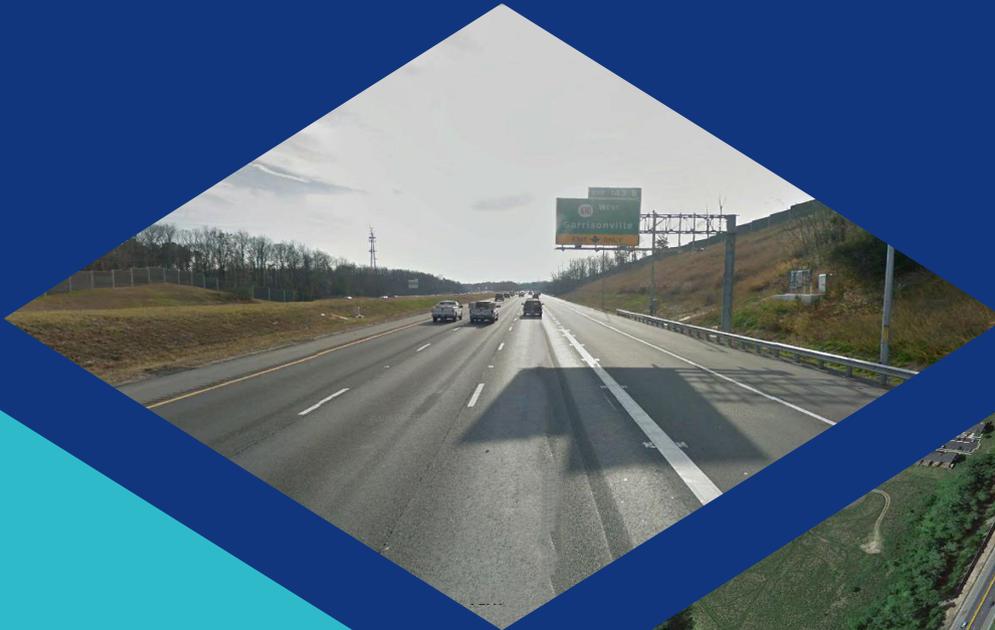


Response to Request for Qualifications

I-95 EXPRESS LANES - SOUTHERN TERMINUS EXTENSION

Stafford County, Virginia

State Project No.: 0095-969-720
Contract ID Nmber: C00T17210DB90



SUBMITTED BY:



IN ASSOCIATION WITH:



3.2 - Letter of Submittal



February 8, 2016

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

RE: I-95 Express Lanes – Southern Terminus Extension
Stafford County, Virginia
Contract ID Number: C00T17210DB90
3.2 Letter of Submittal

Dear Mr. Shah:

Shirley Contracting Company, LLC (Shirley), as the Offeror, is pleased to submit to the Virginia Department of Transportation (VDOT) our response to your Request for Qualifications (RFQ) for the project referenced above. With Dewberry as our Lead Designer, Shirley offers VDOT an experienced Team with a proven track record of delivering design-build projects on time, under budget, and with a partnering approach. To demonstrate our commitment and expertise, our Team, to date, has successfully completed over 25 design-build projects totaling more than \$2 billion.

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

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

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

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

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

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

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

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

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

3.2.10 - Virginia State Corporation Commission (SCC) and Virginia Department of Professional and Occupational Regulations (DPOR) registration information for all business entities on the Offeror's team are included in Attachment 3.2.10. Evidence of registrations and licenses are provided in the Appendix.

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

Sincerely,


Michael E. Post
President/CEO/Manager

3.3 - Offeror's Team Structure



3.3 Offeror’s Team Structure

Introduction

Shirley Contracting Company, LLC (Shirley) has the experience and personnel to successfully manage all design-build elements of the I-95 Express Lanes – Southern Terminus Extension Project (the Project). Shirley, along with Dewberry Consultants LLC (Dewberry) as our Lead Designer, are VDOT’s *most experienced design-build team having been awarded 16 VDOT design-build projects to date, valued at approximately \$900 million.* Each of these projects has provided our Team with a range of unique challenges that results in a level of experience that no other team can match.

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

Additionally, our Team brings design-build strength to the Project through our subconsultants and specialty firms. As shown in the table below and our Organizational Chart, we are including these firms to address specific elements to further mitigate risk and ensure a successful project.

Team Design-Build Experience

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

3.3.1 Key Personnel

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

Key Personnel Position	Name	Firm
Design-Build Project Manager	Jeff Austin, PE, DBIA	Shirley Contracting Company, LLC
Quality Assurance Manager	Richard Allen, PE	Quinn Consulting Services, Inc.
Design Manager	Steve Kuntz, PE, DBIA	Dewberry Consultants LLC
Construction Manager	Ricky Meyer	Shirley Contracting Company, LLC
ITS/Electrical Manager	David Nies-Berger	Elite Contracting Group

3.3 Offeror’s Team Structure

Each individual proposed as key personnel has extensive experience in the design, construction and administration of VDOT design-build projects, as well as significant 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 crucial that Key Personnel have an extended history of working together and an understanding of how all project disciplines interact. A successful team must integrate

the design, construction, QA/QC, right-of-way, utility, permitting, safety, 3rd party coordination, and public relations disciplines into a single, cohesive project. Our Team’s approach to ensuring successful integration of all disciplines is to establish a team environment that fosters open communication, promotes collaboration, and effectively resolves issues. Team members are granted authority and encouraged to make decisions at the lowest possible level and to elevate issue resolution to the next level if they cannot be resolved quickly. This approach includes collaboration with VDOT and other stakeholders and fosters a partnering environment. Efforts are further enhanced by a series of regular team meetings that encourage issue discussion and resolution.

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

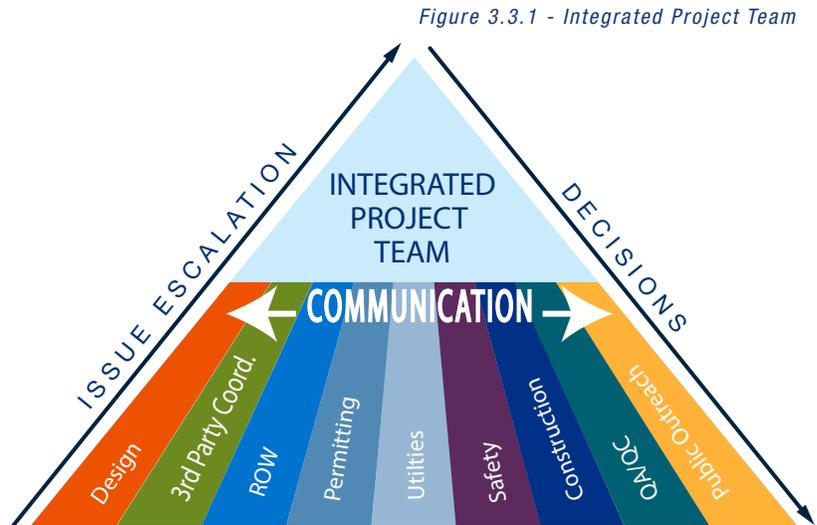


Figure 3.3.1 - Integrated Project Team

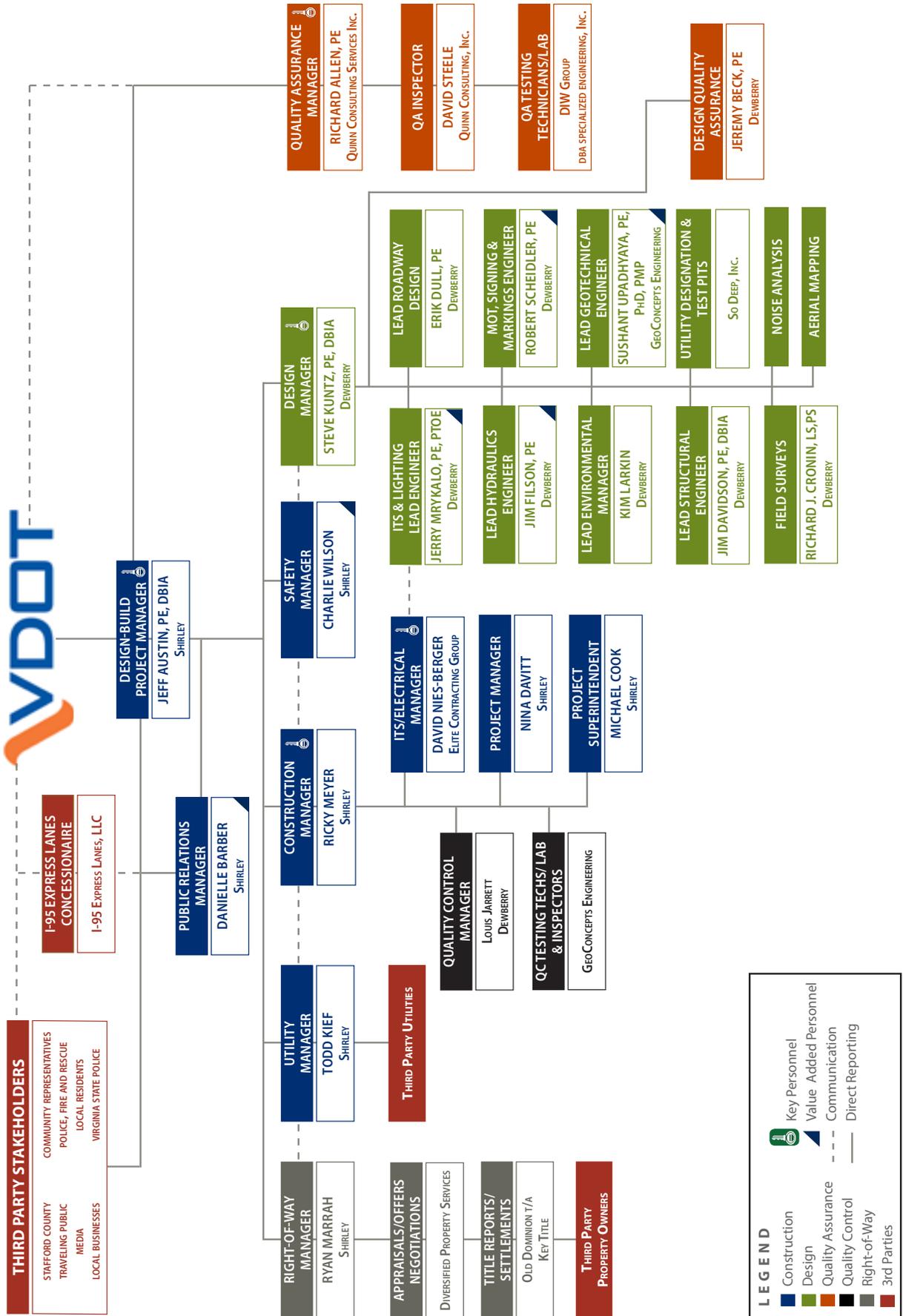
Value Added Position	Name	Firm
Lead Hydraulics Engineer	Jim Filson, PE	Dewberry Consultants LLC
ITS & Lighting Lead Engineer	Jerry Mrykalo, PE, PTOE	Dewberry Consultants LLC
MOT, Signing & Markings Engineer	Robert Scheidler, PE	Dewberry Consultants LLC
Lead Geotechnical Engineer	Sushant Upadhyaya, PE, Phd, PMP	GeoConcepts Engineering, Inc.
Safety Manager	Charlie Wilson	Shirley Contracting Company, LLC
Public Relations Manager	Danielle Barber	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

ORGANIZATIONAL CHART



3.3 Offeror's Team Structure

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

Design-Build Project Manager (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 the Department's representatives. He will lead our Team's effort with VDOT to communicate with all third-party stakeholders and coordinate all public outreach efforts, public meetings, and answer project inquiries. In addition, Jeff will coordinate with the I-95 Express Lanes Concessionaire.

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

Construction Manager (Ricky Meyer) reports to the D-B PM and has the responsibility to manage all aspects of construction and the Quality Control process. In addition he will manage the ITS/Electrical Manager during the design and construction phase. Prior to construction, Ricky will facilitate all constructability reviews for the design, work closely with the Utility Manager to plan relocations, and if required, coordinate with the Right-of-Way Manager to prioritize and schedule acquisitions. During construction, he is on site at all times, and maintains the project schedule, coordinates with the QC Manager, Project Manager, and Superintendent to ensure all construction materials and activities are in accordance with the Contract Documents. Ricky also communicates with the Design Manager to arrange for design engineer's review of construction submittals and shop drawings.

ITS/Electrical Manager (David Nies-Berger) reports to the Construction Manager and will be responsible for fiber, power, wiring, splicing, ITS and other associated device installation, inspection and testing. David is a Master Electrician.

3.3 Offeror's Team Structure

Value Added Positions ▲

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

▲ **Lead Hydraulics Engineer (Jim Filson, PE)** reports directly to the Design Manager and is responsible for the design of all drainage and stormwater management facilities. Our concern over stormwater management criteria and the condition of the existing drainage facilities is one of our Team's critical risks and the Lead Hydraulics Engineer has been identified as a *Value Added* position to address this risk and the challenges that it presents during design and construction. Jim has extensive experience with addressing water quality per II-B and II-C criteria.

▲ **ITS & Lighting Lead Engineer (Jerry Mrykalo, PE, PTOE)** reports directly to the Design Manager, and is responsible for the design of all ITS and lighting elements. The unique complexities of the ITS devices and integration with the existing I-95 Express Lanes ITS, Lighting, and Tolling system, has led our team to identify the ITS & Lighting Lead Engineer as a *Value Added* position. Jerry will utilize his extensive experience to oversee the design of all ITS devices, including Dynamic Message and Toll Rate signs, CCTV cameras, Vehicle Detection, fiber communications, gate controls, conduit, and power routing. He will also closely coordinate with the ITS/Electrical Manager throughout the design and construction process to ensure the design provided achieves all constructability and integration needs.

▲ **MOT, Signing & Markings Engineer (Robert Scheidler, PE)** reports directly to the Design Manager and is responsible for all MOT, signing & markings. The challenges associated with the median work area has led our Team to identify the MOT, Signing & Marking Engineer as a *Value Added* position. Robert provides expertise and monitoring of the TMP and TTC plans throughout design and construction to ensure safe and efficient operations are maintained. He is certified in VDOT Advanced Work Zone Traffic Control trained and has extensive experience on freeway construction and widening projects. He also has experience in freeway and toll road signing and pavement marking design.

▲ **Lead Geotechnical Engineer (Sushant Upadhyaya, PE, Phd, PMP)** reports directly to the Design Manager and lead roadway and structural staff. He will develop the geotechnical investigation plan to ensure borings are identified in accordance with the VDOT Manual of Instructions and provide recommendations for all elements of design and construction. Based on the potential geotechnical challenges outlined as one of our critical risks, we have included this *Value Added* position to address these concerns early in the design process.

▲ **Safety Manager (Charlie Wilson)** reports to the DB-PM and reviews all 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 to the Team. To prove this commitment to safety we have identified the Safety Manager as a *Value Added* position. Charlie will train and inform our Team of the Project specific safety hazards and enforce all aspects of industry safety standards and Shirley's Corporate Safety Policy.

▲ **Public Relations Manager (Danielle Barber)** is an in-house position that reports directly to the DB-PM. We have included this *Value Added* position since coordination with all third-party stakeholders is the responsibility of the design-build Team. Danielle's primary responsibilities include communicating and coordinating with VDOT and the public regarding the project specific public outreach plan, attending public meetings and coordination with local media outlets.

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 and team experience when dealing with project risks is a strength that is unmatched.

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

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

The three most relevant and critical risks are:

CRITICAL RISK #1 – DRAINAGE DESIGN & FACILITY CONDITIONS

Why the Risk is Critical

The scope of the I-95 Express Lanes - Southern Terminus Extension Project (the Project) is shown to be limited to the existing median of I-95, with the exception of noise barrier installation along the outside of the southbound lanes. All drainage elements required for the Project, including stormwater management facilities, are located in the median, connecting to or out-falling to existing drainage ditches or culverts. The design of drainage facilities, especially the stormwater management basins, as well as the conditions of existing cross culverts, represent a critical risk to the Project since either has the potential to adversely impact the footprint of the Project, potentially requiring acquisition of right-of-way or easements. Acquisition of right-of-way or easements could impact the cost and schedule, since property acquisitions do not appear to be currently accounted for in the project schedule or identified in the environmental documents currently being completed. If the current assumption that existing cross culverts are in good condition and can be reused as part of the final design is incorrect, new drainage crossings may need to be installed, which could impact the schedule and costs of the Project, increase construction costs, and potentially result in additional impacts to the traveling public in order to install new drainage crossing facilities.

Impact on the Project

As noted above, the most significant impact on the Project could be the need to acquire additional right-of-way or easements to meet stormwater management criteria. The preliminary design appears to be based on II-B Virginia Runoff Reduction Methodology (VRRM) given the number of proposed stormwater management facilities. Utilization of the II-B VRRM BMPs provide greater treatment of phosphorus loads, but in our experience can be difficult to fit within existing medians while meeting grading, maintenance access, outfall, and infiltration requirements. There are also concerns as to whether the current stormwater management layout provides adequate treatment for the proposed improvements, and whether or not the layout accounts for maintenance access and the associated grading required for plan approval and long-term operation of the facilities. Some of the basin locations also appear to have a contributing drainage area of more than six acres, which would require implementation of a constructed wetland (under II-B criteria) which then would require an even larger basin footprint than currently anticipated.

In addition to the right-of-way and easement concerns related to the stormwater management facilities, these same concerns apply to the conditions of the existing I-95 drainage crossings. The conceptual plans

3.5 Project Risks

indicate that all drainage improvements will connect to existing cross culverts, and that no existing culverts need to be replaced or repaired. The conceptual plans also doesn't show any new crossings of I-95, which seems to be based on the assumption that all existing crossings are of adequate size and capacity for not only the current conditions (based on current drainage criteria), but also for the additional impervious area to be constructed. Existing culverts which are identified to be utilized in the final design are shown to be extended, or connected into storm sewer or pond outlet systems to provide adequate outfalls, but there is no indication that surveys or inspections have been completed to verify if the existing culverts are in suitable condition to be reused as part of the final design.

In the event that both stormwater management locations identified and the existing culverts are not adequate, the following impacts could be introduced to the Project:

- ***Need to Acquire Right-of-Way or Easements:*** If adequate stormwater management treatment can't be provided in the median of I-95, right-of-way or easements may need to be acquired. If new culverts are required, they will need to be installed adjacent to the existing crossings so that drainage can be maintained at all times during construction. Since outfall locations on the outside of I-95 do not coincide with existing outfall locations, additional easements would be required to convey flow from the new outlet structure to the existing channels. Additional outlet protection may also be required, potentially extending outside of the existing right-of-way, due to the large slopes adjacent to the road which would require protection from erosion at the outlet structure and new conveyance channel. Since environmental documents appear to have been developed with the assumption that no right-of-way will be required, acquisition could impact the schedule due to the need to re-evaluate the environmental documents. Acquisition of right-of-way or easements would also impact cost due to the addition of appraisals, right-of-way oversight/negotiations, and property values.
- ***Increased Construction Costs:*** Even if the proposed facilities could be constructed in the median, it would be challenging due to existing topography and elevation differences between northbound and southbound lanes of I-95. Adding stormwater management facilities to the median could require construction of retaining walls, access, and slope grading. Replacement of existing culverts which are either inadequate or damaged will result in increased costs. We expect that reuse of existing pipes, and the ability to do so, will be clarified in the RFP documents.
- ***Impacts to Traffic:*** Depending on the depths of new culvert crossings, pipes would either need to be installed via open cut methods or via jack and bore operations. Deeper installations could be installed via jack and bore, which would minimize impacts to traffic associated with open cut installations. However, in the event a new crossing is required to be located in close proximity to the existing roadway grades, jack and bore installation may not be feasible as it could introduce concerns with heaving of the pavement. In these instances, open cut installations would need to be completed at night with temporary lane closures and pavement patches causing delays to the traveling public.
- ***Schedule Impacts:*** Installation of new culvert crossings would take time more time than simply connecting to existing cross culverts. Additional submittals would need to be approved for either open cut or jack and bore operations, and installation times for new facilities would be greater than that required to extend existing pipes. Further, if additional easements are necessary, the overall project schedule could be impacted to allow for proper environmental documentation, right-of-way appraisals, and the right-of-way acquisition process.
- ***Additional Environmental Impacts:*** We understand that VDOT is currently reviewing environmental documents and coordinating with the permitting agencies to identify the anticipated environmental impacts expected. However, this coordination is based on the RFQ concept. Given the locations of

3.5 Project Risks

streams and channels within the median and at culvert outfalls, construction of additional stormwater management facilities or installation of new cross culverts would most likely require impacts to wetlands and streams not currently identified to be impacted. In this event, additional coordination with the permitting agencies would be required to document avoidance and minimization efforts. Depending on the amount of additional impacts, additional review times could be required prior to permit approval, potentially delaying construction.

Mitigation Strategies

Our Team has the distinct advantage of designing numerous stormwater management facilities to II-B criteria on projects with limited footprints or the inability to acquire additional right-of-way or easements. While we have assumed that II-B criteria will need to be followed for this project, we will be able to complete designs as necessary for adherence to either II-B or II-C criteria.

To address the concerns associated with stormwater management facilities not “fitting” within the existing median, we will investigate the ability to implement a larger number of smaller facilities. At the outset of design, we will complete geotechnical borings to identify proximity to existing groundwater and infiltration rates of existing soils so that basins can be located and sized appropriately. The profile of the I-95 Express Lanes Extension can be adjusted to reduce heights of cuts or fills, provide greater room for stormwater management facility construction, and provide adequate access and maintenance pull-off locations. We will also investigate the ability to use structural BMP facilities to limit the footprint required for treatment. Finally, if all measures are exhausted and further mitigation is necessary, we will explore the purchase of more than the allowable 25% of the nutrient credits with VDOT and DEQ.

Our Team has experience with assisting VDOT with obtaining variances from DEQ for water quality and quantity requirements due to design constraints. On our I-64 Capacity Improvements - Segment I Design-Build project, we met with VDOT and DEQ to discuss a waiver to address water quantity per DEQ II-B Energy Balance calculations. DEQ allowed the use of an improvement factor of 1.0 on an upstream area to meet the stringent outfall design requirement. The results allowed the Team to not be required to design multiple detention facilities and hold more flow volume to prove an adequate outfall. This will reduce the proposed BMP number and locations. On our Route 606 Design-Build project, our Team assisted VDOT and met with DEQ to obtain permission to purchase more than 25% of nutrient credits for the project to avoid more environmental impacts.

With respect to the conditions and capacity of the existing cross culverts, our Team’s first activity will be video inspections of all existing cross culverts. The results of these videos will be shared with VDOT, and where mitigation, repair, or replacement is necessary, we will determine the best approach so that schedule and cost impacts are minimized, and right-of-way and easement acquisitions are avoided. We have experience with lining of existing pipes, utilizing materials that are either thin-walled or have a Manning’s “n” value which is smoother than the existing pipe, helping to offset the impact of slightly reducing the inside diameter and carrying capacity of the pipe. We will also look to incorporate upstream detention in the median of I-95, either through the installation of stormwater management basins or additional detention facilities to ensure that existing capacities remain acceptable for the completed condition and added impervious area. Finally, in the event that new crossings are required, we will locate them as close to the existing facilities as possible, and look to incorporate drop-down or junction chambers at the inlets and outlets such that final outfall locations can utilize existing easements or excess right-of-way offsets to avoid the need to acquire additional easements.

3.5 Project Risks

Our Team is experienced and has completed designs with similar design constraints. On Dulles Rail Phase II, our Team lined existing pipe culverts to provide improved hydraulics by adjusting the Manning's "n" value for the pipe coefficient. Also, our Team has worked with VDOT to use upstream detention based on unique conditions to show that an existing culvert is hydraulically adequate both in existing and proposed conditions. This resulted in a cost savings to VDOT by not replacing a good concrete pipe under a major roadway when in existing conditions appeared to be under sized.

Potential environmental impacts will be mitigated through early coordination with VDOT and the permitting agencies. Initial field activities will identify and confirm locations of wetlands and streams, and preliminary designs can be adjusted to avoid impacts to the best extent possible. Avoidance and minimization efforts will be documented from the outset to assist in permit approvals, and on-site "ditch-for-ditch" mitigation will be considered where possible in an effort to reduce mitigation credit acquisition.

Finally, to address the risk that additional right-of-way or easements need to be acquired, our Team has added our in-house Right-of-Way Manager and VDOT prequalified subconsultants to our Organizational Chart. The Team members are the same personnel we have used on all of our previous VDOT design-build projects.

Role of VDOT and Other Agencies

As noted above, we anticipate VDOT will outline the stormwater management design criteria (II-B or II-C) in the RFP documents. That direction will determine how we proceed with design of the proposed improvements and the type, location, and quantity of stormwater management facilities required to adequately treat the Project. We also anticipate that VDOT will identify how existing culverts are to be accounted for in the bidding phase of the Project - whether we are to assume they are serviceable or need to be replaced. Both of these topics can also be discussed at proprietary meetings to determine if alternative designs or concepts are beneficial.

Throughout design, we expect VDOT will complete reviews of pipe video inspections, drainage computations, and plan designs. Upon completion of video inspections, we will meet with VDOT to discuss appropriate mitigation of any damaged or deteriorated pipes/culverts. Following these reviews and successful completion of the design, VDOT will issue plan approval for construction of the elements, and ultimately take over maintenance, inspection, and operation of the facilities at the completion of the Project.

CRITICAL RISK #2 – CONSTRUCTION ACCESS

Why the Risk is Critical

On any Interstate roadway project, construction access (see Figure 1) represents a critical safety and traffic risk that requires careful consideration during design and construction. For this Project, the condition is exacerbated because of the traveling public that has just endured years of roadway construction of the I-95 Express Lanes, and is now working through daily bottlenecks at the Route 610 Garrisonville Interchange. Placement of traffic barrier service, construction entrance locations, and timing of construction operations must be carefully designed and

Figure 1 - Construction Access on I-95 4th Lane



3.5 Project Risks

implemented. Critical construction activities located in the median will include construction of stormwater management features, drainage culverts, earthwork movement, aggregate placement, and asphalt paving. All of these items involve heavy truck movement of construction materials and dirt, making safe ingress and egress at the site imperative. Slow moving trucks entering and exiting the interstate will certainly pose a risk to traveling public and mobility through the corridor, as this section of I-95 carries over 130,000 vehicles per day.

Impact on the Project

Safety is the number one Core Value of the Shirley Team and we are committed to providing the safest jobsite and work zone conditions on our Projects. We know that poor construction access creates hazardous conditions on any roadway project. Careful and considerate median access from I-95 will mitigate safety concerns and reduce incidents on the Project. The impact of improperly or inadequately maintaining traffic in a safe manner throughout the duration of the Project, or inadequately communicating construction activities with the traveling public, could have substantial and severe consequences including:

- Degradation of safety for the public and/or construction personnel;
- Additional travel delays;
- Changes in work hour restrictions during construction if seasonal traffic variations are not fully understood, could impact the overall project schedule or delay project completion;
- Loss of thru lane capacity and/or emergency responder access if lanes or shoulders are restricted; and
- Driver frustration or loss of public support if construction activities are inadequately communicated with the public.

Mitigation Strategies

The Shirley Team brings unparalleled experience in design and construction of interstate widenings with projects such as the I-95/I-395/I-495 Springfield Interchange Improvements, InterCounty Connector Contracts ‘C’ and ‘D/E’ along I-95, I-66 Widening, Dulles Greenway Widening, and I-64 Capacity Improvements Segment I Project; all of which involved median construction in interstates/limited access highways. Our strategy to mitigate the impacts associated with construction access issues while maintaining project productivity and schedules will center on the following techniques:

Design Phase

- During design of the Project, our Team is prepared to analyze the current 24-hour traffic volumes for both summer and non-summer time periods to ensure impacts to motorists are minimized in this already congested area. This process allows for lane closure windows to be timed for the ideal conditions with the least impact to traffic. Similarly, our construction team will utilize the data to schedule heavier trucking activities to the times of lighter traffic volumes.
- Equally critical will be timely and accurate geotechnical analysis, particularly verification of the strength of the existing outside (right) shoulder areas. In order to tie-in the new median area widening on the south end of the Project, traffic will need to shift to the right and proper offsets to the traffic barrier service must be provided. Verifying the strength of the right shoulder is critical, as full depth milling and paving of the shoulder may be necessary to accommodate traffic loading during construction. If our analysis shows that shoulder improvements are necessary, our Team will schedule these activities early in the Project. Our Team has experience with these activities having performed the operation on many of our design-build projects in the Commonwealth.

3.5 Project Risks

- Development of safe truck access routes will take place in the design phase of the Project. Our Team will provide routes that specifically avoid the weaving of trucks across I-95 from the nearby Route 610 Garrisonville Interchange ramps. Routes will be developed and placed in our Transportation Management Plan (TMP) to stress the importance of this critical safety feature of our plan. In addition, access point maps will be prepared and distributed for our material suppliers, local trucking firms, and emergency responders to ensure safe access is provided.

Construction Phase

- The northern leg of the Project, from the tie-in to the existing Express Lane terminus to the split of the reversible lane, will involve the heaviest earth moving activities. To the maximum extent possible, our Team will utilize haul roads constructed inside the median construction areas that off-road trucks and heavier earth moving equipment can utilize. Grading and earthwork will be analyzed to create as much of a balanced site as possible to avoid unnecessary importing or disposal of soils. In those cases where unsuitable soils are encountered, our Team will look to improve or treat questionable material in place to again, avoid unnecessary truck traffic on I-95.
- At the southern portion of the Project, direct access to the median from I-95 is necessary. Our Team understands the importance of providing full acceleration/deceleration lengths for trucks meeting AASHTO requirements. Also enhanced warning signs will be installed in advance of these locations, which will also be coordinated with local emergency responders to ensure swift response to any incidents. These techniques have recently been utilized on our I-64 Capacity Improvements - Segment I Project.
- Our Team will implement traffic control measures which enhances standard VDOT requirements and increases visibility to the traveling public such as:
 - Full continuous temporary raised pavement markers for increased lane alignment visibility, especially at night and during wet pavement conditions (only required at lane shifts per the Work Area Protection Manual);
 - Utilization of thermoplastic pavement markings instead of paint markings on existing asphalt, which significantly improves marking visibility and eliminates the need for temporary lane closures that would be required to refresh paint markings;
 - Use of wider than required lane lines for increased delineation of lanes; and
 - Use of lane shifts a full 2X longer the required minimum shift length to avoid “abrupt” shifts for the high speed, high volume traffic on I-95. Use of this “forgiving” geometry is expected to reduce potential side-swipe and run-off-road crashes.
- As the design-builder, our Team is committed to provide continuous communication with Project Stakeholders and the traveling public. Successful strategies utilized by our Team include:
 - Use of additional PCMS signs for motorist guidance;
 - The preparation of information for public distribution via website, mailers and social media;
 - Regularly scheduled “Pardon our Dust” meetings to inform local residents, businesses and local governments of upcoming construction activities and traffic impacts; and
 - Limiting hauling activities to non-residential routes wherever possible.

Role of VDOT and Other Agencies

During development of the TTC and TMP plans, we anticipate VDOT’s role to be associated with review and approval of the plans. We recognize that lane closure times and restrictions will be identified as part of the RFP documents, and we will work with VDOT during final plan development to determine if those closure times are appropriate, or if additional restrictions are necessary based on updated traffic volume

3.5 Project Risks

counts. Additionally, we will be coordinating all design and traffic plans with the I-95 Express Lanes Concessionaire understanding their need for uninterrupted traffic flow to their facilities. We anticipate that VDOT will also remain involved in the public outreach process during design and construction as deemed appropriate. During construction, we anticipate that VDOT will remain active on site, and will coordinate with our Team to ensure a safe work site for motorists, construction personnel, and inspection staff is maintained.

CRITICAL RISK #3 - GEOTECHNICAL SITE CONDITIONS

Why the Risk is Critical

Geotechnical site conditions are a critical risk because of the potential impact the existing soils may have on permanent elements, especially due to the substantial grade changes and slopes in the median of I-95. Specific impacts include:

- Settlement of embankments;
- Global instability, and corrosive soils; and
- Installation of noise barriers adjacent to southbound I-95, either on top of the roadway fill or above existing cut slopes, also raise concerns of global and slope stability due to the types of soils expected to be encountered.

Figure 2 - Geotechnical Testing



The types of soils expected to be encountered will require additional testing (see Figure 2) during the design phase, and recommendations identified as a result of these additional tests could impact the cost of the Project, the schedule of the Project, or both.

Impact on the Project

As noted above, the existing soils expected to be encountered within the limits of this Project can result in settlement of materials, global instability, corrosion of concrete and metals, or slope and global stability concerns. Based on our examination of detailed mapping conducted by the USGS, we know the majority of the Project is underlain by the sediments of the Early Cretaceous age Potomac Formation. The exception to this is the northernmost 0.2 miles, which is mapped as underlain by Quaternary Alluvium associated with the Aquia Creek drainage.

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

The aforementioned Quaternary Alluvium that is mapped along the Aquia Creek at the northern end of the Project alignment is expected to consist of fine to coarse gravelly sand, silt and clay. This formation may also be high in organic content (i.e. peat). The alluvium stratum is up to 80 feet in thickness along major

3.5 Project Risks

streams, and would uncomfortably overlies the Potomac Formation sediments. The principle risks in the area underlain by these sediments would be high organic content, shallow water tables, and global stability and excessive settlements issues due to their low strength.

Based on data obtained from the USDA-NRCS soil survey of Stafford County, the soils derived as residuum from the Potomac Formation sediments may be corrosive to both concrete and steel, due to the oxidation of iron sulfide minerals, primarily pyrite and marcasite (FeS₂), which may be present in the parent material. Exposure of these types of soils to the atmosphere results in the formation of sulfuric acid which can aggressively attack both concrete and ferrous metals. The sulfuric acid is also responsible for the development of free aluminum ions in the soil, which is toxic to plants and can adversely impact efforts to revegetate cut slopes and embankments. The presence of possible sulfide minerals in the Quaternary Alluvium may also present a corrosion risk to concrete in particular.

Mitigation Strategies

Mitigation of this risk begins with an aggressive geotechnical program focused on gathering the necessary field data as early in the design process as possible. Based on our understanding of the types of soils expected and our past experience in dealing with these same types of soils, we have identified the following potential mitigation strategies to ensure the successful completion of the Project:

- **Slope and Global Stability:** The area of greatest concern related to slope and global stability will be where noise barriers are shown to be installed along southbound I-95. In order to provide mitigation of noise impacts, these barriers are either shown to be located on the tops of fills immediately adjacent to the existing shoulder, or at the tops of cut slopes further away from the roadway. The concern with placing noise barriers in these positions, on the tops of slopes, is that they can create additional stresses on the existing soils resulting in increased likelihood of slope failures. To mitigate these risks, we will determine if alternate noise barrier positions are feasible to eliminate the slope and global stability concerns while also providing the required noise attenuation. If this is not feasible, consideration will be given to installation of deep foundations, or supplemental slope stability piles, which would extend below the failure plain, eliminating the concerns of slope slides or failures.

Our Team has experience in dealing with this exact type of challenge, having recently completed the 27/244 Interchange Project which required installation of a noise barrier on top of a cut slope underlain by the Potomac Formation soils. Geotechnical investigations identified the expected slope failure plane, and piles were installed at the toe of the slope to eliminate failure concerns. Foundations for the noise barrier were also extended deeper than required for structural capacity in order to address the slope and global stability concerns, and the slope in front of the noise barrier was flattened to 2.5:1. Each of these methods will be considered during the design of the noise barriers and based on results of our geotechnical investigations.

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

3.5 Project Risks

considering an analysis of performance, constructability, and the impact to the overall schedule.

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

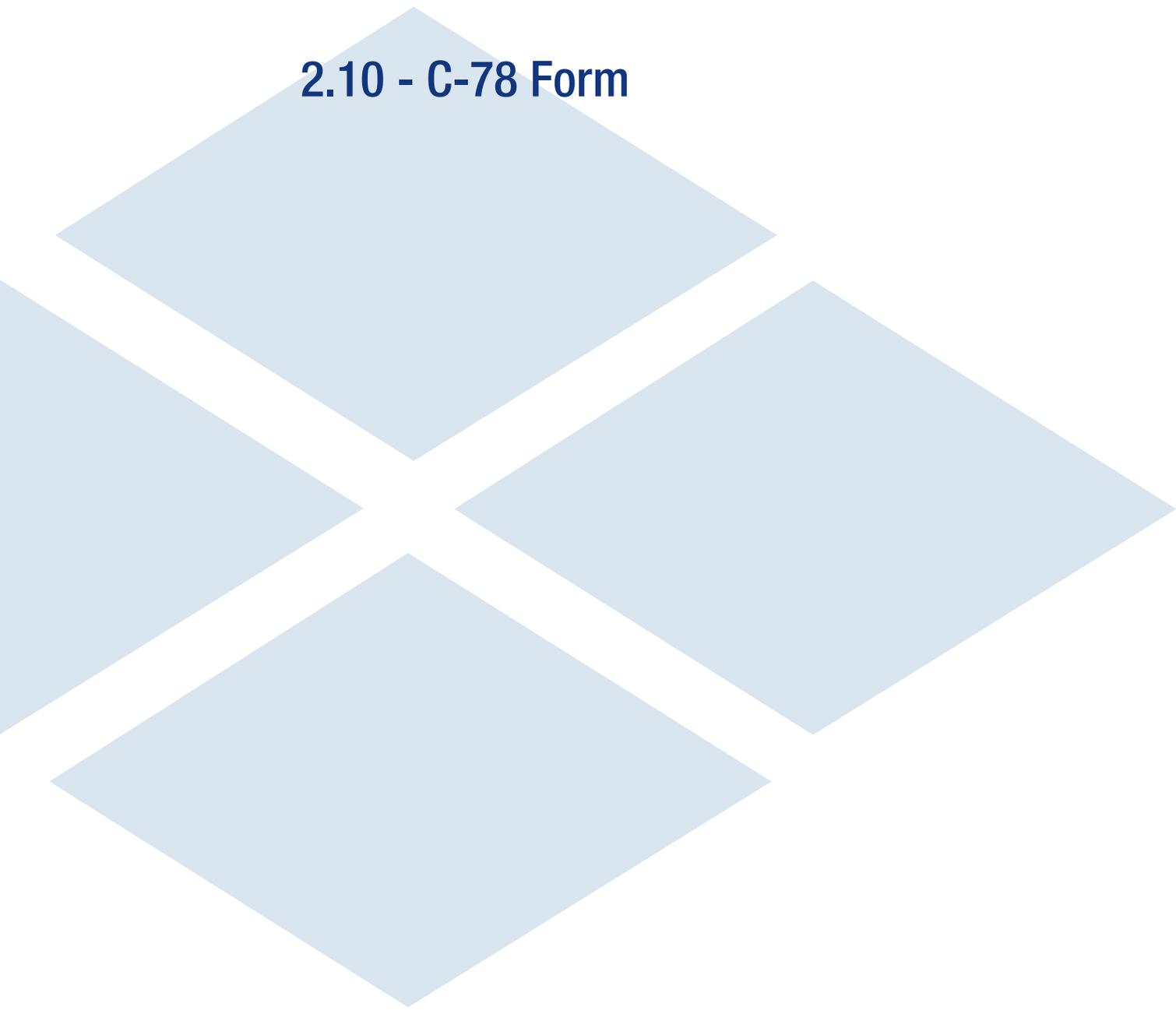
- **Embankments Fills:** For embankments, the placement of fill induces stresses on the soils, requiring consideration for global instability and primary and secondary consolidation settlements. Differential settlement may also cause irregularities in the pavement surface. To mitigate these concerns, our Team will perform in-situ tests such as Cone Penetrometer Testing, Dilatometer Testing, Vane Shear Testing, and Pressuremeter Testing. Lab samples will undergo consolidation, direct shear and triaxial shear strength testing in order to determine compressibility and shear strength characteristics of underlying soils. Preconsolidation of compressible soils will be considered and analyzed in relation to the overall construction schedule. Piezometers will be installed within the influence zone of the settlement to monitor pore pressure dissipation. In addition settlement plates will also be installed to monitor the settlements during construction.
- **Addressing Corrosive Soils:** Review of the USDA-NRCS Soil Report data suggest limited areas of the soils derived from the Potomac Formation may have pH values below 5.5, which is considered corrosive according to the AASHTO LRFD bridge design manual. Testing will be performed in the vicinity of culverts to evaluate the severity of corrosion and delineate the limits of the corrosive soils. Where soils are confirmed corrosive, the Team will select the most effective corrosion protection for the type of structure. Mitigation measures which our Team has utilized in the past, and will be considered for this project, include removal and replacement of the acidic soils; lime treatment of soils; encapsulation of the materials with clayey soils to prevent heavy metal run-off and exposure to atmospheric oxygen; and treatment of culverts to counteract the effects of acidic soils.

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

Role of VDOT and Other Agencies

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

Appendix



2.10 - C-78 Form

ATTACHMENT 2.10

**COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION**

RFQ NO. C00T17210DB90
PROJECT NO.: 0095-969-720

ACKNOWLEDGEMENT OF RFQ, REVISION AND/OR ADDENDA

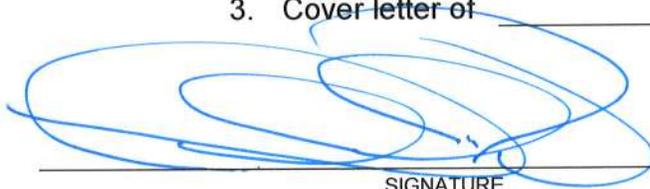
Acknowledgement shall be made of receipt of the Request for Qualifications (RFQ) and/or any and all revisions and/or addenda pertaining to the above designated project which are issued by the Department prior to the Statement of Qualifications (SOQ) submission date shown herein. Failure to include this 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 – January 4, 2016
(Date)

2. Cover letter of RFQ Addendum#1 – January 28, 2016
(Date)

3. Cover letter of _____
(Date)

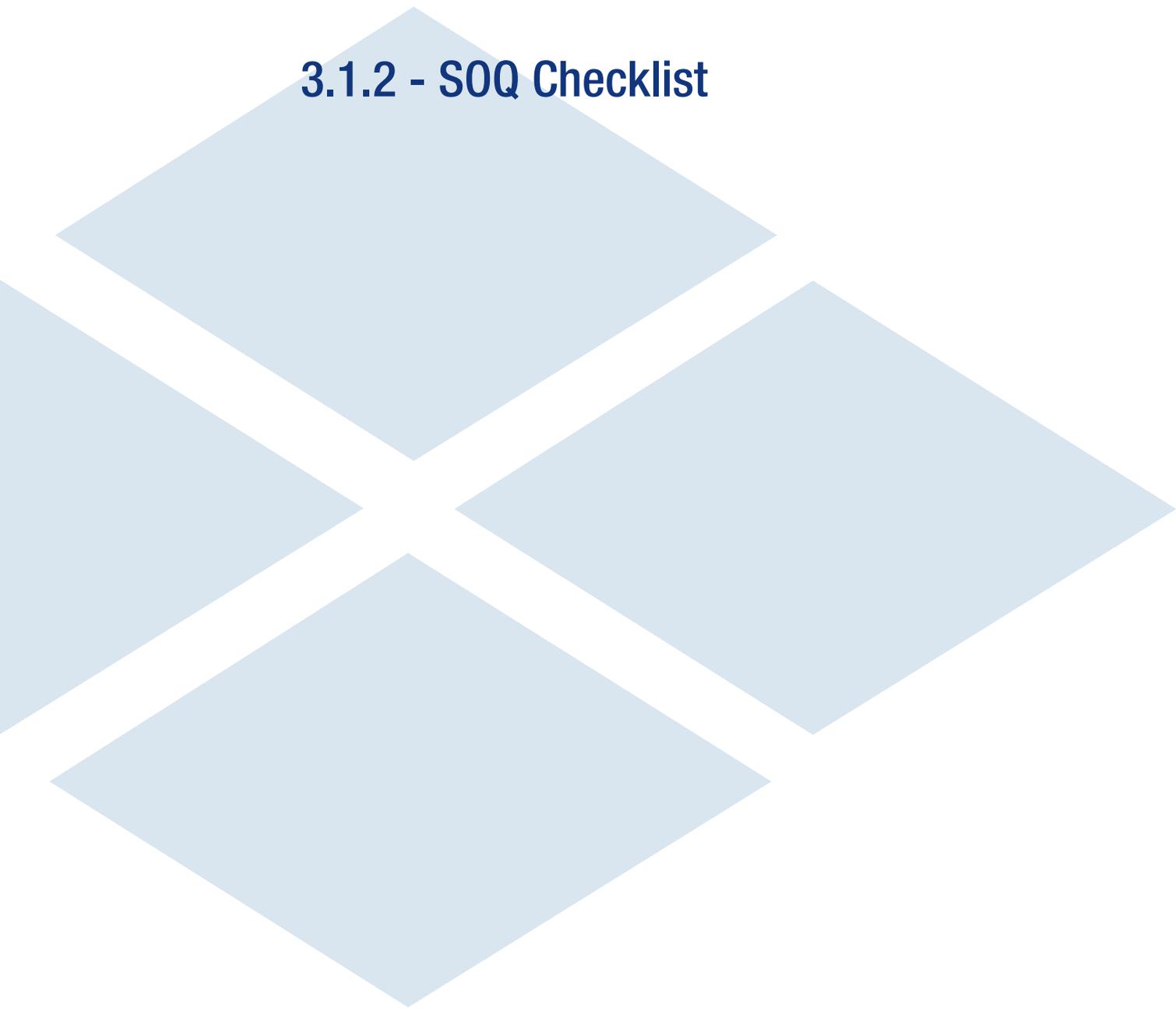


SIGNATURE

February 8, 2016
DATE

Michael E. Post
PRINTED NAME

President/CEO/Manager
TITLE



3.1.2 - SOQ Checklist

ATTACHMENT 3.1.2

Project: 0095-969-720

STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS

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

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

ATTACHMENT 3.1.2

Project: 0095-969-720

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	
DBE statement within Letter of Submittal confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	1
Offeror's Team Structure				
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
Key Personnel Resume – ITS/Electrical Manager	Attachment 3.3.1	Section 3.3.1.5	no	N/A
Organizational chart	NA	Section 3.3.2	yes	4
Organizational chart narrative	NA	Section 3.3.2	yes	5-6

ATTACHMENT 3.1.2

Project: 0095-969-720

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	7-15

3.2.6 - Affiliated/Subsidiary Companies

ATTACHMENT 3.2.6

State Project No. 0095-969-720

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 Enterprises	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Civil Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Concrete Contractors, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction International, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Construction, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Design/Build, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Facility Services, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Foundations, LLC	7500 Old Georgetown Road, Bethesda, MD 20814
Affiliate	Clark Global Technologies, LLC	7500 Old Georgetown Road, Bethesda, MD 20814

ATTACHMENT 3.2.6

State Project No. 0095-969-720

Affiliated and Subsidiary Companies of the Offeror

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

3.2.7 - Debarment Forms

ATTACHMENT NO. 3.2.7(a)

**CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS**

Project No.: 0095-969-720

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

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

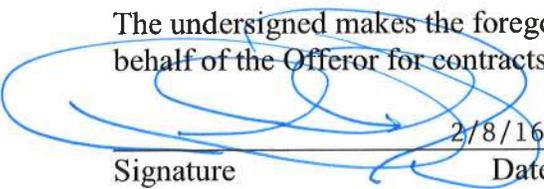
b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under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

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

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

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

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

 _____
Signature 2/8/16 Date President/CEO/Manager Title

Shirley Contracting Company, LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-969-720

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

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

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

Dave Mahoney 1/21/16 Executive Vice President
Signature Date Title

DEWBERRY CONSULTANTS LLC
Name of Firm

ATTACHMENT NO. 3.2.7(b)

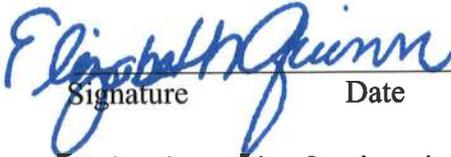
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-969-720

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

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

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

	February 1, 2016	President
Signature	Date	Title
<hr/>		
Quinn Consulting Services, Inc.		
Name of Firm		

ATTACHMENT NO. 3.2.7(b)

**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-969-720

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.

Matthew Goldman 1-21-16 MANAGER
Signature Date Title

So-Deep, Inc.
Name of Firm

ATTACHMENT NO. 3.2.7(b)

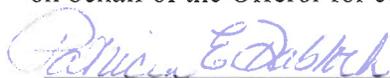
**CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS**

Project No.: 0095-969-720

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

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

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



2/1/2016

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.: 0095-969-720

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.

Robert P. Rinke 1-29-16 Settlement officer
Signature Date Title

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



3.2.8 - VDOT Prequalification Certificate



Department's List of Prequalified Vendors
Includes All Qualified Levels As Of 1/21/2016

- S -

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

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

Vendor ID: S018
Vendor Name: SHIRLEY CONTRACTING COMPANY, LLC
Prequal Exp: 09/30/2016

-- PREQ Address --

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

Work Classes (Listed But Not Limited To)

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

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

-- DBE Information --

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

3.2.9 - Surety Letter



One Tower Square
Hartford, CT 06183

January 27, 2016

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

Re: Request for Qualifications - Contract ID Number: C00T17210DB90 - Design-Build Project
I-95 Express Lanes—Southern Terminus Extension From: 0.9 mi. South of the Garrisonville Road Overpass
To: 1.3 mi. North of the Garrisonville Road Overpass (Current Terminus of the Express Lanes)
Stafford County, Virginia
Estimated Contract Value: \$40,000,000

Dear Mr. Shah:

Travelers Casualty and Surety Company of America (A.M. Best Financial Strength Rating A++, Financial Size Category XV) and their co-surety partners, have the privilege of providing surety bonds for Shirley Contracting Company, LLC. The available bonding capacity on individual projects is in excess of \$500,000,000 with an aggregate of \$5,000,000,000.

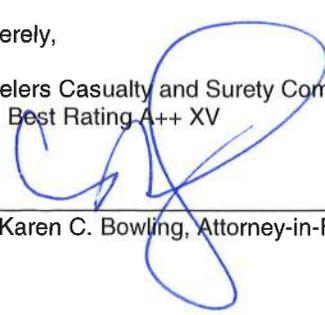
In our opinion, Shirley is one of the finest, best managed construction firms in the country. Shirley has handled each of its projects in a professional manner and completed all satisfactorily.

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. 006586511

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

Diana L. Parker, and Karen C. Bowling

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

IN WITNESS WHEREOF, the Companies have caused this instrument to be signed and their corporate seals to be hereto affixed, this 2nd day of December, 2015.

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

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



State of Connecticut
City of Hartford ss.

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

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

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



[Signature]
Marie C. Tetreault, Notary Public

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 27th day of January, 2016.


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. 0606-088-653, C501 & 0606-088-622, C501, B634

SCC and DPOR Information

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

SCC & DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)							
Business Name	SCC Information (3.2.10.1)			DPOR Information (3.2.10.2)			
	SCC Number	SCC Type of Corporation	SCC Status	DPOR Registered Address	DPOR Registration Type	DPOR Registration Number	DPOR Expiration Date
Shirley Contracting Company, LLC	S082038-3	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA 22079	Class A Contractor	2705071652	October 31, 2016
Dewberry Consultants LLC	S044733-6	Limited Liability Co.	Active	8401 Arlington Blvd. Fairfax, VA 22031	Business Entity	0407003966	December 31, 2017
Quinn Consulting Services, Inc.	0492551-7	Corporation	Active	14160 Newbrook Drive Suite 220 Chantilly, VA 20151	Business Entity	0407003733	December 31, 2017
GeoConcepts Engineering, Inc.	0516767-1	Corporation	Active	19955 Highland Vista Drive Ste.170 Ashburn, VA 20147	Business Entity	0407004404	December 31, 2017
DIW Group Inc.	F128190-8	Corporation	Active	4701 Cox Road, Suite 285 Glen Allen, VA 23060	Business Entity Branch Office	0411000050	February 29, 2016
Diversified Property Services of Virginia, Inc.	F130410-6	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2016
So-Deep, Inc.	0216275-8	Corporation	Active	8397 Euclid Avenue Manassas Park, VA 22111	Business Entity	0407002900	December 31, 2017
Old Dominion Settlements, Inc. (Key Title)	0243891-9	Corporation	Active	n/a			
Elite Contracting Group, Inc.	0356967	Corporation	Active	23220 Airpark Drive Petersburg, VA 23803	Class A Contractor	2705064851	August 31, 2017

ATTACHMENT 3.2.10

State Project No. 0606-088-653, C501 & 0606-088-622, C501, B634

SCC and DPOR Information

DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)						
Business Name	Individual's Name	Office Location Where Professional Services will be Provided (City/State)	Individual's DPOR Address	DPOR Type	DPOR Registration Number	DPOR Expiration Date
Dewberry Consultants LLC	Steven Kuntz	Fairfax, Va.	14571 Harmony Creek Ct. Haymarket, VA 20169	Professional Engineer	0402039440	June 30, 2016
Quinn Consulting Services, Inc.	Richard Allen	Chantilly, Va.	10128 Elliston Court Bristow, VA 20136	Professional Engineer	0402036809	November 30, 2017
Elite Contracting Group	David Nies-Berger	Chester, VA	12643 Green Garden Way Chester, VA 23836	Journeyman Electrician Master Electrician	2710048423	February 28, 2016

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Commonwealth of Virginia
State Corporation Commission



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01/27/16

10:02:12

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

15 50.00

(Screen Id:/LLC_Data_Inquiry)

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State Corporation Commission



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01/27/16

10:02:48

LLCM3220 LLC DATA INQUIRY

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

DATE OF FILING: 01/01/2000 PERIOD OF DURATION: INDUSTRY CODE: 00

STATE OF FILING: VA VIRGINIA MERGER INDICATOR:

CONVERSION/DOMESTICATION INDICATOR:

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

STREET: 8401 ARLINGTON BLVD

CITY: FAIRFAX STATE: VA ZIP: 22031-0000

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

R/A NAME: CORPORATION SERVICE COMPANY

STREET: Bank of America Center, 16th Floor

1111 East Main Street

RTN MAIL:

CITY: RICHMOND STATE: VA ZIP: 23219-0000

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

YEAR FEES PENALTY INTEREST BALANCE

16 50.00

(Screen Id:/LLC_Data_Inquiry)

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Commonwealth of Virginia
State Corporation Commission



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CISM0180

CORPORATE DATA INQUIRY

01/27/16

10:03:22

CORP ID: 0492551 - 7 STATUS: 00 ACTIVE STATUS DATE: 12/01/08
 CORP NAME: QUINN CONSULTING SERVICES INCORPORATED
 DATE OF CERTIFICATE: 10/24/1997 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: S SURVIVOR CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: JOHN H QUINN JR

STREET: 2208 S KNOLL ST

AR RTN MAIL:

CITY: ARLINGTON STATE : VA ZIP: 22202-2134
 R/A STATUS: 4 ATTORNEY EFF. DATE: 10/24/97 LOC : 106
 ACCEPTED AR#: 215 14 0713 DATE: 09/08/15 ARLINGTON COUNT
 CURRENT AR#: 215 14 0713 DATE: 09/08/15 STATUS: A ASSESSMENT INDICATOR: 0
 YEAR FEES PENALTY INTEREST TAXES BALANCE TOTAL SHARES
 15 100.00 5,000

(Screen Id:/Corp_Data_Inquiry)

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State Corporation Commission



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CISM0180

CORPORATE DATA INQUIRY

01/27/16

10:03:53

CORP ID: 0516767 - 1 STATUS: 00 ACTIVE STATUS DATE: 02/25/99
 CORP NAME: GEOCONCEPTS ENGINEERING, INC.
 DATE OF CERTIFICATE: 02/25/1999 PERIOD OF DURATION: INDUSTRY CODE: 00
 STATE OF INCORPORATION: VA VIRGINIA STOCK INDICATOR: S STOCK
 MERGER IND: CONVERSION/DOMESTICATION IND:
 GOOD STANDING IND: Y MONITOR INDICATOR:
 CHARTER FEE: 50.00 MON NO: MON STATUS: MONITOR DTE:
 R/A NAME: VIVIAN LEWIS

STREET: GEOCONCEPTS ENGINEERING INC AR RTN MAIL:
 19955 HIGHLAND VISTA DR #170
 CITY: ASHBURN STATE : VA ZIP: 20147-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 11/24/04 LOC : 153
 ACCEPTED AR#: 215 02 3065 DATE: 01/20/15 LOUDOUN COUNTY
 CURRENT AR#: 215 02 3065 DATE: 01/20/15 STATUS: A ASSESSMENT INDICATOR: 0

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

(Screen Id:/Corp_Data_Inquiry)

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CISM0180

CORPORATE DATA INQUIRY

01/27/16

10:25:13

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#: 216 01 3746 DATE: 12/21/15 HENRICO COUNTY
 CURRENT AR#: 216 01 3746 DATE: 12/21/15 STATUS: A ASSESSMENT INDICATOR: 0

YEAR	FEES	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
16	1,700.00					2,000,000

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CISM0180

CORPORATE DATA INQUIRY

02/05/16

09:38:30

CORP ID: 0356967 - 0 STATUS: 00 ACTIVE STATUS DATE: 05/14/13
CORP NAME: Elite Contracting Group, Inc.

DATE OF CERTIFICATE: 04/06/1990 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: HERMAN C DANIEL III

STREET: 8041 FOREST HILL AVE

AR RTN MAIL:

CITY: RICHMOND

STATE : VA ZIP: 23225-1900

R/A STATUS: 4 ATTORNEY

EFF. DATE: 11/05/01 LOC : 216

ACCEPTED AR#: 215 51 5205 DATE: 04/21/15

RICHMOND CITY

CURRENT AR#: 215 51 5205

DATE: 04/21/15 STATUS: A ASSESSMENT INDICATOR: (

YEAR	FEE	PENALTY	INTEREST	TAXES	BALANCE	TOTAL SHARES
15	100.00					5,000

(Screen Id:/Corp_Data_Inquiry)

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CISM0180 CORPORATE DATA INQUIRY 02/08/16
08:29:56

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

(Screen Id:/Corp_Data_Inquiry)

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02/08/16
08:30:45

CISM0180 CORPORATE DATA INQUIRY

CORP ID: 0243891 - 9 STATUS: 00 ACTIVE STATUS DATE: 05/22/97
 CORP NAME: OLD DOMINION SETTLEMENTS, INC.

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

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

CITY: ANNANDALE STATE : VA ZIP: 22003-0000

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

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CISM0180 CORPORATE DATA INQUIRY 02/08/16 08:31:25

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: THUY ANH PHAM

STREET: 8397 EUCLID AVENUE AR RTN MAIL:

CITY: MANASSAS PARK STATE : VA ZIP: 20111-0000
 R/A STATUS: 2 OFFICER EFF. DATE: 04/09/97 LOC : 315
 ACCEPTED AR#: 215 51 8859 DATE: 05/15/15 MANASSAS PARK
 CURRENT AR#: 215 51 8859 DATE: 05/15/15 STATUS: A ASSESSMENT INDICATOR: 0

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

(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	2016-10-31

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

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DPOR License Lookup build 1,171 (built 2016-01-13 10:00:26).

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

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DPOR License Lookup build 1,171 (built 2016-01-13 10:00:26).

DPOR License Lookup License Number 0407003733

License Details

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

Related Licenses ¹

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

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

Showing 1 to 2 of 2 entries

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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

Showing 1 to 1 of 1 entries

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DPOR License Lookup License Number 4008001190

License Details

Name	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
License Number	4008001190
License Description	Appraisal Business Registration
Firm Type	Corporation
Rank	Business Entity
Address	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
Initial Certification Date	2000-11-29
Expiration Date	2016-11-30

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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 2705064851

License Details

Name	ELITE CONTRACTING GROUP INC
DBA Name	ELITE CONTRACTING GROUP
License Number	2705064851
License Description	Contractor
Firm Type	Corporation
Rank ¹	Class A
Address	23220 AIRPARK DRIVE, PETERSBURG, VA 23803
Specialties²	Commercial Improvement (CIC) Electrical (ELE) Highway / Heavy (H/H)
Initial Certification Date	2001-08-29
Expiration Date	2017-08-31

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

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DPOR License Lookup License Number 0402039440

License Details

Name	KUNTZ, STEVEN KLINE
License Number	0402039440
License Description	Professional Engineer License
Rank	Professional Engineer
Address	HAYMARKET, VA 20169
Initial Certification Date	2004-06-14
Expiration Date	2016-06-30

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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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DPOR License Lookup License Number 2710048423

License Details

Name	NIES-BERGER, DAVID EDWARD
License Number	2710048423
License Description	Tradesman
Rank	Tradesman
Address	CHESTER, VA 23836
Specialties¹	Journeyman Electrician (JELE) Master Electrician (MELE)
Initial Certification Date	2007-07-18
Expiration Date	2016-02-28

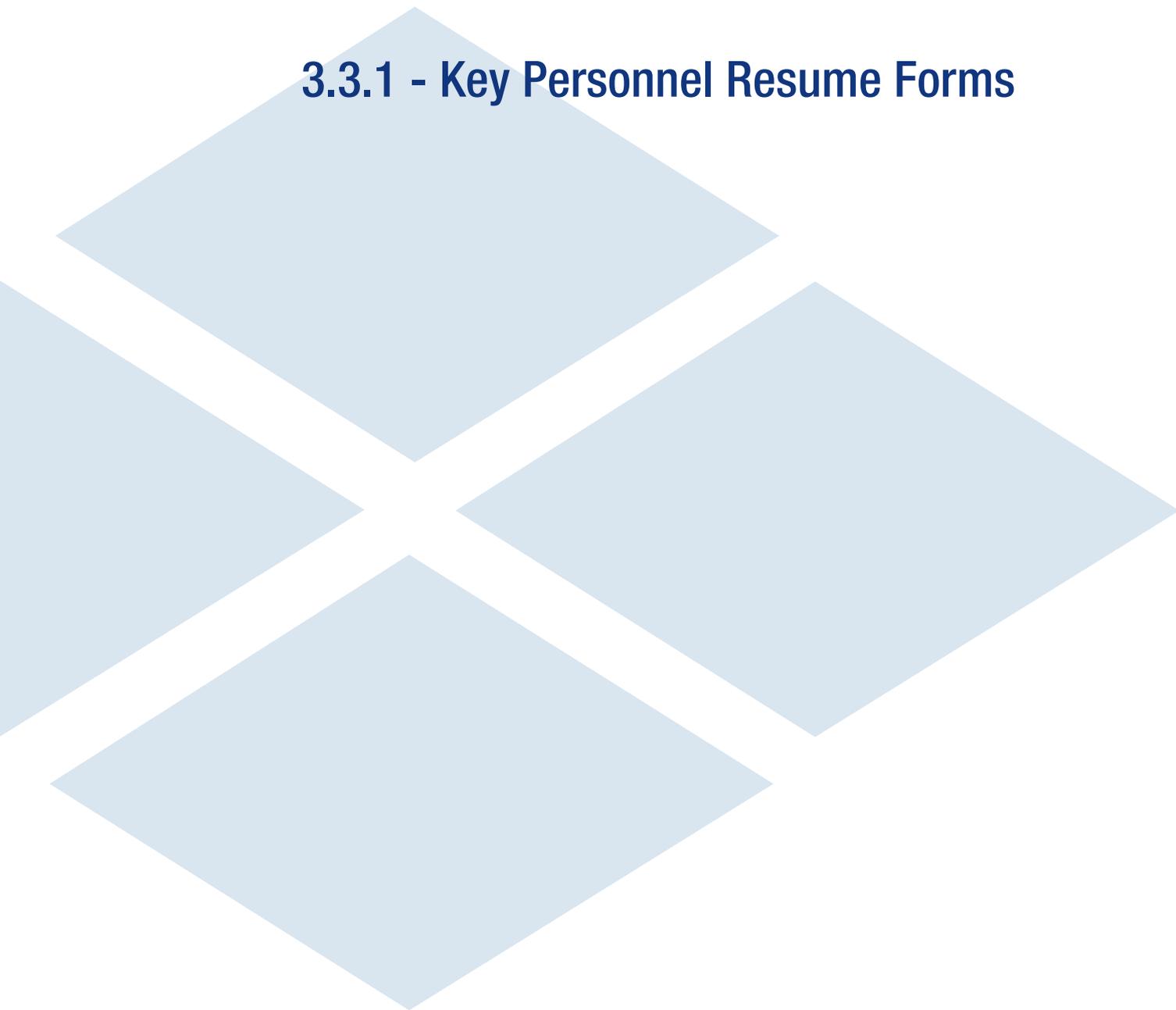
- 1 Refer to the Classification Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-20>) and Specialty Definitions (<http://lis.virginia.gov/cgi-bin/legp604.exe?000+reg+18VAC50-22-30>) for detailed definitions of these classifications and specialties.

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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: Jeffrey Austin, P.E., DBIA, Vice President
b.	Project Assignment: Design-Build Project Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	<p>Employment History: With this Firm 15 Years With Other Firms 8 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>Shirley Contracting Company, LLC, Shirley Design-Build, LLC Design-Build Project Manager (D-B PM)/Vice President, September 2004 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 owners representatives, designers, construction staff and quality teams.</p> <ul style="list-style-type: none"> ▪ Route 659 - Reconstruct to 4-Lanes Design-Build (\$45.5M), 10/2016 to 12/2018 - D-B PM ▪ Route 606 Reconstruction and Widening Design-Build, (\$88M) 6/2014 to 9/2017 - D-B PM ▪ Gloucester Parkway Extension Design-Build, (\$26M) 3/2014 to 8/2016 - D-B PM ▪ I-66 Widening Design-Build, (\$56M) 9/2013 to 8/2016 - D-B PM ▪ Route 28 Corridor Improvements Design-Build, (\$487M) 9/2004 to 5/2017 - D-B PM ▪ Route 7 Westbound Truck Climbing Lane Design-Build, (\$29M) 11/2013 to 12/2015 - D-B PM ▪ Loudoun Water, Water Treatment Plant Site Access and Program Administration Facilities Design-Build (\$7.4M), 5/2013 to 7/2015 - D-B PM ▪ I-64-Exit 91 Interchange Improvements Design-Build, (\$21M) 10/2012 to 12/2015 - D-B PM ▪ Route 27/244 Interchange Modifications Design-Build, (\$32M) 9/2011 to 11/2015 - D-B PM ▪ Pacific Boulevard Extension Design-Build, (\$5.3M) 7/2011 to 7/2013 - D-B PM ▪ Route 50 Widening Design-Build, (\$77M) 3/2011 to 12/2015 - D-B PM ▪ University Boulevard PPTA Design-Build, (\$29M) 3/2011 to 12/2013 - D-B PM ▪ Waxpool Rd./Loudoun Co. Pkwy Design-Build, (\$1M) 4/2010 to 3/2011-D-B PM ▪ Pacific Boulevard Design-Build, (\$19M) 7/2008 to 8/2010 - D-B PM ▪ Battlefield Parkway Design-Build, (\$26M) 7/2007 to 11/2009 - D-B PM ▪ Dulles Greenway Capital Improvements Program Design-Build, (\$71M) 5/2005 to 12/2007 - D-B PM <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, October 2000 to September 2004 - Responsible for managing construction.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Virginia Polytechnic Institute and State University / Blacksburg, VA / Bachelor of Science / 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 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 at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p> <p>1. Dulles Greenway Capital Improvements Program - Loudoun County, Virginia Shirley Contracting Company, LLC, Design-Build Project Manager (March 2005 – December 2007) Responsibilities: Jeff was responsible for the overall contract administration for this \$71 million design-build project. He managed and integrated the individual design-build disciplines of the Shirley/Dewberry Team including design, permitting, utility relocations, and construction to ensure constructability, safety, and mobility for the improvements on this limited access toll facility. He led the Design-Build Team in developing and implementing a detailed TMP Plan to widen 10 miles of highway including 10 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 to ensure on-time project completion. With Jeff's leadership, the D-B Team was able to complete the design, permitting, utility relocations, and construction of the Greenway/Route 772 interchange as a change order in just 16 months and to complete the entire project by the original completion date of December 2007. In recognition of the</p>

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. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** 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.

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

Shirley Contracting Company, LLC, Design-Build Manager (June 2005 – July 2017)

Responsibilities: As the Design-Build Project Manager, Jeff led the Shirley/Dewberry team's efforts through successful completion of many components of the Route 28 PPTA program that were issued as change orders to the Route 28 contract. These projects totaling more than **\$155 million** included the Route 28/Nokes Boulevard Interchange, Route 28/Innovation Avenue Interchange, Route 28/Frying Pan Road Interchange, Route 28/Willard Road Interchange, Centreville Road Widening, Atlantic Boulevard Extension, Route 28 NB Acceleration Lane at Walney, Route 28 Bridge Widening over Dulles Access Road, and Belfort Park Improvements. Jeff was responsible for leading the Team through all phases of the Design-Build process including design, permitting, right-of-way acquisition, utility relocations and construction. He was the primary point of contact for our team coordinating the design and construction with VDOT, MWAA, local landowners, developers, and the Fairfax and Loudoun County Departments of Transportation and Boards of Supervisors. Jeff has also led the design and permitting for the extension of Pacific Boulevard and the widening of Route 28 between Sterling Boulevard and Route 50. These components are currently under construction and scheduled for substantial completion by the end of 2016. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** This design-build project included roadway and bridge construction, widening of multiple secondary roadways, coordination with multiple entities including owners and developers, permits from multiple agencies, communication and coordination with stakeholders.

3. University Boulevard PPTA Project - Prince William County, Virginia

Shirley Design-Build, LLC, Design-Build Project Manager (March 2011 – December 2013)

Responsibilities: Jeff was responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this **\$29 million** design-build PPTA project for Prince William County. Jeff was responsible for communication and coordination with Prince William County, VDOT, permitting agencies, impacted property owners, and other stakeholders. He developed the CPM schedule and monitored project controls to ensure on-time completion. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** The design-build project included construction of University Boulevard between Sudley Manor Drive and Hornbaker Road as a six-lane divided urban roadway including a bridge over a tributary of Broad Run. The scope also included the upgrading of 7,000 L.F. of Hornbaker Road to a 4-lane divided roadway.

4. Pacific Boulevard Design-Build Project - Loudoun County, Virginia

Shirley Design-Build, LLC, Design-Build Project Manager (July 2008 – August 2010)

Responsibilities: Jeff was responsible for management and direction of the discipline managers for the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for this **\$19 million** design-build project, which extends from Auto World Drive to Severn Way in Loudoun County, Virginia. As the main point of contact for the Shirley/Dewberry Team, Jeff was responsible for communication and coordination with VDOT, NVRPA, permitting agencies, impacted property owners, and other stakeholders on the Project. He developed the CPM schedule and monitored progress of the project, which was completed on schedule in August 2010. In cooperation with VDOT, he coordinated with the Eugenia Investments, the primary property owner impacted by the Project, and the Design Team to prepare exhibits and cost estimates to ultimately revise the Project's design to incorporate improved entrance features for the property. As a result of this effort, Eugenia Investments agreed to dedicate the right-of-way at no cost, saving VDOT over \$3 million and facilitating the early start of construction. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** Design-Build project that included new roadway and bridge, coordination with multiple permitting agencies, stakeholder coordination and communications.

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

Shirley Design-Build, LLC, Design-Build Project Manager (July 2007 – November 2009)

Responsibilities: Jeff was responsible for contract administration and management of the overall design-build process including design, permitting, utility relocations, right-of-way acquisition, quality assurance & quality control, and construction for the **\$26.5 million** design-build project to extend Battlefield Parkway from Kinkaid Boulevard to Route 7 in Leesburg, Virginia. He was the point of contact for communication and coordination with VDOT, the Town of Leesburg, NVRPA, permitting agencies, impacted property owners, and local communities on the project. Jeff also developed the CPM schedule. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** Design-Build project that included the design, permitting and construction of new roadway and bridge. Significant coordination with adjacent landowners and local town and county government

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

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

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Richard M. Allen, P.E., Quality Assurance Manager
b.	Project Assignment: Quality Assurance Manager
c.	Name of Firm with which you are now associated: Quinn Consulting Services, Incorporated
d.	<p>Employment History: With this Firm <u>2</u> Years With Other Firms <u>18</u> 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>Quinn Consulting Services, Incorporated – Quality Assurance Manager (QAM), October 2013 to 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 VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects.</p> <ul style="list-style-type: none"> ▪ Route 7 Over Dulles Toll Road Design-Build, (\$45M) – 7/2015 – 12/2017 – QAM ▪ Route 606–LCP/Old Ox Rd. Reconstruction & Widening Design-Build, (\$77M)–6/2015–9/2017–Asst. QAM ▪ I-95 Express PPTA Design-Build Project, (\$900M) – 10/2013 to 10/2015 - QAM <p>Dulles Transit Partners – Lead Structural Engineer, December 2007 to October 2013 Responsible for oversight of design engineers and designer/draftsmen with focus on completeness, accuracy, and consistency between various design package submittals. Reviewed civil structural design calculations, drawings, and specifications conformance with contract plan documents, design standards, and applicable building codes.</p> <ul style="list-style-type: none"> ▪ Dulles Metrorail Silver Line Design-Build Project, 12/2007 to 10/2012-Lead Structural Engineer for the Tyson's East Station, one of five stations in Phase One of this two-phase project. <p>The Reinforced Earth Company – Senior Civil Design Engineer, May 2000 to December 2007 Responsible for complete and final design of all MSE wall drawings and calculations including internal, external, and global stability. Coordinated work assignments with Managers with issues arising at the construction site</p> <ul style="list-style-type: none"> ▪ Senior Civil Design Engineer for multiple projects utilizing mechanically stabilized earth walls and sound barrier walls in the mid-Atlantic region. <p>Pennsylvania Department of Transportation Lead Construction Inspector, February 1999 to May 2000 Responsible for supervising a construction inspection staff of inspectors on-site during active road repair and rehabilitation projects.</p> <ul style="list-style-type: none"> ▪ Project Manager (Lead Construction Inspector) position in the District 1-0 Construction Unit.
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>Old Dominion University, Norfolk / Master Degree / 1995 / Engineering The Pennsylvania State University, State College / Bachelor of Science / 1992 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p>2014 / Professional Engineer / DC (#PE907497), 2001 / Professional Engineer / VA (#0402036809), 2014 / Professional Engineer / MD (#44586), 2001 / Professional Engineer / PA (#PE-055535-E), 2013 / ISO 9001 Quality Management Certification / No. 2779990</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your 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 at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p> <p>1. I-95 Express Lanes, Fairfax, Prince William, and Stafford County, Virginia Quinn Consulting Services, Inc., Quality Assurance Manager, (October 2013 to December 2014) Responsibilities: Richard was responsible for overseeing project QA staff and for verifying, that all work performed on this \$900 million project was 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. Richard implemented and maintained the Quality Management System and provided leadership to a team of Quality Assurance (QA) inspectors responsible for monitoring and verifying the Quality Control (QC) Process. He scheduled, facilitated, and prepared meeting minutes for Preparatory Inspection Meetings, initiated the non-conformance process for those items reported by the QA Inspection and Testing Team and conducted internal and external design and construction auditing. He managed internal auditing to verify that the QA/QC material sampling and testing process meets or exceeded the contract minimum requirements and the Materials Notebook documentation is in conformance with the established process. He also provided materials sampling and testing audits to ensure practices and procedures are consistent throughout the project. Conducted periodic auditing of erosion and sediment control measures and project documentation to verify adherence with the project requirements and recommend procedural improvements as deemed</p>

necessary. Provided continued improvement to the existing QA/QC process. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** Performed Quality Assurance Management Services that are identical as those required for the I-95 Express Lanes – Southern Terminus Extension under the RFQ including the use of VDOT’s Design-Build Manual and the procedures and rates specified for inspection, testing, preparatory meetings, and non-conformance issues.

2. Route 7 over Dulles Toll Road (DTR), Vienna, Virginia

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

Responsibilities Mr. Allen provides oversight of the Project Quality Assurance Process, project QA staffing & coordination of QA/QC testing requirements. He verifies all work performed is inspected & tested per the VDOT Minimum Requirements for Quality Assurance and Quality Control on Design-Build and Public-Private Transportation Act Projects & the Project Specific QA/QC Plan. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project: This \$45 million** project included widening Route 7 west of Tyco Road to include two existing bridges over the Dulles Toll Road & Airport Access Highway. The scope included 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, deck replacements of two bridges over the DTR, including abutments & substructure repairs, addition of a shared-use path in each direction of Route 7, drainage & storm water management improvements, and design/construction of noise barrier & MSE abutment walls. Performed Quality Assurance Management Services that are identical as those required under the RFQ including the use of VDOT’s Design-Build Manual and the procedures and rates specified for inspection, testing, preparatory meetings, and non-conformance issues.

3. Route 606 Loudoun County Parkway/Old Ox Road Reconstruction and Widening, Loudoun County, Virginia

Quinn Consulting Services, Inc., Assistant Quality Assurance Manager, (September 2015 to March 2018)

Responsibilities: Mr. Allen prepares meeting agendas for each activity Preparatory Meeting, maintains the project Frequency of Testing Log, and prepares monthly Quality Assurance reports. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project: This \$77 million** project included the reconstruction and widening of Route 606 Old Ox Road, from its original 2-lane configuration to a 4-lane median-divided urban collector. The final plan is for a 6-lane limited-access, median-divided urban arterial with additional provisions for possible bus/HOV lanes. Scope includes increase in the mass of the existing earthen dam structure and reconstruction of a portion of the principal spillway pipe to accommodate the widening of Route 606, alignment of ramps accessing the toll plaza from the Dulles Greenway, improvements to Evergreen Mills Road consisted of widening to receive dual left turn lanes from eastbound Route 606 and provide dual right and a single left turn onto Route 606, drainage & storm water management improvements, including closed system drainage, several new major cross culverts and open channels and roadside ditches, and design/construction of noise barrier & MSE abutment walls. Experience gained in this position is directly relevant to the project as it pertains to implementing and documenting the QA/QC Plan in accordance with the VDOT Design-Build Manual guidelines.

4. Dulles Metro Rail, Dulles Corridor Metrorail Design-Build Project – Fairfax County, Virginia

Dulles Transit Partners, Senior Civil Structural Engineer, (December 2007 to October 2013)

Responsibilities: Richard was responsible for oversight of four design engineers and four to six designer/draftsmen with high focus on contract due dates, quality, completeness, accuracy, and consistency between various design package submittals. He was also responsible for quality control reviews of civil structural design calculations, drawings, and specifications for evaluation of constructability and conformance with contract plan documents, design standards, and applicable building codes such as WMATA, VDOT, AASHTO, ASCE, ACI, PCI, and IBC. Richard also coordinated and reviewed subcontractor submitted shop drawings. He coordinated station specific interdisciplinary engineering issues to deal with special engineering or construction quality control problems such as conflicting utilities, mis-located structural connections, rebar interference with connections, honeycombing of concrete and develop and/or review remedial solutions to correct unforeseen issues. He conducted periodic visits to active construction sites to investigate, conduct reviews, and provide sound engineering advice and solutions to field issues encountered during the construction phase of the project. Richard had extensive involvement in the final design of 17 miles of cast-in-place retaining walls and assisted Construction Unit with field issues arising during the material fabrication and construction phases of the walls.

5. The Reinforced Earth Company, Regional Engineer - Multiple Projects in the Mid-Atlantic Region

Regional Engineer, (May 2000 to December 2007)

Responsibilities: Richard was responsible for overseeing the complete and final design of all MSE wall drawings and calculations including internal, external, and occasionally global stability. He coordinated work assignments with Regional Managers and assisted Project Managers with engineering related issues arising at the construction site. Richard performed site visits to investigate reasons, collect data, and observe extent of occasional settlement or other quality control issues that arise and worked with Project Managers to formulate corrective procedures and perform any additional engineering calculations necessary to address the modified conditions. He worked closely with owner’s (i.e., primarily State DOT’s) Engineering and Construction staff personnel to address quality control issues as they arose expeditiously but with sound engineering judgment and review of the causes to the issues.

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

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

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Steven Kuntz, PE, DBIA, Associate Vice President
b.	Project Assignment: Design Manager
c.	Name of Firm with which you are now associated: Dewberry Consultants LLC
d.	<p>Employment History: With this Firm 16 Years With Other Firms 0 Years</p> <p>Please list chronologically (most recent 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, Design Manager/Roadway Design Engineer, 1999 - Present</p> <p>General responsibilities include management of the roadway design group in Dewberry's Fairfax office and oversight of numerous design-build and design-bid-build projects. 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 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 (\$85M), 3/2015 to 1/2016 (Design) – Design Manager ▪ Route 606 Reconstruction & Widening Design-Build (\$77M), 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–WB Truck Climbing Lane Design-Build (\$29M), 11/2013 to 12/2015 - Roadway Design Engineer ▪ Interstate 66 Widening Design-Build (\$64M), 9/2013 to 6/2014 (design) – 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 (\$31M), 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 (\$75M), 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 (\$26M), 7/2007 to 9/2009 – Roadway Design Engineer ▪ Dulles Greenway Capital Improvements Design-Build (\$75M), 3/2005 to 9/2007 – Design Manager ▪ Route 28 Corridor Improvements Design-Build (\$487M), 9/2002 to 6/2015 (Design) – Design Manager ▪ Interstate 66 Improvements (\$215M), 6/1999 to 11/2011 (Design) – Project Manager
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>Virginia Polytechnic Institute & State University, Blacksburg, VA / BS / 1999 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p>2004 / Professional Engineer / Virginia #0402 039440, 2008 / Professional Engineer / Maryland #36172, 2010 / Design Build Institute of America (DBIA)</p>
g.	<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>
List at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)	
<p>1. Interstate 66 Improvements – Prince William County, Virginia Dewberry Consultants LLC, Design Project Manager (6/1999 – 1/2011) <i>Responsibilities:</i> Steve was responsible for design and coordination of more than \$200 million of construction improvements along I-66, leading the design of phased improvements to widen I-66 from 4-lanes to 8-lanes between Manassas and Gainesville, reconfigure the I-66/Route 29 Interchange in Gainesville, complete a new overpass of I-66 on new alignment, and construct a single point urban interchange (SPUI) and railroad grade separation at Route 29 and Linton Hall Road. He was responsible for all elements of roadway design including horizontal and vertical geometry, drainage design, and maintenance of traffic and detour designs in preparation for phased right-of-way acquisition and</p>	

construction advertisements. Steve participated in the public hearings, citizen information meetings, and meetings with individual property owners, residential, and retail developments. He coordinated the roadway designs with bridge plans, lighting and electrical plans, stormwater management plans, and landscaping plans. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** This project widened I-66 from 4- to 8-lanes including an HOV lane in each direction. ITS and DMS facilities were installed along the entire length of the widening, and a majority of the work was completed in the median to reduce right-of-way impacts along the corridor.

2. Dulles Greenway Capital Improvements – Loudoun County, Virginia

Dewberry Consultants LLC, Design Manager (3/2005 – 9/2007)

Responsibilities: Steve was responsible for design oversight of this \$80 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. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** This project completed a widening of the existing facility and required coordination with existing toll facilities at the east end of the Greenway and at each interchange project. New toll plazas were installed at three of the interchange modifications, and the mainline toll plaza was expanded from 14- to 18-lanes. Widening was completed to the median of the existing roadway, eliminating the need for acquisition of additional easements or right-of-way.

3. Interstate 66 Widening – Prince William County, Virginia

Dewberry Consultants LLC, Roadway Design Engineer (9/2013 – 6/2014 (design))

Responsibilities: As Roadway Design Engineer, Steve was responsible for oversight of the roadway design efforts for this \$55 million design-build project to widen I-66 from 4- to 8-lanes between Gainesville and Haymarket. Specific duties included oversight of geometric design, drainage design, temporary traffic control design, and utility relocation design, and coordination with stormwater management and structural design, environmental permitting, and surveys. Steve coordinated each of the sub-consultant services including aerial mapping, utility designations and test pits, geotechnical investigations, and noise analysis. Steve led the development of an advance plan set to implement ramp widening improvements at the Route 15 Interchange to reduce queuing on I-66 prior to temporary barrier placement required for widening of I-66. Steve participated in each of the public outreach events, and continues to be involved during construction through reviews of shop drawings, responding to RFI’s, and attending regular progress meetings. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** This project included widening of I-66 to both the median and outside of the existing lanes, and installation of more than 4 miles of noise barrier. All work was completed within the existing right-of-way, with minimal easement acquisitions required for drainage facilities and slopes. Since the widening was at the end of the existing HOV lane, approximately 2 miles of milling and overlay was required to remove existing lane drops and extend the full 4-lane westbound section through the project limits.

4. InterCounty Connector - Contract – Prince George & Montgomery Counties, Maryland

Dewberry Consultants LLC, Area “E” Design Manager (11/2007 – 11/2011)

Responsibilities: This \$513 million design-build contract consisted of building a new 6-lane limited access facility between Maryland Route 29 and I-95 and a new interchange on I-95. Steve was responsible for oversight of the eastern area of the project, which included the new interchange on I-95 and approximately 2 miles of CD roads along northbound and southbound I-95. Steve oversaw all roadway and interchange geometric design and roadway drainage design, and coordinated with stormwater, structural, traffic, utility, and environmental permitting disciplines. Steve was also responsible for sub-consultant coordination for geotechnical, utility designation, noise analysis, and aerial mapping services. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** This project constructed a new limited access and toll facility on new alignment and was coordinated with on-going adjacent phases of the overall ICC project. Noise barriers were installed to reduce noise impacts to adjacent residences, and toll collection infrastructure was installed and coordinated with adjacent sections to provide seamless collection of tolls on the “open-toll” facility.

5. I-64 Capacity Improvements, Segment I – City of Newport News, Virginia

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

Responsibilities: This \$85 million design-build project will widen I-64 from 4- to 6-lanes for approximately 5 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. Steve also coordinated directly with sub-consultant activities for mapping, utility designations, geotechnical investigations, and noise analysis. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** This project provided additional capacity on an interstate facility and lane widening was completed in the median to reduce right-of-way and easement impacts on private property.

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

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

**ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM**

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: Ricky L. Meyer, Senior Project Manager
b.	Project Assignment: Construction Manager
c.	Name of Firm with which you are now associated: Shirley Contracting Company, LLC
d.	<p>Employment History: With this Firm 14 Years With Other Firms 12 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>Shirley Contracting Company, LLC Construction Manager/Senior Project Manager/Project Manager, December 2001 to Present General responsibilities included coordination with the project design team, constructability reviews of design drawings; management of all aspects of daily field construction activities including manpower, equipment, and materials; purchasing, managing cost control activities, subcontractor coordination and management; oversight of construction activities to ensure quality and compliance with contract specifications.</p> <ul style="list-style-type: none"> ▪ Gloucester Parkway Design-Build (\$26M) 3/2014 to 8/2016 - Senior Project Manager ▪ Pacific Boulevard Extension II Design-Build, (\$20M) 1/2014 to 9/2016 - Senior Project Manager ▪ Route 50 Design-Build Widening Project, (\$75M) 8/2011 to 12/2015 - Construction Manager ▪ Route 7 Westbound Truck Climbing Design-Build, (\$29M) 11/2013 to 12/2015 – Construction Manager ▪ Loudoun Water Project Design-Build, (\$6.4M) 5/2013 to 6/2015 - Senior Project Manager ▪ Route 28 Bridge Widening Project Design-Build, (\$5.4M) 7/2013 to 7/2015 - Senior Project Manager ▪ Dulles Discovery Project, (\$5.8M) 8/2013 to 6/2014 - Senior Project Manager ▪ Washington Headquarters Services, BRAC 133 Design-Build, (\$167M) 12/2008 to 8/2011 - Senior Project Manager ▪ Battlefield Parkway Design-Build Project, (\$26M) 7/2007 to 12/2008 - Construction Manager ▪ Dulles Greenway Capital Improvements Design-Build, (\$75M) 3/2005 to 12/2007 - Construction Manager ▪ Route 606 Interchange Project Design-Build, (\$16M) 1/2004 to 6/2005 - Construction Manager ▪ Potomac Yard Offsite Sanitary Trunk Sewer Project, 3/2002 to 12/2004 - Project Manager ▪ Springfield Interchange Phase IV, (\$140M) 12/2001 to 3/2002 - Project Manager <p>Federal Highway Administration Construction Operations Engineer, June 1989 to December 2001 Project administration of approximately 40 new construction and maintenance projects located in the eastern part of United States, D.C. and the Virgin Islands. Clients included the National Park Service, Forest Service, D.C Public Works and Virgin Islands Public Works.</p> <ul style="list-style-type: none"> ▪ Eastern Federal Lands Highway Division, 12/1996 to 12/2001 - Construction Operations Engineer
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization:</p> <p>Rose-Hulman Institute of Technology, Terre Haute, IN / Bachelor of Science / 1989 / Civil Engineering</p>
f.	<p>Active Registration: Year First Registered/ Discipline/VA Registration #:</p> <p>2011 / Erosion and Sediment Control Contractors Certification ESCCC #3-00298 2011 2011 / Registered Land Disturber / RLD00455</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <ol style="list-style-type: none"> 1. <i>Note your 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 at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p> <p>1. Route 7 Climbing Lane Design-Build Project - Loudoun County, Virginia Shirley Contracting Company, LLC, Senior Project Manager (November 2013 – December 2015) Responsibilities: Ricky was responsible for managing the construction of this \$29M project, which included 2.5-miles of a new truck climbing lane, several new ramps and intersections, two new traffic circles, one mile of parallel roadway, new interchange lighting, and a signal modification. He was responsible for managing the project budget as well as generating and analyzing monthly job cost status reports. He also provided schedule updates, integrated the utility relocations with the construction activities, scheduled subcontractors and Shirley crews. Ricky was heavily involved with scoping and drafting the purchase orders and subcontracts for the project. Ricky was also involved with estimating and negotiating owner change order work as well as preparing monthly owner reports and payment applications. He assisted with the management of the CPM Schedule and monthly schedule updates and narratives for submission to VDOT. Relevancies to I-95 Express Lanes – Southern Terminus Extension Project: Project scope included the widening of an existing roadway from 2 to 3 lanes and construction of 2.5-miles of a new truck climbing lane. The MOT plan for the main line included 3 phases of traffic control</p>

and the utilization of traffic shifts in order to maintain 2 existing lanes of traffic during the length of the project. In addition, several phases of traffic control were utilized to construct the two new traffic loops at the RTE 7/RTE 9 interchange.

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

Shirley Contracting Company, LLC, Construction Manager (August 2011 – December 2015)

Responsibilities: Ricky was responsible for managing the construction of this \$75M project, which included 3-miles of temporary detour, and permanent construction. He was responsible for managing subcontractors and self-perform work, scheduling crews, ordering materials, verifying quality control, and generating and analyzing monthly job cost status reports. Ricky was also involved with estimating and negotiating owner change order work as well as preparing monthly owner reports and payment applications. He was actively involved in public relations, preparing and distributing notices for lane closures and major traffic shifts as well as developing and presenting power point presentations at public meetings. Ricky helped to manage and schedule QA and QC inspections by preparing two-week look ahead schedules and holding bi-weekly construction progress meetings with VDOT and the inspections staffs. He also helped to manage the CPM Schedule and prepare monthly schedule updates and narratives for submission to VDOT. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** This project included new construction of 3-miles of six-lane roadway extending from the intersection of Route 50 and Poland Road east to the interchange of Route 50 and Route 28 Sully Road. The MOT plan involved five phases of traffic control, utilizing detours on temporary pavement in order to maintain two existing lanes of traffic during the length of the project. The project scope also included the construction of eight new traffic signals and intersections.

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

Shirley Contracting Company, LLC, Construction Manager (July 2007 – December 2008)

Responsibilities: Ricky was responsible for construction management and oversight of the \$26.5M project. In this capacity, he provided schedule updates, managed the project budget, performed constructability reviews, integrated the utility relocations with the construction activities, scheduled all subcontractors and Shirley crews, and communicated project issues to the Town of Leesburg and the surrounding communities. As the Construction Manager, Ricky had responsibility for the Construction QC Program, including scheduling resources to ensure that all materials and construction activities were tested and inspected. He also played a key role in performing and coordinating constructability reviews during the design phase with Dewberry. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** Project scope included 0.4 miles of 4-lane roadway and dual 1,250' bridges over the W&OD Trail and Tuscarora Creek flood plain.

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

Shirley Contracting Company, LLC, Construction Manager (March 2005 – December 2007)

Responsibilities: Ricky was responsible for construction management and oversight of this \$71M project. During the design phase he completed constructability reviews to confirm plan details were appropriate for planned construction means and methods and that any construction issues were identified early in the design phase. Ricky was responsible for Quality Control of erosion and sediment controls, maintenance of traffic and environmental permitting to ensure that construction activities were in compliance with the plans, specifications, and regulatory requirements. He coordinated with and scheduled a team of Quality Control inspectors to arrange inspection coverage of all construction materials and construction activities; and monitored and updated the construction portion of the CPM Schedule to ensure on-time completion of the project. 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.** **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** Scope included widening the mainline roadway from 4 to 6-lanes, improvements to the existing Greenway interchanges at Route 606 and Route 772, and new interchanges at Routes 653 and 654.

5. Route 606 Interchange Design-Build Project, - Loudoun County, Virginia

Shirley Contracting Company, LLC, Construction Manager (January 2004 – June 2005)

Responsibilities: Ricky played a significant role in the design of the detour intersection so that pre-construction traffic volumes were maintained during interchange construction and traffic impacts were minimized during the traffic switch to open it. He was responsible for Quality Control of environmental permitting to confirm that construction activities remained in compliance with permit and regulatory requirements and erosion and sediment control plans and specifications. Additional responsibilities included design constructability review, preparation and maintenance of the Project schedule, purchasing, production management and quality control oversight. The Project was completed ahead of schedule. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** Completed as one of the individual design-build components of the Route 28 Corridor Improvements Project, the new interchange at the intersection of Route 28 and Route 606 consisted of constructing a relocated detour intersection, eight new loops and ramps, a new bridge overpass, interchange lighting and signalization. The \$16M project included right-of-way acquisitions and major utility relocations of overhead and underground electric, fiber optic and communications, gas and water.

* 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. **Ricky is currently assigned to the Gloucester Parkway and Pacific Boulevard Extension Projects that are scheduled to be substantially complete by summer 2016, prior to the expected start of construction on this Project.**

ATTACHMENT 3.3.1
KEY PERSONNEL RESUME FORM

Brief Resume of Key Personnel anticipated for the Project.	
a.	Name & Title: David Nies-Berger, Regional Manager
b.	Project Assignment: ITS/Electrical Manager
c.	Name of Firm with which you are now associated: Elite Contracting Group
d.	<p>Employment History: With this Firm 6 Years With Other Firms 12 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>Elite Contracting Group Regional Manager/Project Manager, October 2009 - Present</p> <ul style="list-style-type: none"> • VDOT Statewide ITS maintenance contract Regional Maintenance Manager for Central and Northwest Region operations Ensure daily operations flow smoothly Provide interface between field and customer Track & meet regional contract deliverables Support statewide efforts in meeting customer needs including SOP and process/program innovations Work collaboratively with other regional managers and contract admin to convert tactical decisions into strategic initiatives • VDOT Statewide Critical Infrastructure Security Maintenance Contract Mr. Nies-Berger, team leader, responsible for performance, quality-control and training. Coordinates planned-maintenance activities and responses to service calls, troubleshooting and repairing CCTV, access control, and other similar equipment affiliated with VDOT's critical infrastructure installations. • VDOT- NOVA & ERO Digital Message Sign Retrofit Mr. Nies-Berger led Elite's electrical work in retrofitting aging DMS with new controllers and lighting panels in Northern Virginia and in Hampton Roads. Mr. Nies-Berger performed hands-on work as well as supervising the work of the elite team in surveying, planning, and carrying out the electrical work providing power and communications to more than 100 Dynamic Message Signs across the state. • VDOT – Route 1-64 Intelligent Transportation System Project On the Western Freeway ITS Deployment, Mr. Nies-Berger led the Elite Contracting technical team in surveying, planning, and installing the electrical and communications services for CCTV, DMS, as well as the supporting power and communications infrastructure for Virginia State Route 64 in Hampton Roads. <p>IBEW Journeyman Wireman Journeyman Wireman, June 2001- October 2009</p> <p>Responsible for installation of commercial and industrial electrical systems around the state of Virginia, Ohio River Valley, and Gulf of Mexico. Worked on design-build and design-bid-build projects for Dominion Power, Valero refineries, VCU/MCV, Philip Morris/Altria, and Capital One. Installed projects per local codes and blueprints. Provided take off and direction for installation. Trained apprentice electricians and assisted engineers in install of all phases of electrical construction</p> <p>U.S. Navy September Gas Turbine Mechanic, December 1995 to September 1999</p> <ul style="list-style-type: none"> • Responsible for the preventative maintenance, troubleshooting, and repair of GE gas turbine power plants for ship propulsion and power. This included all lube oil and mechanical systems attached to the GE power generation units.
e.	Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: Journeyman Wireman- RJATC Ashland, VA 2006, DeVry University- Bachelor-of-Science Technical Project Management
f.	Active Registration: Year First Registered/ Discipline/VA Registration #: 2010/Master Electricians/Virginia #2710048423, 2013/IMSA Traffic Signal Field Technician Level II/#101620. David will obtain OSHA training in electrical safety for Arch Flash Protection and Lockout/Tagout prior to the 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 at least three (3), but no more than five (5) relevant projects* for which you have performed a similar function.)</p> <p>1. VDOT Statewide ITS Maintenance Contract-Central and Northwest Region Operations Elite Contracting Group Regional Maintenance Manager (October 2013 to August 2017)</p>

Responsibilities: David was responsible for ensuring daily maintenance operations were completed per the specifications and contract documents. He provided the interface between field staff completing the work and VDOT staff, tracked and met regional contract deliverables and supported statewide efforts in meeting customer needs including standard operating procedures and process/program innovations. He worked collaboratively with other Regional Managers and contract administrators to convert tactical decisions into strategic initiatives. He was responsible for providing training, quality control, and project management inspections to ensure compliance with the governing codes and standard operating procedures. As part of the statewide maintenance contract, the devices and systems maintained included fixed and portable analog and digital CCTV, fixed and portable dynamic message signs (DMS), fixed and portable HAR, Environmental Surface Sensors (RWIS), and all associated power and communications equipment. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** The project included maintenance of ITS devices including CCTV, Fixed and Portable DMS, portable HAR, and Environmental Surface Sensors (RIWS). The project included working with VDOT staff to ensure that contract deliverables were supported and systems under the contract were operational.

2. VDOT Central Region Signals Contract

Elite Contracting Group Project Manager (January 2012- October 2014)

Responsibilities: David was responsible for providing project management and field team oversight for VDOT's Central Region Traffic Signal Operations contract. David was responsible for collaboration with VDOT staff to ensure proposed designs met the Department's needs, he led the installation of equipment to ensure on-time and on-budget project delivery, reviewed project specifications for compliance and provided installer feedback where needed to improve delivery and functionality of the final product. David was responsible for ensuring adherence to the project schedule and resolution of issues or concerns. The project primarily provided emergency repair as well as new construction for all Department owned signalized intersections in the Central Region. This included wood pole and steel pole signal installations, controller installation and modification, CCTV and magnetic loop based vehicle presence detection, emergency vehicle preemption installation and modification, LED upgrades, and signal head phasing modification. David and his team were also responsible for servicing and installing new ITS lighting in support of signalized intersections. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** The project included installation and testing of equipment and systems for CCTV, signal controllers, magnetic loop vehicle presence detection, emergency vehicle preemption, LED upgrades and signal head phasing modifications.

3.VDOT Statewide Critical Infrastructure Security Maintenance Contract

Elite Contracting Group Field Team Leader (April 2011-January 2012)

Responsibilities: David's overall responsibilities included contract performance and compliance, quality control and training. David coordinated planned maintenance activities and was responsible for responding to service calls, troubleshooting equipment and systems, and repairing CCTV, access control, and other similar equipment affiliated with VDOT's critical infrastructure installations. The contract included the installation, repair, and preventative maintenance of analog and digital CCTV, DVR/NVR/network server based video recordings, all aspects of access control, and responding to after hour service calls. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** The project scope included the maintenance of critical VDOT infrastructure systems including CCTV, DVR/NVR network based video recording, and access control systems.

4.VDOT- NOVA & HRD Digital Message Sign Retrofit

Elite Contracting Group Lead Electrician (October 2009 2009-April 2011)

Responsibilities: As the lead Electrician on this project, David led Elite's electrical work in retrofitting aging Dynamic Message Signs (DMS) with new controllers and lighting panels in the Northern Virginia and Hampton Roads Districts. David performed hands-on electrical work as well as supervised the work of the Elite team in surveying, planning, and carrying out the electrical work that provided power and communications to more than 100 Dynamic Message Signs across the state. The scope of the work included safe Lockout/Tagout of all energy sources, use of Arc Flash Protection where not possible to de-energize, removal of all old electrical and communication equipment and materials, rebuilding all electrical services, and install as well as testing of new electrical and communication systems. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** The project included electrical refitting of DMS systems including lighting and controllers, lockout/tagout of energy sources and use of Arc Flash protection, installation and testing of new electrical communications systems

5.VDOT – Route 1-64 Intelligent Transportation System Project

Elite Contracting Group Lead Electrician (October 2009-April 2011)

Responsibilities: On the Western Freeway ITS Deployment, David led the technical team in surveying, planning, and installing the electrical and communications services for CCTV, DMS, as well as the supporting power and communications infrastructure for I-64 in Hampton Roads. This work included safe lockout/tagout of all energy sources, use of Arc Flash Protection where not possible to de-energize, removal of all old electrical and communication equipment and materials, rebuilding all electrical services, and install as well as testing of new electrical and communication systems. **Relevancies to I-95 Express Lanes – Southern Terminus Extension Project:** The project scope included the installation and testing of communications systems for CCTV and DMS equipment, installation and testing of new electrical communications systems. Also included lockout/tagout of energy sources and use Arc Flash protection when required.

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

3.4.1 - Work History Forms

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

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

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



SIMILARITIES TO I-95 EXPRESS LANES – SOUTHERN TERMINUS EXTENSION

- Interstate Widening on I-95
- Complex MOT Operations
- Communication & Coordination with VDOT
- Noise Barrier Walls
- Traffic Volumes Exceeding 200,000 VPD
- 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, bridge deck pours, utility crossings, and surface asphalt placement were just a few activities that were scheduled and coordinated to reduce impacts to motorists and give the Shirley team the maximum opportunity for productive and quality work hours. In extremely tight areas, Shirley developed and VDOT approved limited lane shifts of I-95 in order to safely construct constrained bridge elements and retaining walls. Design considerations for all retaining walls and noise barrier walls took into account the poor Potomac Clay soils prevalent in the area for global stability failures. All work was completed on time and within VDOT's project budget. *Similar to the I-95 Express Lanes – Southern Extension 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
- Maintaining heavy interstate traffic volumes with minimal impacts
- Approximately 240,000 CY of earthwork
- Installation of over 14,000 LF of stormwater piping, water and sanitary utility installation/relocation
- 145,000 SF of traditional ground mounted noise barrier wall
- Over 250,000 tons of sub-base stone and asphalt concrete
- Roadway lighting and signage including 15 overhead structures.
- Installation of over 70,000 SF of combination retaining/sound barrier walls
- Over 2,000 drilled shaft and steel post foundations
- 10 Bridges Widened
- Installation of new substructure abutments and piers, structural steel girders and new bridge deck concrete and joints.
- Widening of the 1,000 LF dual span bridge over the Occoquan River

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 I-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(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 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	December 2007	December 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. *For a project with multiple phases or multiple contracts, only one phase or one contract will be considered. If additional phases or contracts are shown under the same Work History Form, only the first phase or contract listed will be evaluated.



SIMILARITIES TO I-95 EXPRESS LANES – SOUTHERN TERMINUS EXTENSION

- Design-Build
- Roadway Widening
- ITS Infrastructure and Tolling Facilities
- MOT Operations
- Environmental Permitting
- Utility Relocations
- Partnering
- Multiple Agency Plan Review/Coordination
- Worked with Lead Designer - Dewberry
- Proposed Key Personnel on this Project:
 - Jeff Austin
 - Ricky Meyer

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 improvements to the Greenway as required by their contract with Virginia. The overall project was comprised of eight individual projects combined into a single design-build program. Shirley served as the Lead Contractor and Dewberry Consultants LLC was the Lead Designer. ***Similar to the I-95 Express Lanes – Southern Extension project***, widening of the mainline 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 6 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
- Expansion of the mainline toll plaza
- Environmental permitting
- Utility relocation
- Comprehensive Safety Project-over 300,000 man hours with no lost time accidents
- Widening of the existing twin 660 ft., 100 ft. high bridges over Goose Creek
- Widening of 14 bridge
- 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 and quality control. Shirley also handled 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. In addition to enhanced safety features and increased capacity in final design, our team developed detailed Traffic Management Plans that focused on maintaining lane widths and travel speeds and reduced the impact to traffic during interim construction phases
2. Shirley ***partnered with the Town of Leesburg and the local community*** to avoid 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.***
3. 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.***
4. All work was performed with no reduction in capacity for the 75,000+ vehicles per day utilizing the existing toll facility.
5. ***Shirley opened the mainline widening of the Greenway six months ahead of schedule.***

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: Intercounty Connector, Contract 'C' (Design-Build) Location: Montgomery and Prince Georges County, MD	Name: Dewberry Consultants LLC	Name of Client/Owner: MD SHA Project Manager: Mark Coblentz Phone: (301) 586-9267 Email: mcoblentz@iccproject.com	November 2011	November 2011	\$513,988	\$528,807* *Difference Due to Owner added scope	\$528,807

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



SIMILARITIES TO I-95 EXPRESS LANES – SOUTHERN TERMINUS EXTENSION

- Design-Build
- Interstate 95 Widening
- Roadway Construction
- MOT Operations on I-95
- Environmental Permitting
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Challenging Geotechnical Conditions
- ITS and Tolling
- Worked with Lead Designer - Dewberry

PROJECT NARRATIVE:

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

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

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

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

A major priority was to minimize impacts to local businesses, residents and the surrounding communities that were impacted by this new facility. Our Team developed a comprehensive approach to meet this objective by sequencing the work to occur out of traffic and in off-peak hours, adjusting profiles to balance site earthwork activities and constructing temporary bridges crossing waterways to avoid "on-road" trucking, and establishing a Site Access Management Plan to designate specific access points, haul routes, staging areas, material and equipment storage areas, and restricted areas. **Similar to the I-95 Express Lanes – Southern Extension project**, the ICC Contract C project included widening I-95 by adding 2-miles of collector-distributor lanes to provide access to the new toll facility from I-95.

PROJECT SCOPE:

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

SHIRLEY'S ROLE:

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

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. 2012 Award of Excellence in Heavy Construction from the National Capital Chapter of American Concrete Institute
2. Selected in 2011 by Roads & Bridges magazine as Top Roads winner
3. This large and fast paced project was completed on time, without claims, and with only minor change orders considering the large scope of the project. Change orders consisted primarily of directed modifications to project scope.
4. Our Team earned over \$4.7 million in incentive payments for environmental compliance, reflecting our commitment to the environmental objectives of the Project.
 - The success of this project was largely due to significant innovations in design development. Specifically, the Joint Venture, led by Shirley Contracting and Dewberry, employed several Alternative Technical Concepts to optimize the design and to reduce both the cost and duration of construction. For example, the Project team:
 - Optimized the RFP proposed interchange between MD 200 and I-95 through realignment and the incorporation of deep stabilization of unsuitable soils through the use of wick drains to effectively eliminate six complex bridge structures and simplify the interchange construction.
 - Redesigned the interchange between MD200 and US-29 to eliminate 1 large fly-over structure and reduce impacts to the traveling public.
 - Optimized the pavement structure through the incorporation of a California Bearing Ratio of seven and incorporated Falling Weight Deflectometer testing into the QC program to verify achievement of the elevated standards. This significantly reduced the amount of asphalt required for the project, effectively reducing cost and time of construction.
 - Redesigned the I-95 Interchange which reduced ROW acquisition by 14 acres, reduced impacts to existing utilities and reduced the area of bridge deck by 320,000 SF.
 - Utilized wick drain ground improvement strategy to provide mainline ICC crossing of large wetland area and eliminated bridges planned in RFP concept.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Interstate 66 Widening Location: Prince William County, Virginia	Name: Shirley Contracting Company, LLC	Name of Client: Virginia Department of Transportation Project Manager: Christiana Briganti-Dunn, PE Phone: 703-259-2960 Email: Christiana.Briganti@VDOT.Virginia.gov	September 2013	November 2016	\$54,871	\$55,000 *Difference Due to Owner added scope	\$2,931

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



SIMILARITIES TO I-95 EXPRESS LANES – SOUTHERN TERMINUS EXTENSION

- Design-Build Delivery
- Roadway Design
- Field Surveys and Aerial Mapping
- Environmental Permitting and Monitoring
- Geotechnical Investigations and Recommendations
- Hydraulic design
- MOT Design for Construction in Median
- Utility Coordination and Relocation Design
- Noisewall Design & Noise Analysis
- Signing and Pavement Marking Plans
- ITS Infrastructure
- Experience with Lead Contractor – Shirley
 - Proposed Key Personnel on this Project:
 - Steve Kuntz

PROJECT NARRATIVE:

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

PROJECT SCOPE:

- Field surveys and aerial mapping
- Environmental permitting
- Roadway geometric design
- Stormwater management and hydraulic design
- Structural design
- Geotechnical investigations and recommendations
- Utility relocation design and coordination
- Widening of I-66 from 4 to 8-lanes for approximately 2.5 miles
- Demolition and reconstruction of the Old Carolina Road overpass
- Demolition and reconstruction of the Catharpin Road overpass
- Route 15 Interchange exit ramp and traffic signal improvements
- Approximately 5 miles of noise barriers
- 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 engineer for our design-build team, Dewberry's Fairfax, Virginia office was responsible for design of all elements of the project, environmental permitting, and oversight of design sub-consultant services. Prior to award of the contract, Dewberry recognized that phased implementation of the Route 15 exit ramp improvements would serve as a great benefit and safety improvement to the public. The pre-construction configuration of the ramp and exiting traffic volumes resulted in congestion and queuing on the ramp which routinely extended onto the westbound I-66 shoulder and right thru lane. In order to provide immediate relief of this condition, Dewberry reconfigured the alignment of the exit ramp so that widening to provide dual left turn lanes could be completed within existing right-of-way and without the need to acquire additional easements. An advance plan set was developed which allowed ramp construction, Route 15 median widening, and traffic signal modifications to be completed prior to work on I-66 being initiated. This phased approach avoided restriction of the existing I-66 shoulder which would have created additional impacts to traffic.

Similar to the I-95 Express Lanes – Southern Terminus Extension Project, the widening of I-66 required additional work "outside" of the main construction limits in order to reconfigure existing pavement markings to effectively extend the full typical section. On I-66, the existing pavement requires milling and overlay of approximately 1.5 miles to eliminate the temporary lane drops and open the 4-lane westbound typical section through the project limits. On I-95, extension of the Express Lanes will require remarking and milling and overlay of the existing southern terminus to allow traffic to continue beyond the existing fly-over diverge point.

Also similar to the I-95 Southern Terminus Extension where the auxiliary lane will be constructed immediately adjacent to the existing general purpose lanes, the widening of I-66 was completed immediately adjacent to the existing thru lanes and required temporary lane shifts in order to install temporary traffic barriers, remove the existing shoulder pavement, and install new drainage facilities.

Finally, the I-66 Widening project was immediately adjacent to the I-66/Route 15 Interchange reconstruction project, which required close coordination between project staff, similar to the coordination which will be required between the I-95 Express Lanes and I-95/Route 630 Interchange projects.

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: Dulles Greenway Capital Improvements Location: Loudoun County, VA	Name: Shirley Contracting Company, LLC	Name of Client/Owner: Toll Road Investors Partnership II (TRIP II) Project Manager: Mr. Thomas McKean Phone: 703-668-0022 Email: tmckean@dullesgreenway.com	March 2005	December 2007	\$64,994	\$71,084* *Difference Due to Owner added scope	\$8,653

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



SIMILARITIES TO I-95 EXPRESS LANES – SOUTHERN TERMINUS EXTENSION

- Design-Build
- Roadway Design
- Field Surveys and Aerial Mapping
- Environmental Permitting and Monitoring
- Geotechnical Investigations and Recommendations
- Hydraulic design
- Traffic Control Design
- Utility Coordination and Relocation Design
- Signing and Pavement Marking Plans
- ITS Infrastructure
- Widening of a Freeway Facility
- Coordination with Other Agencies
- Experience with Lead Contractor – Shirley
- Proposed Key Personnel on this Project:
 - Steve Kuntz

PROJECT NARRATIVE:

Beginning in 2005, the Shirley-Dewberry design-build team began work on the Capital Improvement Program for TRIP II to complete eight of the “ultimate” improvements which TRIP II was obligated to complete under its agreement with the Commonwealth of Virginia. These improvements included:

- Widening of the Greenway from 4- to 6-lanes for over 6 miles (2 phases), including widening of parallel bridges at Claiborne Parkway, Broadlands Boulevard, Sycolin Creek, and Sycolin Tributary
- Widening of the 660’ 3-span bridge over Goose Creek
- Widening of Route 606 and interchange ramp improvements
- Widening of Route 653 and interchange ramp improvements
- New interchange at Battlefield Parkway and demolition of the Tolbert Lane Bridge
- Direct ramp access from EB Dulles Greenway to Dulles Airport (“Ramp E”)
- Expansion of the Mainline Toll Plaza from 14 to 18 lanes

Since the Greenway is a private toll road, significant care was taken to sequence the work and develop temporary traffic control plans to ensure operations, capacity, and toll revenues were not impacted during construction. During design of the original 8 elements of the project, TRIP II requested that our Team increase the scope of the project to widen the Route 772 bridge over the Greenway and make “ultimate” ramp modifications at the existing interchange. Our Team was able to incorporate the added scope of this 9th project element without impacting the contract completion date.

PROJECT SCOPE:

- Field surveys and aerial mapping
- Environmental permitting
- Geotechnical investigations and recommendations
- Roadway geometric design
- Stormwater management and hydraulic design
- Structural design (bridges and retaining walls)
- Toll facility improvements
- Temporary traffic control plans
- Signing, pavement marking, and traffic signal plans

DEWBERRY’S ROLE:

As the engineer of record, Dewberry’s Fairfax, Virginia office was responsible for all of the scope elements identified in the “project scope” and for coordination and oversight of all sub-consultant services. This project was unique as it was completed on a public roadway for a private owner, and therefore required numerous permits prior to construction being initiated. The project elements were also located on lands owned or maintained by other public entities, so coordination and plan review was required from VDOT, the Town of Leesburg, Loudoun County, the Metropolitan Washington Airports Authority (MWAA), and the Federal Aviation Administration (FAA).

In order to complete all projects as quickly as possible and create as little impact on the toll collection processes, Dewberry utilized multiple teams of engineers to complete each of the projects simultaneously so that construction could be completed concurrently as opposed to staggered between projects.

Similar to the I-95 Express Lanes – Southern Terminus Extension project, widening of the mainline 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. Existing drainage facilities were analyzed to ensure they were adequate for the additional impervious areas constructed with the project, and stormwater management facilities were installed in areas where right-of-way acquisitions and utility relocations were not required.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. Early completion of several of the Capital Improvement designs led the Owner to add the Route 772 Interchange improvements to the project as a contract modification. Plans were completed without requiring an extension of the contract duration.
2. “Repeat business” is the best evidence of good performance. After completion of the Capital Improvements, Dewberry continues to be the engineer of record for the Greenway, and is currently working on pavement overlay plans and traffic counts, proving that the service provided by Dewberry is valued by TRIP II.

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

a. Project Name & Location	b. Name of the prime/ general contractor responsible for overall construction of the project.	c. Contact information of the Client and their Project Manager who can verify Firm's responsibilities.	d. Construction Contract Start Date	e. Construction Contract Completion Date (Actual or Estimated)	f. Contract Value (in thousands)		g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)
					Construction Contract Value (Original)	Construction Contract Value (Actual or Estimated)	
Name: Intercounty Connector (ICC) Contract C Location: Montgomery and Prince George Counties, MD	Name: IC3 A Joint Venture (Shirley Contracting Company, LLC Lead Contractor)	Name of Client: Maryland State Highway Administration Project Manager: Mark Coblentz Phone: 301-586-9267 Email: mcoblentz@sha.state.md.us	November 2007	November 2011	\$513,988	\$528,807* *Difference Due to Owner added scope	\$41,000

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



SIMILARITIES TO I-95 EXPRESS LANES – SOUTHERN TERMINUS EXTENSION

- Design-Build Delivery
- Roadway Design
- Widening of an Interstate Facility
- Field Surveys and Aerial Mapping
- Environmental Permitting and Monitoring
- Geotechnical Investigations and Recommendations
- Hydraulic design
- Traffic Control Design
- Utility Coordination and Relocation Design
- Noisewall Design & Noise Analysis
- Signing and Pavement Marking Plans
- ITS Infrastructure
- Experience with Lead Contractor – Shirley
- Proposed Key Personnel on this Project:
 - Steve Kuntz

PROJECT NARRATIVE:

Dewberry was the lead designer for Contract C of the InterCounty Connector (ICC) project. This contract completed the segment of the ICC from just west of Route 29 to just east of I-95, a project length of 3.8 miles which also included interchanges at Route 29, Briggs Chaney Road, and I-95. Both the Route 29 and I-95 Interchanges were 3-level interchanges including semi-directional fly-over ramps with curved girder bridges. At the I-95 Interchange, collector-distributor (CD) roadway improvements were made along northbound and southbound I-95 for more than 2 miles in each direction, effectively combining access points with the adjacent MD-198 interchange and a future interchange which was under development and study by the Maryland State Highway Administration. Design and construction of the project was broken up into multiple stages so that construction on the ICC mainline and each interchange could be completed in overlapping phases.

PROJECT SCOPE:

- Field surveys
- Roadway design
 - Widening of I-95 for more than 2 miles
 - 3.8 miles of 6-lane divided freeway
- Interchange design – 3 interchanges at Route 29, Briggs Chaney, and I-95
- Bridge design – 20 bridges including 3 curved girder bridges each with a length over 1,300 linear feet
- Retaining wall design – 16 walls
- Design of 5 noise barriers
- Design of 14 stormwater management basins
- Erosion & sediment control design
- Temporary traffic control design on high-volume roadways, including I-95
- Traffic signal design
- Signing and pavement marking design
- Lighting and electrical design
- ITS and open-tolling facility design
- Sub-consultant oversight and coordination for environmental permitting, noise analysis and modeling, geotechnical investigations and testing, utility designations and test pits

DEWBERRY'S ROLE:

As the engineer of record, Dewberry's Fairfax, Virginia office was responsible for all preliminary and final designs for 2 miles of the ICC and for the Briggs Chaney Road and I-95 Interchanges. Dewberry was also responsible for oversight and coordination with our design partner who completed the Route 29 Interchange and for oversight and coordination with all sub-consultant services. During the procurement stage of the project, Dewberry developed an alternate concept for the I-95 Interchange which reduced right-of-way acquisition needs by 14 acres, reduced environmental and utility impacts, and reduced the overall area of bridge decks by more than 320,000 sf. This modification, along with others developed at the Route 29 Interchange and along the ICC corridor, resulted in a lower contract price for the project and avoided relocation of high-voltage transmission lines and impacts to adjacent properties.

In order to facilitate concurrent construction of the entire project simultaneously, the project was separated into multiple "areas", and advance bridge steel and erosion and sediment control packages were developed early which allowed construction in critical areas to start before final design approval.

Similar to the I-95 Express Lanes – Southern Terminus Extension project, the I-95/ICC Interchange required construction of more than 2 miles of widening adjacent to the existing I-95 travel lanes. Erosion and sediment control and stormwater management facilities were located in the median to reduce right-of-way impacts, and multiple stages of temporary traffic control plans were developed to facilitate safe construction with no long-term impacts to the existing travel lanes. Data collected during construction showed that the safety of the corridor actually *improved* during construction of the interchange, partially due to the detailed temporary traffic control plan developed by our Team.

VERIFIABLE EVIDENCE OF GOOD PERFORMANCE:

1. Our Team's design reduced the environmental impacts from the RFP-permitted impacts as follows: Wetland impacts reduced by 19 acres (52%), Wetland buffer impacts reduced by 5 acres (27%), Perennial/Intermediate Waters of the U.S. impacts reduced by 1930 feet (15%), Ephemeral Waters of the U.S. impacts reduced by 1830 feet (53%), Forested Wetland impacts reduced by 32.6 acres (17%), Floodplain impacts reduced by 9.9 acres (62%).

AWARDS:

- 2012 National Design-Build Award in Transportation National Design-Build Awards Competition
- Awarded the 2012 "Award of Excellence in Heavy Construction" from the National Capital Chapter of the American Concrete Institute
- 2012 "Globe Award" American Road & Transportation Builders Association
- Selected in 2011 by Roads & Bridges magazine as a Top Roads winner.