

Response to Request for Qualifications

# I-64 GAP Segment A Widening

From: I-64 MM 204.9

To: I-64 MM 215.6

New Kent County, Virginia

State Project No.: 0064-063-623

Contract ID Number: C00122166DB119

January 26, 2023 - Electronic Copy

Submitted By:



In Association With:



## **3.2**

# **Letter of Submittal**





January 26, 2023

Commonwealth of Virginia  
Department of Transportation (VDOT)  
1401 East Broad Street  
Richmond, Virginia 23219

Attention: Suril R. Shah, P.E., DBIA (APD Division)

**RE: I-64 GAP Segment A Widening  
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 the Request for Qualifications (RFQ) for the project referenced above. With Dewberry Engineers Inc. (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.

**3.2.1** The full legal name and address of the Offeror is as follows:

Shirley Contracting Company, LLC  
8435 Backlick Road  
Lorton, Virginia 22079

**3.2.2** Our Point of Contact is:

Garry A. Palleschi, Vice President  
8435 Backlick Road, Lorton, VA 22079  
(P) 703-550-3579 (F) 703-550-9346  
gpalleschi@shirleycontracting.com

**3.2.3** Our Principal Officer is:

Gregory S. Smith, President  
8435 Backlick Road, Lorton, VA 22079  
(P) 703-550-8100

**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 Engineers Inc.

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

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

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

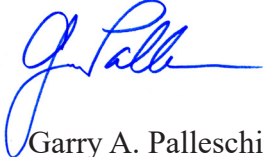
**3.2.9** Included as Attachment 3.2.9 is a letter from our surety that provides evidence that we are capable of obtaining a performance and payment bond for the current estimated contract value, and that these bonds will cover the Project and any warranty periods.

**3.2.10** Virginia State Corporation Commission (SCC) and Virginia Department of Professional and Occupational Regulations (DPOR) registration information for all business entities on the Offeror's team are included in Attachment 3.2.10. Full size copies of registrations and licenses are provided in the Appendix to this Statement of Qualifications.

**3.2.11** The Shirley Team is committed to achieving the 10% DBE participation goal for the entire value of the contract.

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

Sincerely,



Garry A. Palleschi  
Vice President

## **3.3 Offeror's Team Structure**





## 3.3 Offeror’s Team Structure

### Introduction

Shirley has the experience and personnel to successfully manage all elements of the I-64 GAP Segment A Widening Design-Build Project (Project). Shirley, along with Dewberry, are one of Virginia’s most experienced design-build teams. Together, we have been awarded 49 design-build projects, including 25 for VDOT. Recently, the Shirley/Dewberry Team successfully delivered two I-64 Widening Design-Build Projects - Segments I and III. Our performance completing these projects has provided our Team with experience that directly correlates to elements of this Project, including:

- ✓ Extensive median clearing and protection of sensitive environmental features;
- ✓ A focus on public safety;
- ✓ Completing projects early or on time;
- ✓ Utilizing innovative design solutions and construction techniques;
- ✓ Extensive Design-Build Experience as a team; and
- ✓ Limiting impacts to the traveling public and affected communities including effective strategies to minimize congestion during construction.


Our success is further exemplified by our Team’s recent awards, including those shown in Table 1.

**Table 1: Recent Project Awards**

Project	Awards
I-64 Capacity Improvements Segment III	<ul style="list-style-type: none"> <li>■ 2023 ACEC-VA Engineering Excellence Merit Award</li> <li>■ 2022 ABC-VA Excellence in Construction Award</li> <li>■ 2022 HCCA Excellence in Infrastructure Honorable Mention Award</li> </ul>
I-95/Route 630 Interchange Reconstruction and Widening	<ul style="list-style-type: none"> <li>■ 2021 ACEC VA Engineering Excellence Pinnacle Award</li> <li>■ 2021 VTCA Transportation Engineering Award</li> <li>■ 2020 DBIA Mid-Atlantic Region Award of Merit</li> </ul>
Route 606 Bridge Replacement Over I-95	<ul style="list-style-type: none"> <li>■ 2019 DBIA Mid-Atlantic Region Award of Merit</li> </ul>
I-64 Capacity Improvements Segment I	<ul style="list-style-type: none"> <li>■ 2018 DBIA National Award of Merit</li> <li>■ 2018 DBIA Mid-Atlantic Region Award of Merit</li> <li>■ 2019 ACEC Engineering Excellence Merit Award</li> </ul>
I-66 Widening	<ul style="list-style-type: none"> <li>■ 2017 DBIA Mid-Atlantic Region Award of Merit</li> </ul>
Route 27/244 Interchange Modifications	<ul style="list-style-type: none"> <li>■ 2016 DBIA National Award of Merit</li> <li>■ 2016 DBIA Mid-Atlantic Region Excellence in Engineering</li> <li>■ 2016 HCCA Excellence in Infrastructure</li> </ul>

Our success on design-build projects is due in large part to the selection of personnel and team members, each with strengths that address critical project risks. The Shirley/Dewberry Team, with more than 20 years of VDOT design-build experience, is committing Key Personnel, partners and specialty firms, as shown in Table 2 and our Organizational Chart, to address risks.

**Table 2: Project Team Members**

Firm	Role on Project
 <b>Dewberry</b>	Dewberry Engineers Inc., (Dewberry) will be the Lead Designer. Dewberry has extensive design-build experience as the Lead Designer on all of Shirley’s 25 design-build projects for VDOT. Dewberry is a nationally recognized engineering firm headquartered in Fairfax, Virginia and is ranked among Engineering News-Record’s Top 20 in highways.

## 3.3 Offeror’s Team Structure

Firm	Role on Project
	Branch Civil is a leading heavy civil contractor with a 75-year tradition of building enduring infrastructure projects in Virginia and the southeastern U.S. As a dedicated civil subcontractor to Shirley, Branch has the expertise and resources to provide design-build and construction services and support to the Team.
	Quinn Consulting Services, Inc. (QCS) will provide the Quality Assurance Manager (QAM) and Quality Assurance Inspectors for the Project. <b>QCS is a registered DBE in Virginia</b> and has served as the QAM on each of the previous I-64 Widening Capacity Improvements - Segments I and III design-build projects completed by our Team.
	McCallum Testing, LLC, dba McCallum Testing Laboratories (McCallum) will provide QA material testing as a subcontractor to Quinn Consulting Services, Inc. <b>McCallum is a women-owned, SWaM certified small business in Virginia.</b>
	Terracon Consultants LLC is a leading provider of geotechnical engineering services. As a subcontractor to Dewberry, Terracon will provide comprehensive geotechnical investigations, analysis and recommendations, and noise analysis.
	SAM, Inc. will complete utility designations and test pits as a subconsultant to Dewberry. SAM specializes in providing comprehensive subsurface utility engineering services and has completed utility designations and test pits on more than 35 design-build projects for our Team.
	Quantum Spatial, Inc., will provide aerial mapping services as a subcontractor to Dewberry, continuing our long relationship as they have been the sole provider on each of our design-build projects.
	Diversified Property Services Inc. (Diversified), <b>a registered DBE in Virginia</b> and a Virginia prequalified ROW acquisition firm, will handle all areas of appraisal and appraisal review services, negotiations, and acquisition of property rights.
	Key Title II, LLC, (Key) will provide title research and settlement services for properties acquired on the Project. Key has closed over 50,000 real estate transactions since 1973 and has experience in all aspects of the real estate closing process. Since 2004, Key has provided these on all of Shirley’s design-build projects for VDOT.

### 3.3.1 Key Personnel

Key Personnel are shown in Table 3. Key Personnel Resume Forms (Attachment 3.3.1) are in the Appendix.

**Table 3: Key Personnel**


Key Personnel Position	Name	Firm
Design-Build Project Manager (DBPM)	Charles (Chuck) Smith, IV	Shirley Contracting Company, LLC
Quality Assurance Manager (QAM)	S. Scott Shropshire, PE, CCM	Quinn Consulting Services, Inc.
Design Manager (DM)	Steve Kuntz, PE, DBIA	Dewberry Engineers Inc.
Construction Manager (CM)	Hank Davis	Shirley Contracting Company, LLC


### 3.3.2 Organizational Chart


The Organizational Chart shown in Figure 3.3.2.1 outlines the structure of our proposed Team. The chain of command shown in the chart by solid lines represents the primary reporting relationships. Dashed lines represent communication relationships between major project disciplines and participants. This structure has been created to specifically address the overall project scope, the anticipated schedule for completion, and risks involved in meeting project objectives. Each individual is selected because of their extensive experience in the design, construction, and administration of design-build projects; overall design and


## 3.3 Offeror's Team Structure

construction expertise; and specific experience on widening projects with a focus on limiting impacts to the public. It is critical that Key Personnel have an extended history of working together and an understanding of how all disciplines interact. A successful team must integrate the design, construction, QA/QC, ROW, utility, environmental compliance, safety, third party coordination, and public relations disciplines into a single, cohesive project. The following narrative describes the functional relationships and communications among our Team:

 **Design-Build Project Manager (Chuck Smith)** is tasked with full and complete authority over all aspects of the Shirley Team's responsibilities and is the primary point of contact with VDOT after award. Chuck has the ultimate responsibility for contract management and to coordinate and integrate all project disciplines. He will coordinate with each discipline to develop and maintain the Project Schedule. He has full authority to resolve all issues through best efforts and good faith negotiations with VDOT representatives. Chuck will lead coordination efforts with third-party stakeholders. He will work with VDOT to promote public outreach efforts, hold public meetings, and answer inquiries.

 **Quality Assurance Manager (S. Scott Shropshire, PE, CCM)** reports to the DBPM and is independent from the construction operations and QC inspections. Scott is responsible for assuring that the Project is in conformance with the Contract and the "approved for construction" (AFC) plans, specifications, and environmental permits. He manages all aspects of the QA program and directs the QA inspections. Scott will manage a comprehensive system of QA/QC documentation and, based on all testing levels (QC, QA, and Owner), verify the acceptability of work and certify compliance with the Contract Documents as part of the payment application. Scott has the autonomy to report findings directly to VDOT in addition to the DBPM. If work is not in compliance with the Contract Documents, he has the authority to unilaterally halt or suspend work, and has the responsibility to assure corrective action is completed before accepting work and certifying payment.

 **Design Manager (Steve Kuntz, PE, DBIA)** reports to the DBPM and has overall responsibility for management of the design process. Steve's role includes integrating the various design disciplines with the construction, ROW, utility, permitting, and safety elements. He establishes and oversees the Design QA/QC program ensuring that design QA and QC functions are exclusively designated and not assigned to those with conflicting duties or production work, as outlined in the VDOT *Minimum Requirements for Quality Assurance and Quality Control for Design-Build and P3 Projects, July 2018*. Steve remains involved throughout the construction phase to support implementation of the design, review shop drawings, attend regular progress and public meetings, and respond to construction questions, RFI's, and public inquiries.

 **Construction Manager (Hank Davis)** reports to the DBPM and is responsible for managing all aspects of construction and the QC process. Prior to construction, Hank facilitates constructability reviews for design, works closely with the Utility Coordination Manager to plan relocations, and coordinates with the Right-of-Way Manager to prioritize and schedule acquisitions. During construction, he will be on site at all times, updating the Project Schedule, and coordinating with the QC Manager, Project Manager, and Superintendent, to ensure construction materials and activities are in accordance with the contract requirements and the "approved for construction" plans and specifications. Hank oversees a system ensuring qualified personnel monitor, inspect, document, and maintain compliance with environmental permits. He communicates with the Design Manager arranging for design engineer's review of construction submittals and shop drawings. He also provides input to the Public Liaison to send notices and respond to construction related questions from the public.

### Value-Added Personnel/Firm

To further mitigate risks, address key Project elements, complete the work ahead of schedule, under budget, and in a safe, quality manner with minimal resource requirements from VDOT, our Team is committing the Value-Added personnel and firm shown in Table 4.

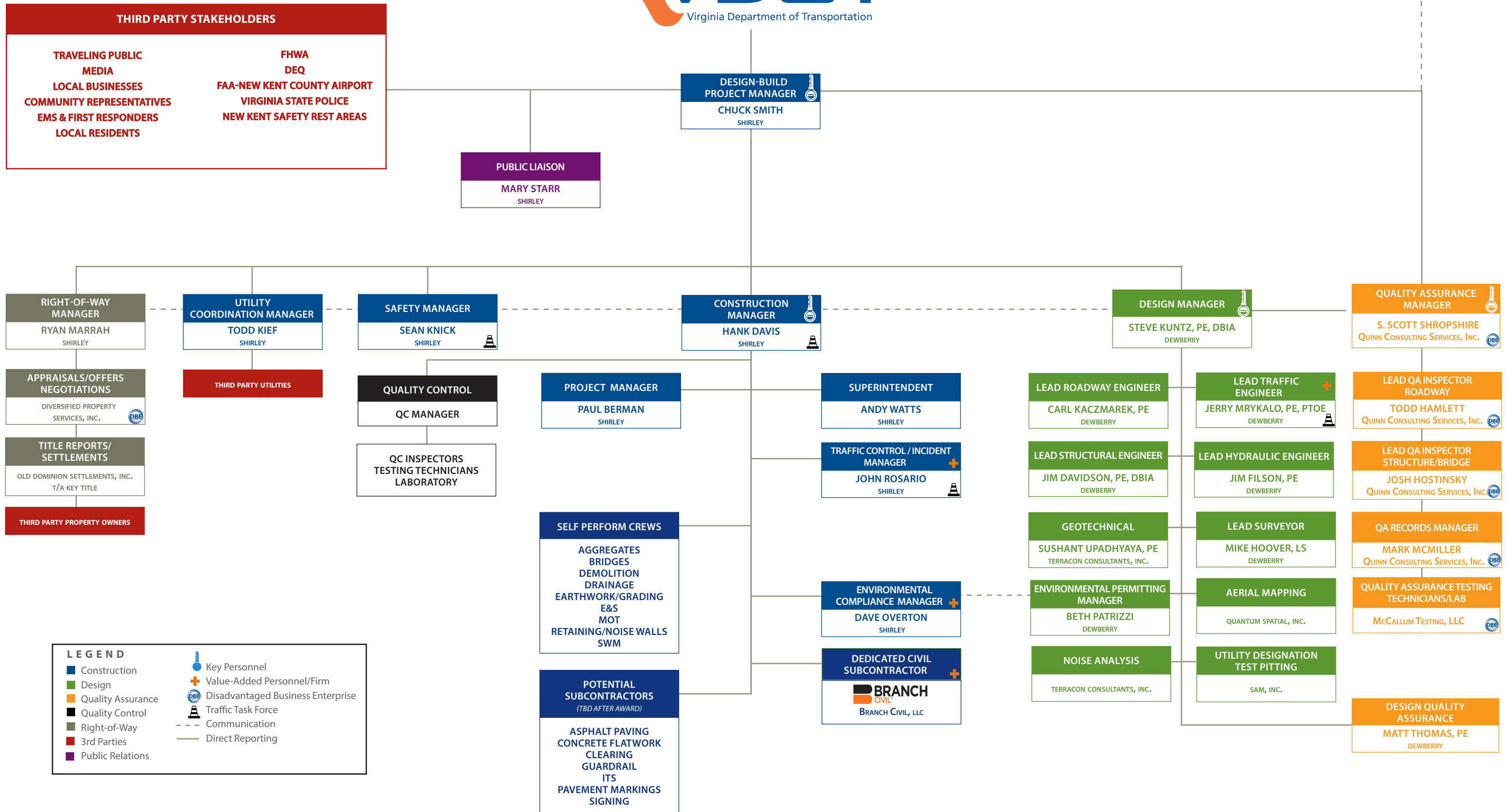


### 3.3 Offeror’s Team Structure

**Table 4: Value-Added Personnel/Firm**

Value-Added Position	Name	Firm
Lead Traffic Engineer	Jerry Mrykalo, PE, PTOE	Dewberry Engineers Inc.
Traffic Control / Incident Manager	John Rosario	Shirley Contracting Company, LLC
Environmental Compliance Manager	Dave Overton	Shirley Contracting Company, LLC
Public Liaison	Mary Starr	Shirley Contracting Company, LLC
Dedicated Civil Subcontractor	-	Branch Civil, LLC

- + **Lead Traffic Engineer (Jerry Mrykalo, PE, PTOE)** will report directly to the DM and is responsible for all traffic engineering design elements including maintenance of traffic (MOT), transportation management plan (TMP) development, signing and pavement marking, intelligent transportation systems (ITS), and other traffic control devices. As a Professional Traffic Operations Engineer (PTOE), Jerry has extensive experience in this role, having led the traffic engineering design on more than 25 design-build projects including five (5) projects on I-64. Jerry will also lead a multi-discipline Traffic Task Force (TTF) that is focused on planning, designing, and implementing the Project’s MOT program.
- + **Traffic Control / Incident Manager (John Rosario)** John reports to the CM and is responsible for supervising our traffic control team and ensure measures are appropriate and maintained. He also monitors live data, such as VA 511, Google Maps, and Waze, to rapidly identify incidents, respond to them, and clear them from the roadway. John provides on-site communications during an incident and real-time information to the VDOT Traffic Operations Center (TOC) so that they can relay current information to first responders and incident coordinators.
- + **Environmental Compliance Manager (Dave Overton)** reports to the DBPM and is responsible for ensuring compliance with all environmental commitments. During the design phase, Dave works closely with Dewberry’s Environmental Permitting Manager to ensure that construction means and methods are appropriately accounted for and any permit commitments are incorporated by the Construction Team. Dave determines Project needs and monitors work in progress verifying that final deliverables adhere to the Project’s requirements. Dave will also oversee the interaction with environmental regulatory agencies, attending regulatory inspections and reporting findings.
- + **Public Liaison (Mary Starr)** Mary reports to the DBPM and will coordinate and execute public outreach activities. Serving as a liaison between VDOT, the traveling public, local communities, and other stakeholders, Mary will advise on construction operations and their potential impacts. Working closely with VDOT, she will develop communication programs and strategies to achieve key project goals and convey concepts to communities of interest.
- + **Dedicated Civil Subcontractor (Branch Civil, LLC)** Branch Civil, LLC reports directly to the CM and will be a dedicated civil subcontractor for the Project. Branch brings significant resources to the Shirley Team as well as extensive experience with design-build projects.



## **3.4**

# **Experience of Offeror's Team**





## 3.4 Experience of Offeror's Team

Attachments 3.4.1 (a) and (b) Work History Forms for the Lead Contractor and Lead Designer are included in the Appendix.

## **3.5**

# **Project Risks**





## 3.5 Project Risks

## 3.5 Project Risks

In preparation of this Statement of Qualifications (SOQ), we have carefully reviewed all Request for Qualifications (RFQ) documents and performed site visits to understand the Project challenges and potential risks. Our Team is committed to taking ownership of each risk and developing mitigation strategies in partnership with VDOT and all stakeholders. At this stage of the procurement, the three most relevant and critical risks to the Project's overall success are:

### **Risk 1: Maintaining Mobility and Capacity/Incident Management**

#### **Why the Risk is Critical**

As I-64 is the only interstate route connecting the Hampton Roads region the Richmond area / I-95 corridor, it is critically important to maintain full traffic mobility throughout the duration of construction as it is a critical artery for commerce, tourists, and local New Kent County traffic. The I-64 corridor also experiences unique travel patterns during summer beach-bound traffic leading to extremely high weekend volumes. Additionally, the corridor is of key importance for hurricane evacuation and national defense related to military facilities in the Hampton Roads region.

With an average of over 115 crashes per year currently within the Project limits, avoiding additional incidents during construction is of critical importance. In addition to traffic delays, incidents put the public, construction personnel, and first responders at great risk of personal injury. All of this underscores the importance of preparing and implementing a comprehensive maintenance of traffic (MOT) program that:

- Preserves traffic mobility and limits delays;
- Utilizes targeted strategies to avoid incidents;
- Facilitates quick detection and clearance of incidents that do occur;
- Holds safety paramount for all parties; and
- Proactively communicates project progress and activities with the public.

#### **Impact on the Project**

The impact of failing to maintain traffic mobility, inadequately implementing incident avoidance techniques, improperly executing timely incident management, or inadequately communicating construction activities with the traveling public and adjacent projects, could have substantial impacts including:

- Substantial and frequent travel delays;
- Increases in the number of incidents and associated lane blockages;
- Degradation of safety for the public, construction personnel, and first responders;
- Potential schedule delays; and
- Driver frustration and loss of public support.

#### **Mitigation Strategies**

Our Team is fully committed to maintaining the highest possible levels of traffic mobility and developing and implementing innovative safety strategies targeted for the unique challenges associates with this corridor and this Project. By making mobility and safety our top priorities and utilizing our extensive relevant experience along the I-64 corridor we will implement the following mitigation strategies:

**Utilizing an Experienced MOT Design Team:** Our Team is uniquely qualified to identify mobility and safety related risks and successfully develop and implement the Transportation Management Plans (TMP) and site-specific Temporary Traffic Control (TTC) plans. Our design and construction teams have

## 3.5 Project Risks

recently completed two award-winning projects consisting of a total of 26 lane-miles of widening of I-64 between Williamsburg and Newport News (Segments I & III). The development of the TMP and TTC will be lead by Jerry Mrykalo, PE, PTOE, who served in the same role on these two projects as well as 5 additional interstate widenings.

**Traffic Task Force:** Our Team will establish a multi-discipline Traffic Task Force (TTF) focused on planning, designing, and implementing the Project's MOT Program. The TTF will consist of engineers, contractors, and safety professionals, with VDOT and 3rd parties also invited to participate. Establishing and maintaining this highly experienced task force allows for collaboration that ultimately ensures mobility is maximized and the risk for incidents are minimized.

Understanding that seconds are critical for response to incidents and medical emergencies, we will implement the following:

- Hold dedicated first responder meetings before all changes to traffic patterns or setting of temporary traffic control barrier;
- Create a median emergency crossover sequencing plan to ensure constant maintenance of these important crossovers through construction;
- Develop first responder maps with mile markers, locations of construction access points, location of median crossovers, and locations of shoulder closures for distribution to responder crews;
- Establish and maintain direct lines of 24/7 communication with Virginia State Police, VDOT Safety Service Patrol and first responders;
- Assistance with minimizing incident duration;
- Assistance with clearing obstructions and debris from the roadway;
- Establish TTC for emergency responders and scene assistance; and
- Assistance with incident management efforts;

**Limiting Interaction Between Construction Activities and I-64 Traffic:** The best way to maintain full traffic mobility and safety is to reduce the need for temporary lane closures and minimize interactions with public traffic. Solutions to accomplish this include:

- Eliminate construction vehicle access to/from mainline I-64 as much as possible, given the potentially dangerous speed differentials between trucks entering and exiting the median and traffic in the left lane. To do this, we will explore providing safe access directly from cross streets such as Airport Road, Route 618 (Olivet Church Road), and Route 155 (Exit 214 underpass roadway) to minimize disruptions and speed differentials on I-64. An example of how the Shirley Team successfully implemented this solution is shown in Figure 3.5.1 from our I-95/Route 630 Reconstruction and Widening project.
- Where access directly to/from I-64 is necessary, we will provide full AASHTO acceleration / deceleration lengths for trucks given the potentially dangerous speed differentials between trucks entering and exiting the median and traffic in the left lane.



*Figure 3.5.1 - Example of Safe Access from cross street*

**Ensuring Lane Closures are Limited to Hours of Least Impact:** When off-peak temporary lane closures are necessary, It will be important to limit these to the hours of least disruption to avoid travel days and reduce the likelihood of incidents. While we expect VDOT to identify seasonal temporary lane closure hours in the RFP, we understand the volume and travel patterns frequently change in this post-pandemic era. Therefore, we are committed to validating these lane closure hours both immediately prior to construction and midway through construction, to ensure the lane closure hours established during

## 3.5 Project Risks

RFP development align with the hours of least impact. If travel patterns change to the point where shifting of the lane closure hours is warranted, we will work with VDOT to initiate changes as we did on our I-64 Capacity Improvements Segment I Design-Build project.

**Providing a Full Shoulder:** Wherever possible, we will strive to maintain a full paved right shoulder along I-64, as we provided for both of our I-64 Capacity Improvements - Segments I and III Design-Build projects (as shown in Figure 3.5.2). Maintaining a shoulder reduces incidents by providing an escape zone for potential rear-end collisions. It also aids response and recovery efforts by providing space for staging outside of the travel lanes and a travel path for emergency vehicles to bypass stopped traffic. It also accommodates a space for vehicle breakdown as well as police enforcement of work zone speed limits without requiring the blockage of a travel lane. This shoulder area can be provided by several alternatives that our Team will explore such as 11' lane widths and a 9' usable shoulder as opposed to 12' lane widths and a narrow shoulder.



*Figure 3.5.2 - Full Shoulder*

**Incident Avoidance and Response Strategies:** This section of I-64 exhibits high volumes, high travel speeds, and reoccurring congestion during peak travel periods. This all too commonly results in rear-end crashes approaching slow or stopped traffic. Quick detection and diagnosis of incidents are challenges in this corridor given the lack of existing CCTV coverage. To address this, we have developed the following enhancements that will be considered for implementation to maximize safety and reduce the frequency and duration of incidents:

- Design of temporary geometry to match the full 70 mph design speed (exceeding the minimum standards) as avoidance of abrupt transitions is especially important to minimize side-swipe crashes;
- Implementation of a Work Zone ITS system with speed detectors and PCMS signs, where messages can be automatically relayed to PCMS to warn of the congestion, reducing the risk of rear-end crashes;
- Use of temporary CCTV cameras to quickly detect incidents and determine the correct level of response;
- Implementation of a reduced 60 mph work zone speed limit with higher fines;
- Utilizing durable pavement marking materials that retain their visibility longer and minimize temporary lane closures required to refresh markings;
- Performing a clear zone safety assessment and installing additional temporary guardrail where warranted to avoid high severity run-off-road crashes, especially where lanes are shifted closer to existing roadside hazards; and
- Pre-staging incident management detour signs to allow the quick diversion of I-64 traffic if an incident temporarily closes I-64 and/or ramps in coordination with VDOT's I-64 Corridor Improvement Program.

**Public Outreach Program:** We understand that proactive communication with the public regarding traffic impacts, traffic switches, and work activities facilitates public understanding of activities, thereby helping to improve safety and reduce the potential for driver and community frustration. Our Team has identified the following potential public outreach solutions to be included in the Public Outreach program in partnership with VDOT:

- Holding regular "pardon-our-dust" and public information meetings; Outreach through website, social media, radio and television news coverage;
- Use of Dynamic Message Signs to alert motorists of work activities; and
- Creating kiosks at the Eastbound Welcome Center and Westbound rest area with project brochures and contact information for public distribution.



### Role of VDOT and Other Agencies

We do not anticipate any additional requirements of VDOT beyond normal roles and responsibilities. It is expected that the Shirley Team, VDOT, and applicable other entities will work in concert to achieve the above stated goals. We anticipate VDOT will be a partner in the review and approval of the construction plans and TMP, and will be involved in the public outreach process during design and construction. During construction we anticipate VDOT will be a critical partner in lane closure approvals, incident avoidance, incident detection, and incident management. Specifically, our Team expects to work in conjunction with VDOT Safety Service Patrol, the VDOT Traffic Operations Center (TOC), and other agencies such as New Kent County emergency responders.

## RISK 2: Median Tree Clearing

### Why the Risk is Critical

With the exception of the very west end of the Project (west of the Bottoms Bridge interchange overpass), the existing median consists of a very thick growth of large trees, many of which are in fairly close proximity of the edges of the existing roadway. While this tree coverage makes for a scenic corridor, it also presents a large safety concern for traffic traveling at high speeds on I-64 and a major risk during construction activities. Our Team is aware of the potential risks of extensive median clearing activities from our experience clearing over 13 miles of I-64 median as part of our I-64 Capacity Improvements Segments I and III projects. The clearing of the I-64 median represents a critical risk because:

- Clearing operations must be completed in a safe manner to avoid impacts to traffic associated with trees being felled in an undesired location or position;
- Several areas of jurisdictional streams and forested wetlands are identified within the median which will require acquisition of environmental permits prior to clearing, potentially delaying initial activities in critical low areas where drainage and stormwater management improvements will likely be required;
- Clearing will need to be completed as a carefully coordinated initial activity, but risks delays due to the recent listing of the Northern Long Eared Bat as endangered. Associated Time-of-Year Restrictions (TOYR) could prevent clearing between April and November; and
- Removal of trees from the median must be scheduled to avoid traffic impacts, since large amounts of trees, mulch, and roots will need to be hauled out via on-road trucks which will enter traffic in the left lane, introducing large speed differentials between at-speed thru-traffic and slow-speed, heavily loaded trucks.

### Impact of the Project

As a result of unsuccessful clearing activities or poorly scheduled clearing operations, the Project is at risk for the following potential impacts:

- Delays to the start of major construction activities should TOYR prevent clearing operations;
- Safety impacts to the traveling public if trees fall in close proximity to or onto the roadway;
- Loss of capacity if clearing operations temporarily restrict traffic on I-64;
- Frustration and increased public scrutiny due to safety concerns or travel delays; and
- Increased cost.

### Mitigation Strategies

Addressing the potential risks associated with median clearing from the earliest stages of project development, and relying on our experience from previous segments of I-64 Capacity Improvements Segments I and III Design-Build projects will ensure that our Team develops strategies to mitigate this risk. These strategies may include:

**Initiating Tree-Topping Prior to TOYR Period by April 2024:** As we develop our Project schedule, we will review the anticipated timing for when tree clearing is required and compare to any

## 3.5 Project Risks

Time-of-Year Restrictions (TOYR). Should the TOYR restriction result in schedule delays, we will focus on “topping” the trees. To avoid impacts to traffic, we anticipate that tree-topping activities will simply result in the trees being laid down in the median, outside of the clearzone, and stockpiled for removal at a later time. Completion of grubbing activities will occur when TOYR and permitting allows. By topping trees, potential bat habitat can be eliminated, allowing removal of the remainder of the trees throughout the 2024 calendar year, concurrent with more extensive median construction operations. This work will be similar to activities currently underway elsewhere in the Commonwealth, where tree-topping is being used to avoid delays to upcoming projects. Since tree-topping activities will be completed without land disturbance and grubbing operations, we will coordinate with VDOT to ensure proper plans are prepared and land disturbance is not created, avoiding the need for extensive permit development and approval processes.

Since the majority of the required clearing is in the median and within existing right-of-way, our Team will coordinate with VDOT to prepare plans and any necessary documentation to facilitate tree-topping operations prior to any TOYR going into effect.

**Means and Methods to Maintain Safety:** The overhanging tree canopy along the median corridor presents a safety risk that must be mitigated prior to the commencement of any tree topping or clearing activities. When not performed correctly, conventional clearing and grubbing operations can introduce falling hazards, especially for larger trees at the edge of the highway which are already leaning in search of available sunlight. Our Team’s experience on the I-64 Capacity Improvements Segments I and III Projects make us uniquely qualified to address this risk with a clear and proven approach. Prior to any tree clearing in close proximity to the existing roadway and median shoulders, our Team will perform a detailed survey of the existing tree canopy and designate trees for pruning and limbing prior to topping or complete removal. Utilizing temporary lane closures or following the shifting of traffic to the outside shoulders, crews will work in bucket trucks along with the appropriate use of ropes and rigging to selectively prune and limb those trees most likely to create safety concerns. Consistent with our efforts on the I-64 Capacity Improvements Segments I and III projects, we will discuss with VDOT and the Virginia State Police the feasibility of using intermittent slow roll operations of the interstate to fell the largest trees. All of this work can be performed within the requirements of the typical lane closure and intermittent stoppage restrictions we expect will be included in the Contract. Safety and prudence will take precedence for these operations, and our Team has the relationships and experience with the appropriate experts to perform this operation with the greatest care and efficiency.

**Minimizing Impacts to Public Traffic:** Our Team understands that median cross-overs are only to be utilized by emergency vehicles. Our Team will consider gaining access to the median from Airport Road, Route 618 (Olivet Church Road), and Route 155 (Exit 214 underpass roadway) which could facilitate at-grade access to the median via existing right-of-way. Once access is created, temporary construction entrances that provide acceleration and deceleration areas for construction equipment can be created adjacent to the existing shoulders. This will reduce speed differentials between the public and construction traffic when material is hauled out of the median.

**Preparing an Advance Clearing Package:** With the schedule requiring completion within 3 calendar years, getting an early start on work will be critical. Building on the tree-topping and removal activities, we will prepare an advance clearing package so that trees can be fully cleared, the median grubbed, and all material removed following completion of outside shoulder strengthening activities. This design package, similar in scope to our Team’s Advance Temporary Traffic Control Plans utilized on I-64 Capacity Improvements Segments I and III Design-Build projects, will include details for the outside shoulder strengthening, erosion & sediment control plans, temporary traffic control plans, and submission of land disturbance permits. We anticipate this advance package can be completed and approved within 6-8 months of Notice to Proceed (NTP), enabling this first major phase of improvements to be initiated in the summer of 2024. This package will enable shoulder strengthening efforts to be completed overnight, while median tree clearing operations will be underway during the day. Upon completion of the shoulder

## 3.5 Project Risks

strengthening, traffic can be shifted, temporary barrier service installed along the median, and ingress and egress points established to facilitate removal of the large amounts of tree and brush material from the median. While final grading and slope limits will not be known at the time these advance plans are developed, we anticipate that the full width of the median will need to be cleared.

### Role of VDOT and Other Agencies

Because the Northern Long Eared Bat was just recently added to the endangered list, we expect that during development of the RFP plans VDOT may initiate coordination activities with appropriate agencies to determine if a TOYR will be implemented. Acoustic studies and/or other investigations could be initiated during the RFP stage to confirm whether or not the Northern Long Eared Bat, or other bat species, will be of concern and require restrictions during construction. During plan development and final design, we expect VDOT will be involved in review and approval of all submittals. We will coordinate with VDOT to ensure work associated with tree-topping activities does not introduce land disturbance impacts, and submission of advance clearing plans will be provided to VDOT for review and concurrence. We expect VDOT will review temporary traffic control plans to determine if median ingress and egress points are acceptable, and will participate in coordination efforts with emergency personnel prior to any tree-clearing or construction operations being initiated.

### Risk 3: Stormwater Management

#### Why the Risk is Critical

All major improvement projects which create new impervious runoff must account for stormwater management (SWM) requirements associated with both water quality and quantity. On linear transportation projects, SWM facilities can result in some of the largest challenges associated with acquisition of right-of-way, as was the case on each of the three previous segments of I-64 Capacity Improvements further to the east. Preliminary plans provided with the Request for Qualification (RFQ) documents indicate ten stormwater management facilities are proposed within the median of I-64, and no additional easements or right-of-way acquisition are shown for SWM improvements. Further, no easements are depicted for drainage outfall or culvert improvements which may be necessary to address outfall adequacy shortfalls during final design. The ability to meet SWM quality and quantity requirements represents a critical risk due to the median width challenges such as clearzone offsets, maintenance access, and ability to convey water to a relatively few stormwater management locations. The need to maintain overall drainage patterns and divides, the requirement to meet adequate outfall, and the desire to minimize costs associated with closed storm sewer systems to separate on-site and off-site flow further complicate this risk.

#### Impact on the Project

Given the relatively aggressive schedule, acquisition of right-of-way could introduce additional time constraints which could further compress the schedule. Additionally, we expect public outreach efforts have already been completed (or will be prior to issuance of the RFP) reflecting that no right-of-way or easements will be acquired. Accordingly, impacts cannot be introduced by the design-build team post award without re-opening the formal public outreach process, which would result in extensive schedule impacts. We also know from past experiences that developing final grading plans, inclusive of maintenance access to/from median SWM facilities, introduces challenges not always envisioned during preliminary design development. Addressing the complete SWM needs within the limited and restricted footprint can introduce the following impacts:

- Increased costs associated with closed storm sewer systems to convey flows long distances to proposed facilities while properly separating on-site and off-site flows;
- Increased costs and time to construct additional stormwater management facilities due to minimal median widths and/or to reduce closed system conveyance needs;
- Increased costs associated with construction of water quantity detention areas to address adequate outfall challenges;

## 3.5 Project Risks

- Inability to provide full turn-around style access points to median facilities. This may result in additional costs to provide pull-through style access points which parallel the SWM facility and further reduce the available median widths;
- Additional guardrail to protect motorists from SWM facilities and non-traversable slopes within the clearzone;
- Safety concerns associated with restricted ingress and egress for maintenance activities; and
- Delays should additional SWM facilities be necessary outside of existing right-of-way, requiring additional public outreach and environmental documentation efforts.

### Mitigation Strategies

To address this risk, our first strategy is to reduce overall impacts associated with SWM facilities. This includes avoiding unplanned right-of-way impacts by implementing narrow, linear facilities which fit within existing right-of-way on the outsides of the interstate. Specific mitigation strategies to address SWM and adequate outfall requirements while minimizing additional costs and avoiding additional impacts include:

**Utilizing Interchange Areas:** Of the 10 SWM facilities identified on the RFQ plans, only one is located within an existing interchange. The 3 interchanges within the Project limits provide the greatest opportunity to treat large amounts of impervious runoff while also reducing the number of SWM facilities located within the clearzone. These facilities also enable access to be via interchange ramps or the outside shoulders of I-64 where public travel speeds are generally lower. As we initiate our stormwater management design during the RFP phase, we will investigate maximizing the use of the interchanges at Exit 205, Exit 211, and Exit 214 such that SWM facilities in the median, and especially the narrowest portions of the median, can be avoided. While this will introduce additional clearing, these larger facilities can be located further from the road, utilize more “traditional” access road configurations, and avoid maintenance access via the left shoulders of the interstate, thereby improving safety for both maintenance staff and the traveling public. By treating areas of existing pavement within the interchanges, we will be able to offset treatment associated with the new pavement, essentially treating different areas of impervious within the Project limits.

**Adjusting Locations Adjacent to Major Outfalls:** From our experience on I-64, we expect that many of the existing outfalls are in a state of disrepair and may require improvements just to meet existing conditions. The introduction of additional impervious area associated with the median widening will likely exasperate any adequate outfall challenges that already exist, and require construction of detention facilities in close proximity to some or many of the existing outfall points. To mitigate this risk, we will explore co-location of SWM facilities at these major outfall locations so that both water quantity and quality requirements can be achieved. This will also reduce costs by avoiding separate quality facilities at locations further away from major outfalls.

**Consolidating Access Points with Median Crossovers:** To account for the safe maintenance of SWM facilities, the design must account for access by larger vehicles and those which may travel slower than the general public. Accordingly, minimizing the number of access points via the left shoulder is critical to ensuring safety for maintenance personnel and the public. Our Team will utilize median crossover locations to provide access to SWM facilities where available. As the preliminary RFQ plans identify 5 median crossover locations, these can be utilized to provide access for up to 10 SWM facilities – one via each side of the crossover. By optimizing SWM locations and utilizing the median crossovers, we can maximize the width available for stormwater management by removing access roads which parallel I-64. Further, by consolidating the SWM access points with the median crossovers, safety will be improved by minimizing the number of pull-offs and gaps in guardrail.

**Utilizing Area within the New Kent Safety Rest Area:** While the offset between the eastbound travel lanes and the New Kent Safety Rest Area is minimal and likely precludes the installation of SWM facilities, there is a larger offset between the westbound lanes of I-64 and the New Kent Safety Rest Area.

## 3.5 Project Risks

During design, we will investigate the benefits and feasibility of utilizing this in-field area to treat runoff from both I-64 and the rest area pavement to address overall SWM requirements. Should this strategy prove beneficial from a SWM perspective, public safety will be a key focus and measures such as fencing will be utilized.

**Implementation of Linear Swales:** Similar to several of the SWM facilities implemented by our Team on previous segments of I-64 Widening, we will investigate the feasibility and benefit to utilizing more linear types of facilities, especially at the west end of the Project where the median width is more restricted. These narrow facilities will enable us to maximize the treatment without introducing numerous additional facilities, thereby reducing maintenance costs while still meeting quality and quantity requirements.

### Role of VDOT and Other Agencies

We anticipate that VDOT will further develop the preliminary plans prior to issuance of the RFP to confirm that the 10 SWM facilities currently shown on the RFQ plans are adequate to meet both stormwater management and adequate outfall requirements. During final design, VDOT will review all plan submissions and drainage computations to ensure design details meet standards and requirements. VDOT Maintenance staff will likely be engaged during design to ensure the acceptability of access points, layouts, and locations from a safety and access perspective. Ultimately, VDOT will approve all plans and computations before construction is authorized. Should any unique or special design devices be required, they will be submitted to the Department of Environmental Quality (DEQ) for review and concurrence prior to approval by VDOT. While we have completed these efforts before on other linear projects, we do not believe that any unique devices will be required, so involvement of agencies outside of VDOT is expected to be minimal, if required at all.

# Appendix



# **Attachment 3.1.2**

## **SOQ Checklist**



**ATTACHMENT 3.1.2**

**Project: 0064-063-623**

**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.

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>Statement of Qualifications Checklist and Contents</b>	Attachment 3.1.2	Section 3.1.2	no	Appendix
<b>Acknowledgement of RFQ, Revision and/or Addenda</b>	Attachment 2.10 (Form C-78-RFQ)	Section 2.10	no	Appendix
<b>Letter of Submittal (on Offeror's letterhead)</b>				
Authorized Representative's signature	NA	Section 3.2.1	yes	2
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	Appendix
Debarment forms	Attachment 3.2.7(a) Attachment 3.2.7(b)	Section 3.2.7	no	Appendix
Offeror's VDOT prequalification evidence	NA	Section 3.2.8	no	Appendix
Evidence of obtaining bonding	NA	Section 3.2.9	no	Appendix



**ATTACHMENT 3.1.2**

**Project: 0064-063-623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

<b>Statement of Qualifications Component</b>	<b>Form (if any)</b>	<b>RFQ Cross reference</b>	<b>Included within 15-page limit?</b>	<b>SOQ Page Reference</b>
<b>SCC and DPOR registration documentation (Appendix)</b>	Attachment 3.2.10	Section 3.2.10	no	Appendix
Full size copies of SCC Registration	NA	Section 3.2.10.1	no	Appendix
Full size copies of DPOR Registration (Offices)	NA	Section 3.2.10.2	no	Appendix
Full size copies of DPOR Registration (Key Personnel)	NA	Section 3.2.10.3	no	Appendix
Full size copies of DPOR Registration (Non-APELSCIDLA)	NA	Section 3.2.10.4	no	Appendix
<b>DBE statement within Letter of Submittal</b> confirming Offeror is committed to achieving the required DBE goal	NA	Section 3.2.11	yes	2
<b>Offeror's Team Structure</b>				
Identity of and qualifications of Key Personnel	NA	Section 3.3.1	yes	3-9, Appendix
Key Personnel Resume – DB Project Manager	Attachment 3.3.1	Section 3.3.1.1	no	Appendix
Key Personnel Resume – Quality Assurance Manager	Attachment 3.3.1	Section 3.3.1.2	no	Appendix
Key Personnel Resume – Design Manager	Attachment 3.3.1	Section 3.3.1.3	no	Appendix
Key Personnel Resume – Construction Manager	Attachment 3.3.1	Section 3.3.1.4	no	Appendix
Organizational chart	NA	Section 3.3.2	yes	7
Organizational chart narrative	NA	Section 3.3.2	yes	4-6

**ATTACHMENT 3.1.2**

**Project: 0064-063-623**

**STATEMENT OF QUALIFICATIONS CHECKLIST AND CONTENTS**

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

**Attachment 2.10**  
**Form C-78-RFQ**  
**Acknowledgement of RFQ,**  
**Revision, and/or Addenda**



**ATTACHMENT 2.10****COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION**RFQ NO. C00122166DB119PROJECT NO.: 0064-063-623**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 – December 16, 2022

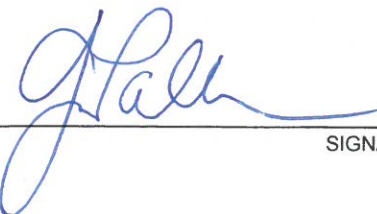
(Date)

2. Cover letter of RFQ Addendum #1 – December 27, 2022

(Date)

3. Cover letter of RFQ Addendum #2 – January 12, 2023

(Date)



SIGNATURE

January 26, 2023

DATE

# **Attachment 3.2.6**

## **List of Affiliated and Subsidiary Companies**



**ATTACHMENT 3.2.6**

**State Project No. 0064-063-623**

**Affiliated and Subsidiary Companies of the Offeror**

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

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

<b>Relationship with Offeror (Affiliate or Subsidiary)</b>	<b>Full Legal Name</b>	<b>Address</b>
Subsidiary	Shirley Design/Build, LLC	8435 Backlick Road Lorton, Virginia 22079
Affiliate	Clark Construction Group, LLC	7900 Westpark Drive Mclean, Virginia 22102
Affiliate	Metro Earthworks	8435 Backlick Road Lorton, Virginia 22079
Subsidiary	Route 28 Corridor Improvements, LLC	8435 Backlick Road Lorton, Virginia 22079
Affiliate	Capital Rail Constructors, A JV	7900 Westpark Drive Mclean, Virginia 22102
Affiliate	Shirley Underground	8435 Backlick Road Lorton, Virginia 22079
Affiliate	Shirley-Branch Joint Venture	8435 Backlick Road Lorton, Virginia 22079

# **Attachment 3.2.7(a) and 3.27(b) Debarment Forms**



ATTACHMENT 3.2.7(a)

CERTIFICATION REGARDING DEBARMENT  
PRIMARY COVERED TRANSACTIONS

**Project No.: 0064-063-623**

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

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

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

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

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

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

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



Signature

January 26, 2023

Date

Vice President

Title

Shirley Contracting Comapny, LLC

Name of Firm



ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

Project No.: 0064-063-623

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

<u>Dave Mahoney</u>	<u>1/6/2023</u>	<u>Executive Vice President</u>
Signature	Date	Title
<u>Dewberry Engineers Inc.</u>		
Name of Firm		

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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



\_\_\_\_\_  
Signature

1/12/23

\_\_\_\_\_  
Date

Vice President

\_\_\_\_\_  
Title

Branch Civil, Inc.

\_\_\_\_\_  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

  
Signature

1/12/2023  
Date

President  
Title

Quinn Consulting Services, Inc.  
Name of Firm

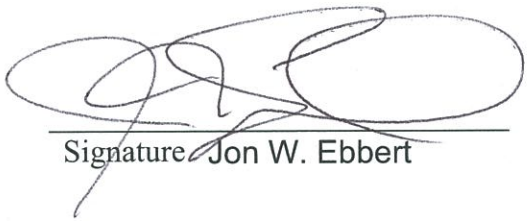
ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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



Signature Jon W. Ebbert

1/18/23  
Date

Vice President  
Title

McCallum Testing LLC dba McCallum Testing Laboratories  
Name of Firm


ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

	1/10/23	Principal/Office Manager
Signature	Date	Title

Terracon Consultants, Inc  
Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
  
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

DocuSigned by:  
*Cashe F. Munson*  
D830117A89C54AD...

01-09-2023

Vice President, General Counsel & Secretary

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Signature

---

Date

---

Title

Surveying And Mapping, LLC

---

Name of Firm

**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

<u>                    <i>Marlin Zook</i>                    </u>	<u>                    1/10/2023                    </u>	<u>                    Production Manager/VP                    </u>
Signature	Date	Title

Quantum Spatial dba NV5 Geospatial  
Name of Firm

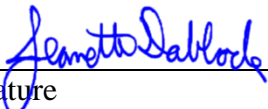
**ATTACHMENT 3.2.7(b)**

**CERTIFICATION REGARDING DEBARMENT**  
**LOWER TIER COVERED TRANSACTIONS**

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

	1/4/2023	President
Signature	Date	Title

Diversified Property Services, Inc.  
Name of Firm




ATTACHMENT 3.2.7(b)

CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS

**Project No.: 0064-063-623**

- 1) The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
- 2) Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

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

      1-3-23      Vice President  
Signature                                      Date                                      Title

Key Title II, LLC  
Name of Firm

# **Attachment 3.2.8 Offeror's VDOT Prequalification Certificate**





**Department's List of Prequalified Vendors  
Includes All Qualified Levels As Of 1/11/2023**

- S -

**Vendor ID:** S018  
**Vendor Name:** SHIRLEY CONTRACTING COMPANY, LLC  
**Prequal Level:** Prequalified  
**Prequal Exp:** 09/30/2023

**-- 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

**Vendor ID:** S4164  
**Vendor Name:** SICE, INC.  
**Prequal Level:** Prequalified (Probationary)  
**Prequal Exp:** 09/30/2023

**-- PREQ Address --**

14350 NW 56TH CT. UNIT 105  
MIAMI, FL 33054  
Phone: (305)222-7040  
Fax:

**Work Classes (Listed But Not Limited To)**

018 - ELECTRICAL INSTALLATION  
052 - TRAFFIC SIGNALIZATION  
193 - ITS (INFRASTRUCTURE COMPONENTS)

**Bus. Contact:** ZACARIAS DE LA HERA FREITAG, JUAN  
**Email:** JDELAHERA@SICE.COM

**-- DBE Information --**

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

# **Attachment 3.2.9**

## **Surety Letter**





One Tower Square  
Hartford, CT 06183

January 23, 2023

Suril R. Shah, P.E., DBIA  
Alternative Project Delivery Division  
Virginia Department of Transportation  
1401 East Broad Street  
Richmond, VA 23219

Re: Request for Qualifications - Contract ID Number: C00122166DB119 - A Design-Build Project  
I-64 GAP Segment A Widening From: I-64 MM 204.9 To: I-64 MM 215.6, New Kent County, Virginia  
Estimated Contract Value: \$212 million

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 \$1,000,000,000.

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.

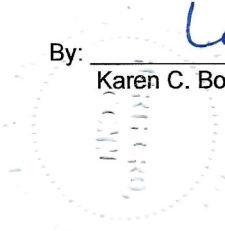
As surety for Shirley Contracting Company, LLC, Travelers Casualty and Surety Company of America, is capable of obtaining a Performance Bond and a Labor and Materials Payment Bond, each in the penal sum of the GMP identified in the RFQ and RFP. These bonds will be furnished if Shirley Contracting Company, LLC is the successful Offeror and enters into a contract for this Project, and shall be issued in accordance with Article 10 of the Agreement, 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. We understand that said bonds will cover the Project and any warranty periods as provided for in the Contract Documents.

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





**Travelers Casualty and Surety Company of America  
Travelers Casualty and Surety Company  
St. Paul Fire and Marine Insurance Company**

**POWER OF ATTORNEY**

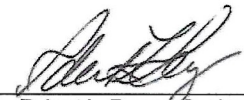
**KNOW ALL MEN BY THESE PRESENTS:** That Travelers Casualty and Surety Company of America, Travelers Casualty and Surety Company, and St. Paul Fire and Marine Insurance Company are corporations duly organized under the laws of the State of Connecticut (herein collectively called the "Companies"), and that the Companies do hereby make, constitute and appoint **Karen C Bowling** of **COLUMBIA, Maryland**, their true and lawful Attorney(s)-in-Fact 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 **21st** day of **April, 2021**.



State of Connecticut

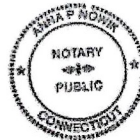
City of Hartford ss.

By:   
Robert L. Raney, Senior Vice President

On this the **21st** day of **April, 2021**, before me personally appeared **Robert L. Raney**, who acknowledged himself to be the Senior Vice President of each of the Companies, and that he, as such, being authorized so to do, executed the foregoing instrument for the purposes therein contained by signing on behalf of said Companies 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, 2026**



  
Anna P. Nowik, Notary Public

This Power of Attorney is granted under and by the authority of the following resolutions adopted by the Boards of Directors of each of the Companies, 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

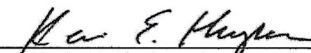
**FURTHER RESOLVED**, that any bond, recognizance, contract of indemnity, or writing obligatory in the nature of a bond, recognizance, or conditional undertaking shall be valid and binding upon the Company when (a) signed by the President, any Vice Chairman, any Executive Vice President, any Senior Vice 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 each of the Companies, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies, which remains in full force and effect.

Dated this 23rd day of January 2023



  
Kevin E. Hughes, Assistant Secretary

**To verify the authenticity of this Power of Attorney, please call us at 1-800-421-3880.  
Please refer to the above-named Attorney(s)-in-Fact and the details of the bond to which this Power of Attorney is attached.**

**Attachment 3.2.10**  
**SCC and DPOR Information Table**  
**and Supporting Registration/**  
**License Documentation**



**ATTACHMENT 3.2.10**

**State Project No.:0064-063-623**

**SCC & DPOR INFORMATION TABLE**

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.

<b>SCC &amp; DPOR INFORMATION FOR BUSINESSES (RFP Sections 3.2.10.1 and 3.2.10.2)</b>							
<b>Business Name</b>	<b>SCC Information (3.2.10.1)</b>			<b>DPOR Information (3.2.10.2)</b>			
	<b>SCC Number</b>	<b>SCC Type of Corporation</b>	<b>SCC Status</b>	<b>DPOR Registered Address</b>	<b>DPOR Registration Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Shirley Contracting Company, LLC</b>	S0820383	Limited Liability Co.	Active	8435 Backlick Road Lorton, VA 22079	Class A Contractor	2705071652	October 31, 2024
<b>Dewberry Engineers Inc.</b>	F1004623	Corporation	Active	8401 Arlington Boulevard Fairfax, VA 22031	Business Entity Branch Office	0411000941	February 29, 2024
<b>Quinn Consulting Services Inc.</b>	04925517	Corporation	Active	14160 Newbrook Drive STE 220 Chantilly, VA. 20151	Business Entity	0407003733	December 31, 2023
<b>Quinn Consulting Services Inc.</b>	04925517	Corporation	Active	3130 Halifax Road Suite A South Boston, VA. 24592	Business Entity Branch Office	0411001544	February 29, 2024
<b>McCallum Testing LLC dba McCallum Testing Laboratories</b>	S5234440	Limited Liability Co	Active	1808 Hayward Avenue PO Box 13337 Chesapeake, VA. 23325	Business Entity	0407003087	December 31, 2023
<b>Terracon Consultants, Inc.</b>	F1574286	Corporation	Active	19955 Highland Vista Drive STE. 170 Ashburn, VA. 20147	Business Entity Branch Office	0411001673	February 29, 2024
<b>Surveying &amp; Mapping, LLC</b>	T0564965	Limited Liability Co.	Active	4870 Sadler Road STE 300 Glen Allen, VA. 23060	Business Entity Branch Office	0411001435	February 29, 2024
<b>Quantum Spatial Inc.</b>	F1135948	Corporation	Active	45180 Business Court STE 800 Dulles, VA. 20166	Business Entity	0407005489	December 31, 2023
<b>Branch Civil, Inc.</b>	02956183	Corporation	Active	442 Rutherford Ave. Roanoke, VA. 24016	Class A Contractor	2701029434	March 31, 2023
<b>Diversified Property Services of Virginia, Inc.</b>	F1304106	Corporation	Active	20 E. Timonium Road Suite 111 Timonium, MD 21093	Appraisal Business	4008001190	November 30, 2024
<b>Key Title II, LLC</b>	11107130	Limited Liability Co.	Active	n/a			



**ATTACHMENT 3.2.10**

**State Project No.:0064-063-623**

**SCC & DPOR INFORMATION TABLE**

<b>DPOR INFORMATION FOR INDIVIDUALS (RFQ Sections 3.2.10.3 and 3.2.10.4)</b>						
<b>Business Name</b>	<b>Individual's Name</b>	<b>Office Location Where Professional Services will be Provided (City/State)</b>	<b>Individual's DPOR Address</b>	<b>DPOR Type</b>	<b>DPOR Registration Number</b>	<b>DPOR Expiration Date</b>
<b>Dewberry Engineers Inc.</b>	Steven Kline Kuntz	Fairfax, VA	14571 Harmony Creek Court Haymarket, VA. 20169	Professional Engineer	0402039440	June 30, 2024
<b>Quinn Consulting Services Inc.</b>	Steven Scott Shropshire	South Boston, VA	5203 Yellow Birch Drive Fredericksburg, VA. 22407	Professional Engineer	0402035812	June 30, 2023

## Entity Information

### Entity Information

Entity Name: Shirley Contracting Company, LLC	Entity ID: S0820383
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Series LLC: No	Reason for Status: Active
Formation Date: 08/01/2002	Status Date: 08/01/2002
VA Qualification Date: 08/01/2002	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: N/A
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Entity	Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANACT BUSINESS IN VIRGINIA	
Name: C T CORPORATION SYSTEM	Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: 8435 BACKLICK RD, LORTON, VA,  
22079 - 0000, USA

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## Entity Information

### Entity Information

Entity Name: Dewberry Engineers Inc.	Entity ID: F1004623
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 10/21/2015
VA Qualification Date: 06/13/1989	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: NY	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Entity	Locality: RICHMOND CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANACT BUSINESS IN VIRGINIA	
Name: CORPORATION SERVICE COMPANY	Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

### Principal Office Address

Address: 8401 ARLINGTON BLVD, FAIRFAX,  
VA, 22031 - 0000, USA

### Principal Information

Title	Director	Name	Address	Last Updated
President, Chief Executive Officer	Yes	DARREN R CONNER	8401ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	05/27/2020
Executive Vice President	Yes	DONALD E. STONE JR.	8401 ARLINGTON BLVD., FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
Treasurer	No	CYNTHIA CHEN	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
Secretary	No	CRAIG N THOMAS	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/06/2019
	Yes	PETER GARVEY	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021
	Yes	SIDNEY O DEWBERRY	8401 ARLINGTON BLVD, FAIRFAX, VA, 22031 - 0000, USA	06/17/2021

### Current Shares

Total Shares: 2000

## Entity Information

### Entity Information

Entity Name: QUINN CONSULTING SERVICES INCORPORATED	Entity ID: 04925517
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: 10/24/1997	Status Date: 12/01/2008
VA Qualification Date: 10/24/1997	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: ARLINGTON COUNTY
RA Qualification: Member of the Virginia State Bar	
Name: JOHN H QUINN JR	Registered Office Address: 2208 S KNOLL ST, ARLINGTON, VA, 22202 - 2134, USA

### Principal Office Address

Address: 14160 NEWBROOK DRIVE, SUITE  
220, CHANTILLY, VA, 20151 - 0000,  
USA

### Principal Information

Title	Director	Name	Address	Last Updated
COB/P/T	Yes	ELIZABETH QUINN VICINSKI	14160 NEWBROOK DRIVE, SUITE 220, CHANTILLY, VA, 20151 - 0000, USA	09/15/2017
Secretary	No	FRANCISCA I OTERO	888 17TH STREET NW, SUITE 640, WASHINGTON, DC, 20006 - 0000, USA	09/15/2017

### Current Shares

Total Shares: 5000

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## Entity Information

### Entity Information

Entity Name: McCallum Testing LLC	Entity ID: S5234440
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Series LLC: No	Reason for Status: Active
Formation Date: 09/11/2014	Status Date: 12/10/2019
VA Qualification Date: 09/11/2014	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: N/A
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: CHESAPEAKE CITY
RA Qualification: Member of the Virginia State Bar	
Name: EDWIN H. GREEN	Registered Office Address: 501 INDEPENDENCE PARKWAY, SUITE 201, CHESAPEAKE, VA, 23320 - 5174, USA

### Principal Office Address

Address: 1808 Hayward Avenue, Chesapeake,  
VA, 23320 - 0000, USA

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## Entity Information

### Entity Information

Entity Name: Terracon Consultants, Inc.	Entity ID: F1574286
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 02/26/2021
VA Qualification Date: 01/21/2004	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: 01/31/2023
Jurisdiction: DE	Charter Fee: \$50.00
Registration Fee Due Date: 01/31/2023	

### Registered Agent Information

RA Type: Entity	Locality: RICHMOND CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANACT BUSINESS IN VIRGINIA	
Name: CORPORATION SERVICE COMPANY	Registered Office Address: 100 Shockoe Slip Fl 2, Richmond, VA, 23219 - 4100, USA

### Principal Office Address

Address: 10841 S Ridgeview Rd, Olathe, KS,  
66061 - 6456, USA

### Principal Information

Title	Director	Name	Address	Last Updated
President	Yes	M GAYLE PACKER	10841 S RIDGEVIEW RD, OLATHE, KS, 66061 - 0000, USA	12/27/2018
Treasurer	No	DONALD J. VRANA	10841 S RIDGEVIEW RD, OLATHE, KS, 66061 - 0000, USA	12/27/2018
Secretary	No	MICHAEL J. YOST	10841 S RIDGEVIEW RD, OLATHE, KS, 66061 - 0000, USA	12/27/2018
	Yes	TIMOTHY W. ANDERSON	4685 ASH AVE. STE H4, TEMPE, AZ, 85282 - 0000, USA	12/27/2018
	Yes	Victor R Donald	10841 S Ridgeview Rd, Olathe, KS, 66061 - 6456, USA	02/26/2021
	Yes	Maroun Moussallem	10625 W I-70 Fronage Rd N, STE 3, Wheat Ridge, CO, 80033, USA	02/26/2021
	Yes	Vanessa D Zambo	10841 S Ridgeview Rd, Olathe, KS, 66061 - 6456, USA	01/18/2022

### Current Shares

Total Shares: 10000

## Entity Information

### Entity Information

Entity Name: Branch Civil, Inc.	Entity ID: 02956183
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: 11/25/1986	Status Date: 12/14/2021
VA Qualification Date: 11/25/1986	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: \$0.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Entity	Locality: HENRICO COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANSACT BUSINESS IN VIRGINIA	
Name: C T CORPORATION SYSTEM	Registered Office Address: 4701 Cox Rd Ste 285, Glen Allen, VA, 23060 - 6808, USA

### Principal Office Address

Address: PO Box 40004, 3635 Peters Creek  
Road, Roanoke, VA, 24022 - 0004,  
USA

### Principal Information

Title	Director	Name	Address	Last Updated
CFO/TREASURER	Yes	ROBERT W. WILLS	6224 STRATFORD WAY, ROANOKE, VA, 24018 - 0000, USA	10/07/2020
Vice President	Yes	Brian Joseph Evans	224 Westbury Hls, Williamsburg, VA, 23188, USA	10/07/2020
Vice President	Yes	Jason Eric Hoyle	PO Box 40004, 3635 Peters Creek Road, Roanoke, VA, 24019 - 0004, USA	11/21/2022
Chief Executive Officer	No	Donald D. Graul	PO Box 40004, 3635 Peters Creek Road, Roanoke, VA, 24022 - 0004, USA	11/21/2022
President	No	Brian Quinlan	PO Box 40004, 3635 Peters Creek Road, Roanoke, VA, 24022 - 0004, USA	11/21/2022

### Current Shares

Total Shares: 5000

## Entity Information

### Entity Information

Entity Name: Surveying And Mapping, LLC	Entity ID: T0564965
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Series LLC: No	Reason for Status: Active
Formation Date: N/A	Status Date: 03/21/2014
VA Qualification Date: 03/21/2014	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: TX	Charter Fee: N/A
Registration Fee Due Date: 03/31/2023	

### Registered Agent Information

RA Type: Entity	Locality: HANOVER COUNTY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANACT BUSINESS IN VIRGINIA	
Name: INCORP SERVICES, INC.	Registered Office Address: 7288 HANOVER GREEN DR, MECHANICSVILLE, VA, 23111 - 0000, USA

### Principal Office Address

Address: 4801 SOUTHWEST PKWY BLDG 2  
STE 100, AUSTIN, TX, 78735 - 0000,  
USA

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## Entity Information

### Entity Information

Entity Name: Quantum Spatial, Inc.	Entity ID: F1135948
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 05/16/2022
VA Qualification Date: 02/09/2000	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: WI	Charter Fee: \$200.00
Registration Fee Due Date: 02/28/2023	

### Registered Agent Information

RA Type: Entity	Locality: NORFOLK CITY
RA Qualification: BUSINESS ENTITY THAT IS AUTHORIZED TO TRANACT BUSINESS IN VIRGINIA	
Name: LEGALINC CORPORATE SERVICES INC.	Registered Office Address: 440 Monticello Ave Ste 1800, Norfolk, VA, 23510 - 2670, USA

### Principal Office Address

Address: 200 S Park Rd Ste 350, Hollywood,  
FL, 33021 - 8798, USA

### Principal Information

Title	Director	Name	Address	Last Updated
President	No	MARK ABATTO	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	05/16/2022
Secretary	No	MARYJO O'BRIEN	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021
Chief Financial Officer	No	EDWARD CODISPOTI	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021
	Yes	RICHARD TONG	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021
	Yes	DICKERSON WRIGHT	200 S Park Rd Ste 350, Hollywood, FL, 33021 - 8798, USA	02/28/2021

### Current Shares

Total Shares: 100000

## Entity Information

### Entity Information

Entity Name: DIVERSIFIED PROPERTY SERVICES OF VIRGINIA, INC.	Entity ID: F1304106
Entity Type: Stock Corporation	Entity Status: <b>Active</b>
Series LLC: N/A	Reason for Status: Active and In Good Standing
Formation Date: N/A	Status Date: 09/17/2021
VA Qualification Date: 08/05/1997	Period of Duration: Perpetual
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: MD	Charter Fee: \$50.00
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: FAIRFAX COUNTY
RA Qualification: Officer of the Corporation	
Name: BRENDAN R HANTZES	Registered Office Address: 3771 VERMACCHIA DR, CHANTILLY, VA, 20151 - 0000, USA

### Principal Office Address

Address: 20 E TIMONIUM RD SUITE 111,  
TIMONIUM, MD, 21093 - 0000, USA

### Principal Information

Title	Director	Name	Address	Last Updated
	Yes	PATRICIA E DABLOCK	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Vice President	Yes	BRENDAN R. HANTZES	3771 VERNACCHIA DR., CHANTILLY, VA, 20151 - 0000, USA	08/14/2017
President, Treasurer	Yes	JEANETTE DABLOCK	20 E TIMONIUM RD., STE 111, TIMONIUM, MD, 21093 - 0000, USA	07/07/2020
Secretary	No	JUNE REITER	20 E. TIMONIUM ROAD, STE 111, TIMONIUM, MD, 21093 - 0000, USA	08/14/2017

### Current Shares

Total Shares: 5000

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## Entity Information

### Entity Information

Entity Name: KEY TITLE II, LLC	Entity ID: 11107130
Entity Type: Limited Liability Company	Entity Status: <b>Active</b>
Series LLC: No	Reason for Status: Active
Formation Date: 09/10/2020	Status Date: 09/10/2020
VA Qualification Date: 09/10/2020	Period of Duration: 01/01/2070
Industry Code: 0 - General	Annual Report Due Date: N/A
Jurisdiction: VA	Charter Fee: N/A
Registration Fee Due Date: Not Required	

### Registered Agent Information

RA Type: Individual	Locality: FAIRFAX COUNTY
RA Qualification: Member of the Virginia State Bar	
Name: RONALD H. LAZARUS	Registered Office Address: 7010 Little River Tpke Ste 220, Annandale, VA, 22003 - 3241, USA

### Principal Office Address

Address: 7010 Little River Tpke Ste 220,  
Annandale, VA, 22003 - 3241, USA

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# DPOR License Lookup License Number 2705071652

## License Details

<b>Name</b>	SHIRLEY CONTRACTING COMPANY LLC
<b>License Number</b>	2705071652
<b>License Description</b>	Contractor
<b>Firm Type</b>	LLC - Limited Liability Company
<b>Rank<sup>1</sup></b>	Class A
<b>Address</b>	8435 BACKLICK ROAD, LORTON, VA 22079
<b>Specialties<sup>2</sup></b>	Highway / Heavy (H/H)
<b>Initial Certification Date</b>	2002-10-08
<b>Expiration Date</b>	2024-10-31

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

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# DPOR License Lookup License Number 0411000941

## License Details

<b>Name</b>	DEWBERRY ENGINEERS INC
<b>License Number</b>	0411000941
<b>License Description</b>	Business Entity Branch Office Registration
<b>Business Type</b>	Corporation
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	8401 ARLINGTON BLVD, FAIRFAX, VA 22031
<b>Initial Certification Date</b>	2012-07-02
<b>Expiration Date</b>	2024-02-29

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0401005284	WELLS, JOSEPH EDWARD	Architect License	Architecture	2023-10-31
0406001718	CENA, JANICE MARIE	Landscape Architect License	Landscape Architecture	2023-01-31
0402023693	JAMES, RUSSELL R	Professional Engineer License	Engineering	2023-03-31

Showing 1 to 3 of 3 entries

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# DPOR License Lookup License Number 0407003733

## License Details

<b>Name</b>	QUINN CONSULTING SERVICES INCORPORATED
<b>License Number</b>	0407003733
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	14160 NEWBROOK DR STE 220, CHANTILLY, VA 20151
<b>Initial Certification Date</b>	1998-03-05
<b>Expiration Date</b>	2023-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402026380	VICINSKI, JOHN KEVIN	Professional Engineer License	Engineering	2023-08-31

Showing 1 to 1 of 1 entries

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# DPOR License Lookup License Number 0411001544

## License Details

<b>Name</b>	QUINN CONSULTING SERVICES INCORPORATED
<b>License Number</b>	0411001544
<b>License Description</b>	Business Entity Branch Office Registration
<b>Business Type</b>	Corporation
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	3130 HALIFAX RD STE A, SOUTH BOSTON, VA 24592
<b>Initial Certification Date</b>	2019-10-29
<b>Expiration Date</b>	2024-02-29

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402035812	SHROPSHIRE, STEVEN SCOTT	Professional Engineer License	Engineering	2023-06-30

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# DPOR License Lookup License Number 0407003087

## License Details

<b>Name</b>	MCCALLUM TESTING LABORATORIES INC
<b>License Number</b>	0407003087
<b>License Description</b>	Business Entity Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	1808 HAYWARD AVENUE PO BOX 13337, CHESAPEAKE, VA 23325
<b>Initial Certification Date</b>	1992-05-14
<b>Expiration Date</b>	2023-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402034560	EBBERT, JON WAYNE	Professional Engineer License	Engineering	2024-07-31

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# DPOR License Lookup License Number 2701029434

## License Details

<b>Name</b>	BRANCH CIVIL INC
<b>License Number</b>	2701029434
<b>License Description</b>	Contractor
<b>Firm Type</b>	Corporation
<b>Rank <sup>1</sup></b>	Class A
<b>Address</b>	442 RUTHERFORD AVE, ROANOKE, VA 24016
<b>Specialties<sup>2</sup></b>	Highway / Heavy (H/H)
<b>Initial Certification Date</b>	1987-03-12
<b>Expiration Date</b>	2023-03-31

- 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 0411001673

## License Details

<b>Name</b>	TERRACON CONSULTANTS INC
<b>License Number</b>	0411001673
<b>License Description</b>	Business Entity Branch Office Registration
<b>Business Type</b>	Corporation
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	19955 HIGHLAND VISTA DR STE 170, ASHBURN, VA 20147
<b>Initial Certification Date</b>	2021-03-10
<b>Expiration Date</b>	2024-02-29

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0402034083	BALWINSKI, KRISTY- JO	Professional Engineer License	Engineering	2023-10-31

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# DPOR License Lookup License Number 0411001435

## License Details

<b>Name</b>	SURVEYING AND MAPPING LLC
<b>License Number</b>	0411001435
<b>License Description</b>	Business Entity Branch Office Registration
<b>Business Type</b>	LLC - Limited Liability Company
<b>Rank</b>	Business Entity Branch Office
<b>Address</b>	4870 SADLER RD STE 300, GLEN ALLEN, VA 23060
<b>Initial Certification Date</b>	2018-06-01
<b>Expiration Date</b>	2024-02-29

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0403001906	FRALIN, RICHARD LEE	Land Surveyor License	Land Surveying	2025-01-31

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# DPOR License Lookup License Number 0407005489

## License Details

<b>Name</b>	QUANTUM SPATIAL INC
<b>License Number</b>	0407005489
<b>License Description</b>	Business Entity Registration
<b>Rank</b>	Business Entity
<b>Address</b>	45180 BUSINESS COURT STE 800, DULLES, VA 20166
<b>Initial Certification Date</b>	2009-07-30
<b>Expiration Date</b>	2023-12-31

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0408000029	ZOOK, MARLIN RAY	Surveyor Photogrammetrist License	Land Surveying	2023-08-31

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# DPOR License Lookup License Number 4008001190

## License Details

<b>Name</b>	DIVERSIFIED PROPERTY SERVICES OF VIRGINIA INC
<b>License Number</b>	4008001190
<b>License Description</b>	Appraisal Business Registration
<b>Firm Type</b>	Corporation
<b>Rank</b>	Business Entity
<b>Address</b>	20 E TIMONIUM ROAD SUITE 111, TIMONIUM, MD 21093-0000
<b>Initial Certification Date</b>	2000-11-29
<b>Expiration Date</b>	2024-11-30

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# DPOR License Lookup License Number 0402039440

## License Details

<b>Name</b>	KUNTZ, STEVEN KLINE
<b>License Number</b>	0402039440
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	HAYMARKET, VA 20169
<b>Initial Certification Date</b>	2004-06-14
<b>Expiration Date</b>	2024-06-30

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# DPOR License Lookup License Number 0402035812

## License Details

<b>Name</b>	SHROPSHIRE, STEVEN SCOTT
<b>License Number</b>	0402035812
<b>License Description</b>	Professional Engineer License
<b>Rank</b>	Professional Engineer
<b>Address</b>	FREDERICKSBURG, VA 22407
<b>Initial Certification Date</b>	2005-06-10
<b>Expiration Date</b>	2023-06-30

## Related Licenses <sup>1</sup>

License Number	License Holder Name	License Type	Relation Type	License Expiry
0411001544	QUINN CONSULTING SERVICES INCORPORATED	Business Entity Branch Office Registration	Engineering	2024-02-29

Showing 1 to 1 of 1 entries

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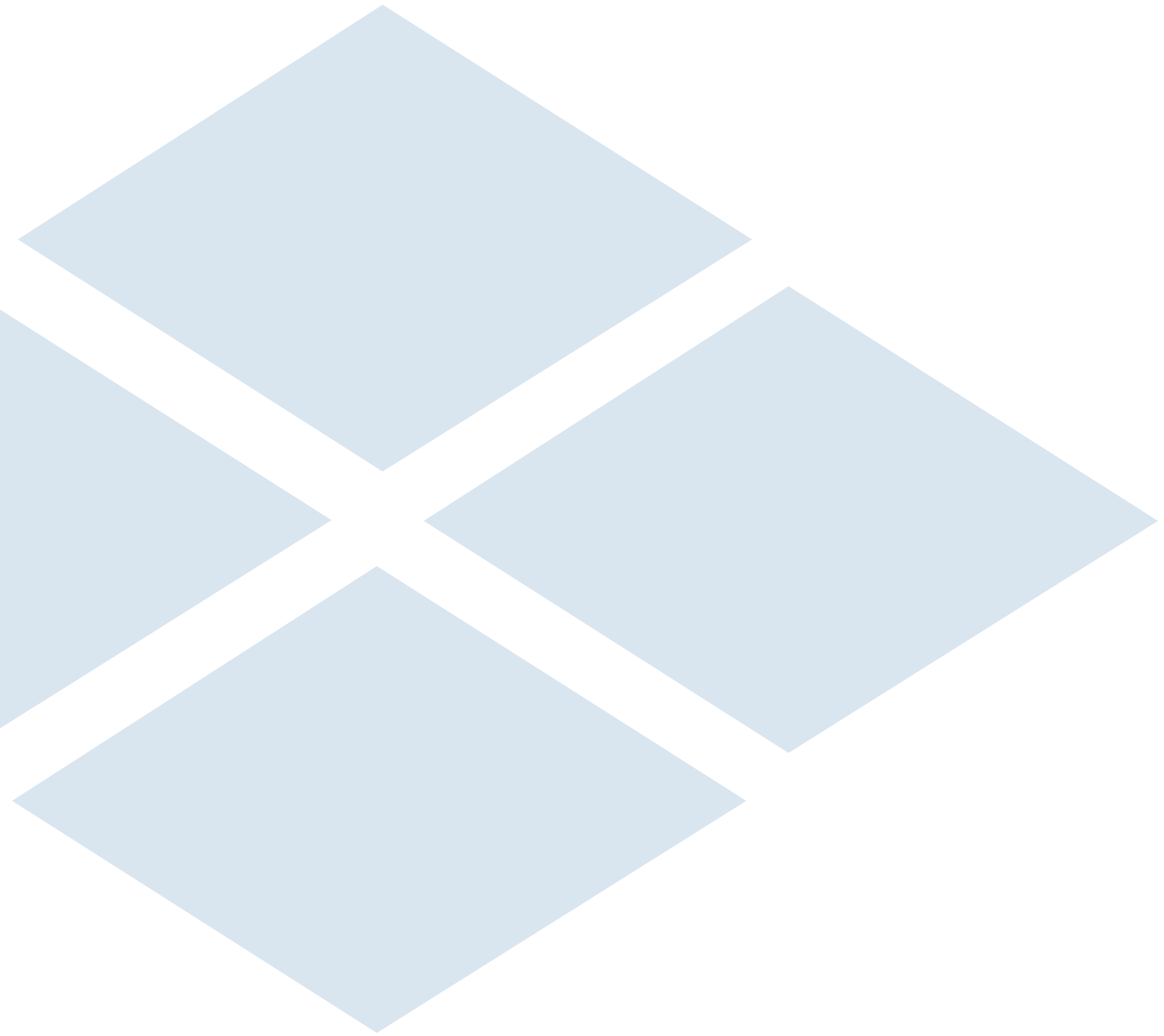
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# **Attachment 3.3.1**

## **Key Personnel Resume Forms**





## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Charles "Chuck" L. Smith, IV, Senior Vice President</b>
b. Project Assignment: <b>Design-Build Project Manager (DBPM)</b>
c. Name of Firm with which you are employed at the time of submitting SOQ: <b>Shirley Contracting Company, LLC</b>
d. Employment History: With this Firm <b>34</b> Years With Other Firms <b>1</b> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Shirley Contracting Company, LLC; Sr. Vice President/Design-Build Project Manager (DBPM) (2004–Present)</b> Provides oversight and monitoring of the design-build project life cycle, including managing all design disciplines, construction management, and contract administration. He ensures project delivery in accordance with contract requirements and project schedule. Chuck manages all coordination with owners and stakeholders and is responsible for dispute resolution and overall client satisfaction. He oversees project planning, scheduling of resources and safety during construction. <b>As Design-Build Project Manager on ten design-build projects valued at \$715M</b> , Chuck's responsibilities have included overall management of the design and construction process, including all QC activities. <ul style="list-style-type: none"><li>▪ <b>95 Express Lanes Opitz Boulevard Ramp</b> (\$59M) – 8/2022 to Present – Construction Executive</li><li>▪ <b>Skiffes Creek Connector Design-Build</b> (\$25M) – 1/2020 to 12/2022 – Construction Executive</li><li>▪ <b>I-64 Capacity Improvements Segment III Design-Build</b> (\$189M) – 12/2017 to 6/2019 - DBPM</li><li>▪ <b>I-95/Route 630 Reconstruction and Widening Design-Build</b> (\$109M) – 10/2016 to 8/2020 – DBPM</li><li>▪ <b>I-64 Capacity Improvements Segment I Design-Build</b> (\$101M) - 3/2015 to 12/2017 - DBPM</li><li>▪ <b>Telegraph Rd and U.S. Route 1 Intersection Design-Build</b> (\$3.3M) – 6/2013 to 5/2015 – DBPM</li><li>▪ <b>CSX JD to Jones Hill</b> (\$7.8M) – 10/2013 to 4/2015 – Contract Manager</li><li>▪ <b>I-95 Ramp to Fort Belvoir North Area</b> (\$11M) - 6/2012 to 12/2014 - Contract Manager</li><li>▪ <b>Mulligan Road-Phase II</b> (\$36M) – 12/2011 to 10/2014 - Contract Manager</li><li>▪ <b>USCG Saint Elizabeth's West Site Access Road Design-Build</b> (\$29M) – 6/2010 to 10/2013 – DBPM</li><li>▪ <b>Fairfax County Parkway Phase III Design-Build</b> (\$28M) – 1/2010 to 12/2012 – Construction Manager</li><li>▪ <b>Fort Lee 'A' Gate Roundabout Design-Build</b> (\$2.4M) – 6/2011 to 12/2012 – DBPM</li><li>▪ <b>Washington Headquarters Service DoD BRAC 133 Design-Build</b> (\$167M) – 12/2008 to 8/2011 – DBPM</li><li>▪ <b>I-95 4<sup>th</sup> Lane Widening</b> (\$91M) - 3/2008 to 9/2011 – Construction Manager</li><li>▪ <b>New Campus East – NGA Fort Belvoir Design-Build</b> (\$58M) – 5/2008 to 1/2011 – DBPM</li><li>▪ <b>Spotsylvania County Infrastructure Improvements Design-Build</b> (\$14M) – 10/2007 to 8/2015 – DBPM</li><li>▪ <b>Dulles Greenway Improvements Design-Build</b> (\$75M) – 5/2005 to 7/2008 – Contract Manager</li><li>▪ <b>Monroe Avenue Bridge Design-Build</b> (\$43M) – 4/2005 to 10/2009 – DBPM</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>University of Maryland at College Park, College Park, Maryland BS Civil Engineering 1987</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>N/A</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <p><b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b></p> <p>* On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</p>
<b>1. I-64 Capacity Improvements, Segment III Design-Build, York County, Virginia</b> <b>Shirley Contracting Company, Design-Build Project Manager (12/2017 – 6/2019), Construction Executive (6/2019 – 12/2021)</b> <b>Role/Responsibilities:</b> As Design-Build Project Manager and Construction Executive, Chuck was responsible for overall project management of the \$189 million design-build project for the widening of 8.2 miles of Interstate I-64 to include an additional travel lane and full width shoulder in each direction. Chuck was the primary point of contact with VDOT and third-party stakeholders including York County, the surrounding local communities and state and local agencies including the National Park Service, USACE, DEQ, and USFWS. Chuck led the Shirley/Dewberry Team through design, environmental permitting, utility relocations, right-of-way acquisition, and approval of the quality assurance & quality control program. During design, Chuck managed the design disciplines of roadway, traffic, drainage, stormwater

management and bridge and structure. The Team produced an early plan set to include maintenance of traffic and shoulder strengthening that allowed construction to begin in right of way while permitting and other design coordination was finishing. The scope of the Project included the roadway widening and complete pavement reconstruction of the existing lanes, the widening and rehabilitation of existing I-64 bridges over the Historic Colonial Parkway (two bridges) and Lakeshead Drive (two bridges), and the complete demolition and reconstruction of parallel 900 linear-foot bridges over Queens Creek and the associated tidal floodplain. Based on the final noise analysis, three additional noise barriers totaling approximately 6,500 linear feet were required to be added to the plans. Chuck oversaw plan revision efforts and negotiation of the final change order to incorporate the additional noise barriers. Chuck was responsible for the development, acceptance, and maintenance of the Project's CPM schedule and managed revisions associated with project changes and scope additions. During construction, Chuck managed all subcontractor and material purchasing, construction staffing, and resources assigned to the Project. The Project successfully opened prior to the 2021 holiday season and achieved an early completion bonus in December 2021.

## **2. I-95/Route 630 Reconstruction and Widening Design-Build, Stafford County, Virginia**

### **Shirley Contracting Company, Design-Build Project Manager (10/2016 – 8/2020)**

**Role/Responsibilities:** Chuck was responsible for management and oversight of the entire \$109M Interchange Project, including design and engineering, environmental permitting, extensive utility relocations, and overall Project administration and Construction Management. Chuck managed the discipline leads throughout the design-build process including design, environmental permitting and compliance, utility coordination, right-of-way acquisition, quality assurance and quality control, and construction. Chuck was responsible for communication and coordination with VDOT, Stafford County, permitting agencies, impacted property owners, adjacent developers, and other stakeholders. The Project included design and construction of the new I-95/Route 630 Courthouse Road Interchange. The new interchange was designed as a Diverging Diamond Interchange (DDI) located 800 feet south of the existing interchange. The DDI included two parallel bridges carrying Route 630/Courthouse Road over Interstate 95. A two-mile portion of existing Route 630 was realigned to intersect Route 1 at the new Stafford Hospital. West of the interchange, 2.3 miles of existing Route 630 was reconstructed and expanded from two lanes to a four-lane median divided roadway. Chuck worked with VDOT on several large changes during design including the introduction of a new ramp bridge required to accommodate the upcoming I-95 Express Lanes Fredericksburg Extension and relocation of a planned Commuter Park & Ride lot to better serve Stafford County and growth plans in the region. Chuck attended multiple public outreach and information meetings to preview new traffic configurations and answer concerns raised by the surrounding community. The Project was completed on-time by the original Final Completion Date of July 31, 2020 and achieved a 90-day early completion incentive for the Substantial Completion Milestone. Additionally, Shirley provided a Unique Milestone to the Project Schedule by completing the Courthouse Road Widening portion of the Project on December 9, 2019; seven months ahead of the Project Completion Date.

## **3. I-64 Capacity Improvements Segment I - Design-Build Project -Newport News, VA**

### **Shirley Contracting Company, Design-Build Project Manager (3/2015 – 12/2017)**

**Role/Responsibilities:** Chuck was responsible for the overall design-build management of the \$101M widening of I-64 from Yorktown Road to Jefferson Avenue totaling 5.5 miles of inside median roadway and bridge construction. Chuck was responsible for all aspects of project management including CPM scheduling, design discipline coordination, construction staffing, and management of all resources assigned to the Project. Working with Dewberry, Chuck and the Team completed with the entire roadway and bridge design packages and completed all environmental permitting requirements having obtained the Joint Wetlands and Water Quality Permits from all AHJ's in just 9 months from NTP. Significant coordination with USFWS and VDOT's Hampton Road District Environmental staff was necessary due to the confirmed presence of both the Indiana Bat and Northern Long-Eared Bat; both on the National Register of protected species. The design team was able to produce an advanced set of MOT and Early Grading Plans to allow the start of construction within VDOT Right-of-Way in just 6 months from NTP. The Project included the widening of 4 bridges and the complete demolition and replacement of two bridges. Design considerations for soft compressible and wet soils was a significant challenge. Treatment methods including soil-cement, wick drains and surcharge, pile casings and slope stability piling were utilized. The Project was completed on-time even though the scope grew over 15% due to Owner approved additions.

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

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>S. Scott Shropshire, P.E., CCM, Quality Assurance Manager</b>
b. Project Assignment: <b>Quality Assurance Manager (QAM)</b>
c. Name of Firm with which you are employed at the time of submitting SOQ: <b>Quinn Consulting Services, Inc.</b>
d. Employment History: With this Firm <b>4</b> Years With Other Firms <b>26</b> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Quinn Consulting Services, Inc., P.E. / Quality Assurance Manager (QAM) (2018 – Present)</b> Scott’s responsibilities as QAM include construction quality oversight on contract work with varying degrees of complexity and scope. He is responsible for the quality assurance inspection and testing of all materials and work performed on the project, ensures all work, materials, sampling, and testing conform with the “Approved for Construction” plans, specifications, and contract documents, and verifies design-related work packages submitted for payment have been certified by the Design Manager. Scott plans and conducts Preparatory Inspection Meetings prior to the start of scheduled work activities, monitors the construction quality control program, issues Non-Conformance Reports for deficient work and determines acceptance following corrective action, reviews project inspection documentation and maintains the project’s Materials Notebook, and certifies all work has been completed in conformance with the contractual documents for request for payment. <ul style="list-style-type: none"><li>▪ <b>I-95 Northbound Rappahannock River Crossing Design-Build (\$127M), 10/2020 to 12/2023 - QAM</b></li><li>▪ <b>I-95 Southbound CD Lanes – Rappahannock River Crossing Design-Build (\$132M), 9/2018 to 5/2022 - QAM</b></li><li>▪ <b>I-95/Route 630 Reconstruction and Widening Design-Build (\$105M), 4/2018 to 7/2020 - QAM</b></li></ul> <b>Rinker Design Associates, Director of Construction (2015 – 2018)</b> Scott oversaw construction inspection, quality assurance and quality control activities. He provided leadership and direction on construction engineering assurance and inspection activities, coupled with seamlessly working with design staff in accomplishing constructability reviews and providing construction recommendations/suggestions during development of project plans, ensuring all construction inspection and testing were performed, completed, and recorded per contract documents. <b>A. Morton Thomas &amp; Associates, Inc., Quality Control Engineer (2014 – 2015):</b> Scott focused on the delivery of transportation-related projects through design-build procurements. He performed as the Quality Control Manager, accountable to the Design-Build Project Manager, reporting inspection and testing results during construction operations and implemented inspection and testing requirements for contract-related work per the approved, project specific QA/QC Plan. <b>Virginia Dept. of Transportation (VDOT), Area Construction Engineer/Acting Residency Administrator (2006 – 2014):</b> Scott was the construction program Responsible Charge Engineer for a 14-county area. He provided leadership and technical guidance for inspectors, construction managers, contract administration, and consultant staff in the delivery of the six-year highway construction program via traditional design-bid-build and design-build procurements.
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Military Institute, Lexington, VA / B.S. / 1996 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Professional Engineer   2005   VA Registration #402035812</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b> * On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.
<b>1. I-95 Northbound Rappahannock River Bridge Crossing Design-Build, Fredericksburg, VA   \$127M Quinn Consulting Services, Inc., Quality Assurance Manager (10/2020 – 12/2023)</b>

**Role/Responsibilities:** Scott manages the Quality Assurance inspection and testing staff to ensure all materials used and work performed meet the project requirements. He is responsible for adherence to the project specific QA/QC Plan, including monitoring the contractor's Quality Control (QC) program and the Non-compliance Report process. Scott ensures adherence to E&S Control program, SWM Program, Water Quality Permits, VSMP, and VPDES. He ensures any environmental issues were reported and he worked with the team to resolve them. He oversees all work/materials, testing/sampling and work zones and monitors that they conform with the contract and are approved for construction plans/specs and is responsible for certification of project compliance to contract requirements and certification for monthly Application of Payment. He chairs preparatory inspection meetings for all distinct elements of work to ensure that all construction and inspection staff were cognizant of their specific roles in the completion of the work. Scott also manages the non-conformance process to ensure that non-conforming work was brought to the attention of all parties quickly, proposed solutions were accepted by all parties, solutions were implemented as described and that the root cause of non-conforming work was understood in an effort to prevent repeated issues. Scott reviewed and organized all project quality documentation leading to an Overall 2022 CQIP Score of 96.64.

The project scope includes the construction of an extension of the exit ramp from Route to northbound I-95, and the creation of northbound Collector-Distributor (CD) lanes through Exit 133, reconstruction of the existing CD lane bridge over Route 17 and construction of a fourth I-95 Bridge over the Rappahannock River.

**2. I-95 Southbound CD Lanes - Rappahannock River Crossing Design-Build, Fredericksburg, VA | \$132M  
Quinn Consulting Services, Inc., Quality Assurance Manager (9/2018 – 5/2022)**

**Role/Responsibilities:** Scott managed quality assurance (QA) inspection and testing of all materials used, and work performed on the project, including monitoring the contractor's Quality Control (QC) program. He ensured all work and materials, testing, and sampling conformed with the contract requirements, and "Approved for Construction" plans/specifications. Scott was responsible for adhering to the Design Build QA/QC Plan. Scott ensured adherence to the E&S Control program, SWM Program, Water Quality Permits, VSMP, and VPDES. He ensured any environmental issues were reported and he worked with the team to resolve them. He oversaw work/materials, testing/sampling and work zones and monitored that they conformed with the contract and were approved for construction plans/specs and was responsible for certification of project compliance to contract requirements and certification for monthly Application of Payment. He chaired preparatory inspection meetings for all distinct elements of work to ensure that all construction and inspection staff were cognizant of their specific roles in the completion of the work. He also managed the non-conformance process to ensure that non-conforming work was brought to the attention of all parties quickly, proposed solutions were accepted by all parties, solutions were implemented as described and the root cause of non-conforming work was understood in an effort to prevent repeated issues. Scott also reviewed and organized all project quality documentation leading to an Overall 2021 CQIP Score of 97.27

The project scope included three new I-95 southbound lanes in the median of I-95 for thru traffic between just north of Exit 133 (Route 17) in Stafford County and just south of Exit 130 (Route 33) in the City of Fredericksburg. Conversion of the three existing I-95 southbound lanes from north of Route 17 to south of Route 3 to three southbound lanes for local traffic and a new SB bridge over the Rappahannock River. The project also modified existing I-95 interchanges at Route 17 and Route 3, as well as ramps to the Safety Rest Area and Virginia Welcome Center.

**3. I-95/Route 630 Reconstruction and Widening Design-Build, Fredericksburg, VA | \$105M  
Quinn Consulting Services, Inc., Quality Assurance Manager (4/2018 – 7/2020)**

**Role/Responsibilities:** Scott led the QA program as part of the Shirley Team and reviewed project documentation for this bridge and roadway reconstruction project. He assured compliance with the VDOT Minimum Standards on Design-Build Projects and the project QA/QC Plan, chaired Preparatory Meetings, reviewed/approved monthly pay estimates, and issued/ documented the resolution of project Non-Compliance Reports. Scott was responsible for adhering to the Design Build QA/QC Plan. Scott monitored the contractors QC program and ensured adherence to the E&S Control program, SWM Program, Water Quality Permits, VSMP, and VPDES. He ensured any environmental issues were reported and he worked with the team to resolve them. He oversaw work/materials, testing/sampling and work zones and monitored that they conformed with the contract and were approved for construction plans/specs and was responsible for certification of project compliance to contract requirements and certification for monthly Application of Payment. Work activities included erosion & sediment controls, MOT operations, clearing & grubbing, grading and drainage, subbase and paving, structure demolition, steel H-pile driving, concrete construction for bridge elements, precast bulb-T girder erection, striping, and signage.

This Project relocated the I-95 Exit 140 interchange slightly southward of the existing interchange and the Courthouse Road/Route US 1 intersection southward to align with Hospital Center Blvd. Constructed the new interchange bridges in a diverging diamond interchange (DDI) configuration. Widened Courthouse Road to four lanes between US Route 1 and I-95 and also west of I-95 to just west of Ramoth Church/Winding Creek Roads. As part of the construction, the Ramoth Church/Winding Creek Road intersection was realigned at a traffic signal.

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. **Scott is assigned to the I-95 Northbound Rappahannock River Bridge Crossing as the Quality Assurance Manager which is projected to be completed in December of 2023.**

## ATTACHMENT 3.3.1

### KEY PERSONNEL RESUME FORM

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Steven K. Kuntz, PE, DBIA, Senior Vice President</b>
b. Project Assignment: <b>Design Manager (DM)</b>
c. Name of Firm with which you are employed at the time of submitting SOQ: <b>Dewberry Engineers Inc.</b>
d. Employment History: With this Firm <b>24</b> Years With Other Firms <b>0</b> Years Please list chronologically (most recent first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of employment history, please list the history for those years you have worked. Project specific experience shall be included in Section (g) below):  <b>Dewberry Engineers Inc.; Business Unit Manager/Project Manager/Design Manager, 2018-Present</b> Responsible for oversight of Dewberry's Mid-Atlantic Transportation Design Group/Business Unit (BU) including roadway, structural, hydraulic, traffic, and environmental disciplines in the Fairfax, Gainesville, Glen Allen and Roanoke offices in Virginia and Owings Mills office in Maryland. Responsibilities include oversight of project managers and senior staff and financial status of the BU, decision making for project pursuits and business opportunities, and coordination with other BU leaders within the company. Project management responsibilities include: <ul style="list-style-type: none"><li>▪ <b>I-64 Hampton Roads Express Lanes (HREL) Segment 4C Design-Build</b> (\$313M), 7/2022 to 12/2026 - DM</li><li>▪ <b>I-81 Widening MM 136.6 to 141.8 Design-Build</b> (\$179M), 5/2021 to 1/2026 - DM</li><li>▪ <b>I-64 Capacity Improvements - Segment III Design-Build</b> (\$189M), 12/2017 to 12/2021 - DM &amp; Responsible Charge Engineer</li><li>▪ <b>I-95/Route 630 Reconstruction and Widening Design-Build</b> (\$109M), 10/2016 to 8/2020 - DM &amp; Responsible Charge Engineer</li></ul> <b>Dewberry Engineers Inc.; Project Manager/Design Manager, 2004-2018</b> Responsible for design oversight and management for multiple design-build and design-bid-build projects, including coordination with subconsultants and all discipline leads. Discipline lead coordination included internal design services for roadway, structural, hydraulic, traffic and environmental permitting services. Led internal design meetings with project team members and attended meetings with design-build partners and clients/owners. Responsible for signing and sealing roadway plans as the roadway engineer and hydraulic engineer for roadway drainage elements and development of horizontal alignments and vertical profiles, superelevation calculations, roadway drainage design and computations, grading plans and cross sections, erosion & sediment control plans, roadway construction plans and right-of-way acquisition plans, and coordination with other project engineers. Project management responsibilities included: <ul style="list-style-type: none"><li>▪ <b>Route 772 Transit Connector Bridge Design-Build</b> (\$16.6M), 4/2016 to 6/2017 - DM</li><li>▪ <b>Route 659 Reconstruct to 4-Lanes Design-Build</b> (\$45.6M), 10/2015 to 4/2019 - DM</li><li>▪ <b>I-64 Capacity Improvements - Segment I Design-Build</b> (\$101M), 3/2015 to 12/2017 - DM</li><li>▪ <b>Route 606 Reconstruction &amp; Widening Design-Build</b> (\$94M), 6/2014 to 9/2019 - Roadway Design Engineer</li><li>▪ <b>Gloucester Parkway Extension Design-Build</b> (\$26M), 3/2014 to 8/2016 - DM</li><li>▪ <b>Interstate 66 Widening Design-Build</b> (\$56.1M), 9/2013 to 8/2016 - Roadway Design Engineer</li><li>▪ <b>Route 29 Bridge over Little Rock Run Design-Build</b> (\$11.4M), 6/2013 to 10/2015 - DM</li><li>▪ <b>Sycolin Road Overpass Design-Build</b> (\$11.8M), 12/2012 to 8/2014 - DM</li><li>▪ <b>Pacific Boulevard Extension Design-Build</b> (\$5.9M), 7/2011 to 8/2013 - DM</li><li>▪ <b>Route 50 Widening Design-Build</b> (\$77.3M), 2/2011 to 12/2015 - Roadway Design Engineer</li><li>▪ <b>Fairfax County Parkway Phase III Design-Build</b> (\$28.0M), 10/2009 to 12/2012 - DM</li><li>▪ <b>Dulles Greenway Capital Improvements Design-Build</b> (\$71M), 5/2005 to 9/2007 - DM</li><li>▪ <b>Route 28 Corridor Improvements Design-Build</b> (\$480M), 9/2002 to 6/2008 - Project Engineer; 6/2008 to 12/2020 - DM</li><li>▪ <b>Interstate 66 Improvements</b> (\$215M), 6/1999 to 10/2008 - Project Engineer; 10/2008 to 8/2015 - Project Manager</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>Virginia Polytechnic Institute &amp; State University, Blacksburg, VA / BS / 1999 / Civil Engineering</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>2004 / Professional Engineer / Virginia #0402 029440</b> <b>2010 / Design Build Institute of America (DBIA) Designated Design-Build Professional</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. 1. <i>Note your role, responsibility, and specific job duties for each project, not those of the firm.</i>

2. *Note whether experience is with current firm or with other firm.*
3. *Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.*

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

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

### **1. I-64 Capacity Improvements, Segment III Design-Build, York County, Virginia**

**Dewberry Engineers Inc., Design Manager & Responsible Charge Engineer (12/2017 – 2/2020 (design), December 2021 (construction support))**

**Role/Responsibilities:** As the DM for Shirley’s \$189 million Project, Steve oversaw all design activities and led design coordination efforts to ensure that roadway, structure, stormwater management, traffic, and environmental permitting elements were coordinated. During preliminary design, Steve led the development of alternate horizontal alignments for I-64 which eliminated the need for a 1,300 linear foot retaining wall in the median. By shifting the travel lanes slightly to the outside (feasible since the entire existing pavement structure was demolished and replaced), the bifurcation between travel lanes could be accommodated with open-section grading and standard barriers in-lieu of a retaining wall. Steve coordinated directly with subconsultants providing updated aerial mapping, utility designations and test pits, geotechnical investigations, and noise analysis. Based on the final noise analysis, three additional noise barriers totaling approximately 6,500 linear feet were required to be added to the plans. Steve oversaw plan revision design efforts to incorporate the additional noise barriers by adding closed system drainage facilities which minimized additional right-of-way acquisitions and environmental permit modifications. He attended each of the public outreach meetings to explain and discuss the noise analysis process and results to the adjacent communities and impacted and benefitted property owners. During construction, Steve participated in monthly progress meetings and oversaw construction support services to provide responses to questions and complete shop drawing reviews.

### **2. I-95/Route 630 Reconstruction and Widening Design-Build, Stafford County, Virginia**

**Dewberry Engineers Inc., Design Manager & Responsible Charge Engineer (10/2016 – 8/2020)**

**Role/Responsibilities:** As the DM for Shirley’s \$109 million Project, Steve oversaw all design activities and led design coordination efforts to ensure that roadway, structure, stormwater management, traffic, and environmental permitting elements were coordinated for the development of three separate plan sets for the replacement I-95/Route 630 Interchange and realignment of Route 630 for approximately 1 mile; the widening of Route 630 for approximately 1.5 miles; and new Park & Ride facilities (two separate lots) providing nearly 1,100 parking spaces adjacent to I-95. The new I-95/630 Interchange consisted of a diverging diamond interchange (DDI) with new parallel bridges over I-95 to replace the existing diamond interchange. Steve oversaw all final design activities of this new interchange, including modifications to lane and intersection configurations east of I-95. For the widening element, Steve oversaw development of final plans which were required to remain within right-of-way and easements acquired by VDOT prior to the design-build contract. Steve led roadway and drainage staff to implement slope adjustments and drainage modifications so that additional easements were not required. For the Park & Ride facilities, Steve oversaw design efforts and coordinated with VDOT staff to identify an alternate parking lot site which minimized right-of-way impacts and accommodated future development plans by adjacent property owners. Steve coordinated directly with subconsultants for aerial mapping, utility designations and test pits, geotechnical investigations, and noise analysis. Steve attended multiple public outreach meetings and information meetings with local communities, residents, and new drivers at Colonial Forge High School. During construction, Steve attended monthly progress meetings and oversaw construction support efforts.

### **3. I-64 Capacity Improvements, Segment I Design-Build, Newport News, Virginia**

**Dewberry Engineers Inc., Design Manager (3/2015 – 12/2017)**

**Role/Responsibilities:** As the DM for Shirley’s \$101 million Project, Steve oversaw all elements of design and ensured that roadway, traffic, structure, 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 to provide additional congestion relief in peak periods. Steve also coordinated directly with design subconsultants to provide aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, and noise analysis. Steve developed the public outreach graphics and documents for the noise barrier public coordination and voting process for over two miles of new noise barriers. During construction, Steve attended monthly progress meetings and oversaw construction support efforts to respond to questions and review shop drawings.

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

<b>Brief Resume of Key Personnel anticipated for the Project.</b>
a. Name & Title: <b>Hank Davis, Senior Superintendent</b>
b. Project Assignment: <b>Construction Manager (CM)</b>
c. Name of Firm with which you are employed at the time of submitting SOQ: <b>Shirley Contracting Company, LLC</b>
d. Employment History: With this Firm <b>24</b> Years With Other Firms <b>9</b> Years Please list chronologically (most recent experience first) your employment history, position, general responsibilities, and duration of employment for the last fifteen (15) years. (NOTE: If you have less than 15 years of experience, please list the experience for those years you have worked. Project specific experience shall be included in Section (g) below): <b>Shirley Contracting Company, LLC; Area Superintendent (1998 – Present)</b> Hank oversees the day-to-day field construction activities for heavy civil and major site projects in the Richmond Virginia Area. He is responsible for managing all onsite constructions activities, quality control, safety, maintaining and monitoring the overall project schedule, and managing complex maintenance of traffic on a daily basis. His responsibilities also include scheduling and coordination of self-perform work as well as the work of project subcontractors. <ul style="list-style-type: none"><li>▪ <b>Project Speedway – RIC4 Design-Build</b> (\$62M) – 3/2021 to 6/2023 – Senior Superintendent</li><li>▪ <b>I-64 Capacity Improvements - Segment III Design-Build</b> (\$189M) – 5/2019 to 3/2021– Lead Superintendent</li><li>▪ <b>I-64 Capacity Improvements - Segment I Design-Build</b> (\$101M) – 9/2015 to 12/2017– Construction Manager/ Superintendent</li><li>▪ <b>Huguenot High School Improvements</b> (\$6.5M) – 4/2014 to 9/2015 – Construction Superintendent</li><li>▪ <b>Shoosmith Landfill Expansion</b> (\$5.4M) – 2/2013 to 5/2015 – Construction Superintendent</li><li>▪ <b>Tri City Landfill Expansion</b> (\$4.6M) – 2/2014 to 5/2014 – Construction Superintendent</li><li>▪ <b>Fort Lee 'A' Gate Roundabout Design-Build</b> (\$2.3M) – 2/2012 to 3/2013 – Construction Manager, Superintendent</li><li>▪ <b>New Campus East Design-Build – NGA Fort Belvoir</b> (\$58M) – 3/2010 to 7/2011 – Project Superintendent</li><li>▪ <b>Washington Headquarters Services DoD BRAC 133 Design-Build</b> (\$167M) – 1/2009 to 3/2010, Project Superintendent</li><li>▪ <b>Spotsylvania Town Center</b> (\$17.9M) – 4/2007 to 2/2009 – Project Superintendent</li><li>▪ <b>Woodford Wetlands Mitigation</b> (\$5.2M) – 7/2006 to 6/2007 – Project Superintendent</li></ul>
e. Education: Name & Location of Institution(s)/Degree(s)/Year/Specialization: <b>N/A</b>
f. Active Registration: Year First Registered/ Discipline/VA Registration #: <b>Will obtain both VDOT Erosion and Sediment Control Contractor Certification (ESCCC) and Virginia Department of Environmental Quality (DEQ) Responsible Land Disturber (RLD) Certification prior to commencement of construction.</b>
g. Document the extent and depth of your experience and qualifications relevant to the Project. <ol style="list-style-type: none"><li>1. <i>Note your specific role, responsibility and specific job duties for each project, not those of the firm.</i></li><li>2. <i>Note whether experience is with current firm or with other firm.</i></li><li>3. <i>Provide beginning and end dates for each project; projects older than fifteen (15) years will not be considered for evaluation.</i></li></ol> <p><b>(List only three (3) relevant projects* for which you have performed a similar function. If additional projects are shown in excess of three (3), the SOQ may be rendered non-responsive. In any case, only the first three (3) projects listed will be evaluated.)</b></p> <p><i>*On-call contracts with multiple task orders (on multiple projects) may not be listed as a single project.</i></p>
<b>1. Project Speedway – RIC4 - Design-Build – Richmond, Virginia</b> <b>Shirley Contracting Company, Senior Superintendent (3/2021 to 6/2023)</b> <b>Role/Responsibilities:</b> Hank is serving as the Senior Superintendent for the \$62 million site, civil, and roadway portion of the \$250 million Amazon Fulfillment distribution and warehouse facility in Henrico County. Hank is responsible for the management of all site construction activities on the 80-acre parcel adjacent to the Richmond International Raceway. His duties include the daily planning and coordination with the site’s General Contractor that includes maintaining and updating of the Project schedule and resource requirements. Hank oversees all self-perform forces including three excavation and grading crews, two utility crews, as well as numerous subcontractor trades including clearing, siltation control, and retaining walls. Due to poor soils on the site, Shirley’s scope includes the support work necessary for installation of many critical ground improvement trades including wick drain and rigid inclusion subcontractors. Hank coordinates the delivery and movement of over 500 truckloads of material entering and exiting the site on a daily basis.

The roadway portion of Project Speedway consists of the widening and reconstruction of Richmond Henrico Turnpike alongside the new Amazon Fulfillment Center frontage and along with the intersection improvements at Azalea Avenue and Carolina Road. Hank is managing this portion of the Project with a dedicated roadway Team. The scope of work includes clearing and grubbing, new storm drainage and stormwater management, Henrico County water and gas utility relocations, roadway and shared use path grading, concrete flatwork, asphalt paving roadway lighting, two new signalized intersections and, landscaping. The Project delivery is currently on schedule as crews are working six to seven days per week to achieve the aggressive timelines of the Project Owner.

## **2. I-64 Capacity Improvements Segment III - Design-Build – York County, Virginia**

### **Shirley Contracting Company, Lead Superintendent (5/2019 to 3/2021)**

**Role/Responsibilities:** As Lead Superintendent for the \$189 million Project, Hank was responsible for the management of construction activities on the I-64 Widening in York County, Virginia. He coordinated and scheduled the work of his Project team including material deliveries, equipment, Shirley’s self-perform crews, and all project subcontractors. Hank led the regular jobsite safety meetings and coordinated the subcontractor safe start meetings with the Project’s Safety Manager. He conducted the monthly and weekly progress meetings attended by the Project’s discipline managers, lead foremen, assistant superintendents, as well as key subcontractors. This group reviewed all upcoming schedule items and assured all work was ready to be safely prosecuted, that materials were scheduled for delivery with the required materials documentation, and that the proper supervision had a detailed plan of action. He ensured compliance with the Project’s Quality Control requirements meeting daily with the QC Manager and prepared the Expected Daily Activity report shared with QA and QC staff on the Project. He was responsible for the overall project erosion and sediment installation, maintenance, and compliance. The Project’s location within a heavily traveled section of I-64 demanded the maintenance of two lanes of traffic, eastbound and westbound, for the duration of construction, with only limited allowable lane closure hours at night. The project scope included design and construction of the widening of I-64 from 4 to 6-lanes with median and shoulders, repairing and widening 6 bridges to include an additional travel lane including superstructure and substructure elements, numerous stormwater management facilities, drainage structures, sound barrier walls, and ITS.

## **3. I-64 Capacity Improvements Segment I - Design-Build - Newport News, Virginia**

### **Shirley Contracting Company, Construction Manager/Superintendent (9/2015 - 12/2017)**

**Role/Responsibilities:** Hank was the Superintendent and Interim Construction Manager on the \$101 million Segment I widening of I-64 from Yorktown Road to Jefferson Avenue, including 6-miles of median roadway and bridge construction. During the design-phase, he completed constructability reviews to confirm plan details were appropriate for construction means and methods. As Construction Manager, Hank and his Team were successful in implementing an early Maintenance of Traffic and Grading Phase for the Project where outside shoulder strengthening and shifting of mainline I-64 allowed for early access to median clearing and construction entrances prior to final permitting and roadway plan approval. He was responsible for the daily coordination and scheduling of all construction field activities on the Project, both self-perform and subcontractor related. Hank led the Shirley self-perform crews in all excavation, grading, storm sewer installation and aggregate base placement operations. The grading operations implemented a project-wide GPS modeling system that was used by both Shirley and subcontractor crews. Additionally, Hank scheduled the support and grading operations necessary the construction of the three pairs of bridges on the Project. Support crews provide all bridge access, foundation excavation, demolition services, backfilling and maintenance of traffic for the bridge crews. He scheduled all roadway subcontractor operations and coordinated the Quality Control Inspection process for the Project assuring QA/QC coverage was appropriate for all activities. Hank and his Project foremen developed and updated the weekly construction look-ahead schedules to ensure proper resource coverage and on-time completion.

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. **Hank is currently assigned to Project Speedway-RIC4 which will be completed in June 2023.**



# **Attachment 3.4.1(a) and 3.4.1(b) 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: <b>I-64 Capacity Improvements Segment III Design-Build</b> Location: <b>Williamsburg, Virginia</b>	Name: <b>Dewberry Engineers Inc.</b>	Name of Client: <b>VDOT</b> Project Manager: <b>Janet M. Hedrick, PE</b> Phone: <b>757-956-3071</b> Email: <b>Janet.Hedrick@vdot.virginia.gov</b>	<b>09/2021</b>	<b>12/2021*</b>  <b>* Difference due to Owner added scope</b>	<b>\$178,282</b>	<b>\$ 189,475*</b>  <b>* Difference due to Owner added scope</b>	<b>\$189,475</b>

Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



**SIMILARITIES TO I-64 GAP SEGMENT A WIDENING PROJECT**

- Design-Build Delivery
- I-64 Median Widening from a 4-lane to a 6-lane Typical Section
- 8.2 Miles of Interstate I-64 Widening
- Interchange Ramp Modifications
- Interstate Bridge Widening
- Bridge Structure Repair & Rehabilitation
- Avoidance of Existing Overpass Bridges
- Phased ESC Plans
- Noise Barriers
- High Traffic Volumes & Travel Speeds
- Multi-stage Temporary Traffic Control Plans
- Innovative use of Recycled Materials in Pavement Section
- Environmental Permitting and Compliance Monitoring
- Coordination with Adjacent Projects
- Quality Assurance / Quality Control
- Teamed with Lead Designer – Dewberry
- Consistency of Personnel
  - Chuck Smith – DBPM
  - Steve Kuntz – DM
  - Hank Davis – Lead Superintendent
  - Todd Kief – Utility Manager
  - Jim Davidson – Lead Structural Engineer
  - Jim Filson – Lead Hydraulic Engineer
  - Jerry Mrykalo – Lead Traffic Engineer

**PROJECT NARRATIVE AND SCOPE:**

In December 2017, Shirley Contracting Company, LLC was awarded the contract to widen and reconstruct 8.2 miles of Interstate I-64 from 1.15 miles west of Route 199 (Lightfoot) to 1.05 miles west of Route 199 (Humelsine Parkway/Marquis Center Parkway) in York County, Virginia. The Project is a third in a series of I-64 widening projects on the Peninsula in Hampton Roads to improve capacity and safety for 100,000 plus vehicles that travel through the corridor daily. The scope of the Project included the following elements:

- Roadway and Structural Design, Engineering, and Environmental Permitting.
- Public outreach.
- Full-depth reconstruction of the existing travel lanes and outside shoulder and the addition of one 12-foot-wide travel lane and one 12-foot-wide paved shoulder in each direction. Use of recycled concrete and asphalt pavement from the Project was processed and utilized for the new pavement structure.
- Widening and rehabilitation of the twin I-64 Brick Arch Bridges spanning over the Historic Colonial Parkway.
- Complete demolition and replacement of parallel 900 linear-foot bridges over Queens Creek and the associated tidal floodplain.
- Widening and rehabilitation of the twin I-64 Bridges spanning over Lakeshead Drive.
- 13 Stormwater management facilities
- Interchange auxiliary lane improvements at the Route 199 and Route 143 Interchanges.
- Drainage improvements and adequate outfall channel enhancements.
- Design and installation of 200,000 square feet of architectural noise barrier.
- Reconstruction and signalization of I-64 EB off ramp to Route 143.

The Project's location within a heavily traveled section of I-64 demanded the maintenance of two lanes of traffic, eastbound and westbound, for the duration of the construction phase, with only limited allowable lane closure hours at night. The demolition and replacement of the twin bridges over Queens Creek created the greatest schedule challenge for the Project due to the linear nature of the construction phasing. The Team developed an alternate sequence of construction which eliminated one entire stage of construction from the RFP concept by providing temporary cross-overs within the existing median of I-64. Meanwhile, the inside widening of the interstate followed by the outside enhancements such as noise barriers and stormwater management ponds throughout the balance of the corridor proceeded concurrently with the critical Queens Creek bridge work.

The Design-Build contract also required the resolution of numerous other design and construction challenges including coordination with the adjacent I-64 Segment II project; execution of an aggressive schedule in a physically constrained corridor; environmental permitting delays caused by the 2018 federal government shutdown; stringent environmental compliance within an environmentally sensitive corridor; right-of-way acquisition of 20 parcels; and coordination with numerous stakeholders including the National Park Service, USACE, DEQ, USFWS, US military installations, local government agencies, and local homeowners' associations.

**SHIRLEY'S ROLE:**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of the entire Project, including design and engineering, environmental permitting, right-of-way acquisition, public and private utility relocations and overall Project administration and construction management, including QA/QC. All construction work was performed on a heavily traveled roadway and all lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was responsible for creating and monitoring the CPM schedule throughout design and construction.

**DEMONSTRATED EXPERIENCE:**

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:**

Additional contract time and cost resulting from approximately 6,500 linear feet of increased noise barrier based on final design noise analysis was authorized by VDOT. VDOT and Shirley negotiated an 84-day time extension and a revised "no excuses" incentive payment formula. VDOT desired completion and opening all lanes of traffic prior to the 2021 holiday season and the resulting increase in traffic. VDOT agreed to offer an incentive to complete the Project by December 17, 2021 with a tiered increasing incentive increase for every day the Project was completed earlier. The Team opened all lanes of traffic prior to the 2021 Thanksgiving holiday weekend and VDOT accepted the Project on December 9, 2021.

**USE OF INNOVATIVE DESIGN SOLUTIONS:** The Project represents one of the largest pavement recycling initiatives in North America, utilizing more than 300,000 tons of recycled material. The subbase layer for the widened portion of the roadway consisted of cement-treated crushed concrete. To create the recycled crushed concrete, the Team demolished and hauled the concrete from the existing roadway to a nearby yard where it was processed through a crusher. The material was then hauled back to the job where it was placed by Shirley crews. For the rebuilt lanes, the subbase was prepared using the recycling technique called full depth reclamation (FDR). For the new pavement section of I-64, the Project Team used cold central plant recycling mix (CCPRM), an innovative pavement preservation method that uses reclaimed asphalt pavement (RAP) from the demolished pavement. During construction, researchers from the VDOT installed sensors in the subbase layer of one of the travel lanes to measure and confirm the long-term performance of both the CCPRM and FDR methods.

**PREVIOUS DESIGN-BUILD EXPERIENCE:** The award of the I-64 Capacity Improvements – Segment III contract represented the nineteenth VDOT design-build contract awarded to the Shirley-Dewberry Team and the second design-build contract for the widening of I-64, creating the same 6-lane typical section as is proposed by this I-64 GAP Segment A project. Additionally, many of the team members identified for this I-64 GAP Segment A project served in the same role on the I-64 Capacity Improvements – Segment III project, including our Design Build Project Manager, Design Manager, Lead Hydraulic Engineer, Lead Traffic Engineer, and Geotechnical Engineer.

**LIMITING IMPACTS TO THE PUBLIC & AFFECTED COMMUNITIES, AND MINIMIZING CONGESTION DURING CONSTRUCTION:** With our experience on the I-64 Corridor, the Team provided many enhancements to the Project, many of which were intended to increase mobility through the corridor, meet environmental commitments, and provide maximum driver safety. Specific examples of this include:

- An advance temporary traffic control plan was developed so that outside temporary shoulder strengthening could be completed during night-time operations, enabling all permanent construction activities to occur behind concrete barrier.
- Extensive public outreach efforts were completed for several noise barriers which were required along both the eastbound and westbound lanes near the eastern project limits. As a result of updated noise analysis, additional noise barriers were deemed warranted, feasible and reasonable, and an extensive public outreach effort was necessary. The Team developed graphics and displays for formal public meetings, and voting processes were completed for more than 100 benefitted properties. Numerous questions and concerns were addressed during public outreach efforts and meetings, and extensive coordination with VDOT communication staff continued throughout construction.
- Coordination with the National Park Service was required for widening of the I-64 bridges over Colonial Parkway. The primary focus of this coordination was for the traffic control which required reducing the Parkway to a single lane, operated via temporary a temporary signal located at either end of the roadway width reduction. Shirley committed to a minimum duration of 1-year for this single-lane phasing and completed work on-time with no recorded traffic or safety incidents.

**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: <b>I-64 Capacity Improvements Segment I Design-Build</b> Location: <b>Newport News, Virginia</b>	Name: <b>Dewberry Engineers Inc.</b>	Name of Client: <b>VDOT</b> Project Manager: <b>Janet M. Hedrick, PE</b> Phone: <b>757-956-3071</b> Email: <b>Janet.Hedrick@vdot.virginia.gov</b>	<b>12/2017</b>	<b>12/2017</b>	<b>\$ 84,879</b>	<b>\$ 101,396*</b>  <b>* Difference due to Owner added scope</b>	<b>\$ 101,396</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



**SIMILARITIES TO I-64 GAP SEGMENT A WIDENING PROJECT**

- Design-Build Delivery
- I-64 Median Widening to 6-lane Typical Section
- 5.2 Miles of I-64 Interstate Widening
- Interchange Ramp Modifications
- Bridges Over Roadways and Waterways
- Bridge Widening
- Phased ESC Plans
- Multi-stage Temporary Traffic Control Plans
- Noise Barriers
- Geotechnical Challenges
- Environmental Permitting and Strict Compliance Monitoring
- Storm Drainage and SWM Pond Facilities
- Utility Relocations
- Acquisitions of ROW & Easements
- Teamed With Lead Designer -Dewberry
- Consistency of Personnel
  - Chuck Smith – DBPM
  - Steve Kuntz – DM
  - Hank Davis – CM/Superintendent
  - Todd Kief – Utility Coordination Manager
  - Jim Davidson – Lead Structural Engineer
  - Jim Filson – Lead Hydraulic Engineer
  - Jerry Mrykalo – Lead Traffic Engineer

**PROJECT NARRATIVE AND SCOPE:**

In March 2015, VDOT awarded Shirley Contracting Company LLC, (Shirley) the \$85M Interstate 64 (I-64) Capacity Improvements - Segment I Design-Build contract. The Project entailed the median widening of approximately 5.2-miles of I-64 in Newport News, VA; adding a new travel lane and full width shoulder in each direction on the interstate; replacement or widening of six bridges, including two bridges over CSXT Railroad; and construction of nearly 2.5 miles of noise barrier wall.

Utilizing our experience working on similar interstate facilities, the Design Team developed an innovative Temporary Traffic Control (TTC) approach that allowed commencement of construction activities within six months of NTP by creating an Advanced TTC Plan Set. This strategy allowed for shoulder strengthening and median clearing within existing right-of-way to start while final roadway and bridge design elements were being completed. The Environmental Team worked closely with the permitting agencies to avoid work in jurisdictional areas while the final Joint Permit Application and mitigation measures were finalized.

The highway median was heavily wooded in several stretches of the Project. The Team safely pruned and removed the overhanging trees adjacent to the interstate prior to performing bulk clearing in the median. Median drainage was maintained throughout construction and enhanced with new storm facilities that conveyed water through newly installed trenchless outlet pipes. Seven (7) new stormwater management facilities were constructed beyond the outside shoulders including 2 constructed wetlands and 3 bio-retention basins. Median widening consisting of a full-width inside shoulder and new 12' wide travel lane in each direction was geotechnically challenging due to the soft clayey and silty soils. The Team developed a pavement section utilizing a full shoulder and lane wide 12" deep layer of 7% soil-cemented subgrade along with a cement-treated aggregate subbase. The Project received the Design-Build Institute of America's National and Mid-Atlantic Region Award of Merit recognizing the high quality and adherence to the Design-Build Project Delivery Standards.

Project Scope is listed below:

- Median Widening of 5.2-miles of Interstate 64 in each direction;
- Demolition and reconstruction of two new bridges over CSXT Railroad;
- Widening and repairs of four existing bridges;
- Extensive maintenance of traffic operations for over 100,000 VPD;
- TMS, DMS, CCTV and overhead signage/installation;
- Installation of seven bio-retention and constructed wetland SWM facilities;
- Utility relocation/installation;
- Installation of over 210,000 SF of noise barrier wall; and,
- Installation of over 15,000 LF of storm sewer including trenchless crossing.

**SHIRLEY'S ROLE:**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of the entire Project, including design and engineering, environmental permitting, utility relocations and overall Project administration and construction management, including QA/QC. All construction work was performed on a heavily traveled roadway and all lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was responsible for creating and monitoring the schedule throughout design and construction.

**DEMONSTRATED EXPERIENCE:**

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:**

Through the addition of scope enhancements proposed by VDOT such as the widening and strengthening of 8-miles of outside shoulder and the introduction of high polymer binder to the asphalt surface mixes, the budget was increased by over 15%. Even with the increase in Project scope, the Shirley Team was able to complete the Project by the original Final Completion Date of December 1, 2017.

**USE OF INNOVATIVE DESIGN SOLUTIONS:**

Although the RFP allowed for the widening and rehabilitation of the existing bridges over Industrial Park Drive and CSXT Railroad, our Team developed plans which provided two new 2-span bridges in lieu of widening and repair of the existing 3-span bridges, resulting in shorter structures which will require less maintenance by VDOT. Geotechnically, the bridges presented unique challenges due to the extremely soft and yielding soils prone to settlement. The Team overcame these issues by use of several techniques including: MSE abutments designed for the anticipated settlement during and post construction; installation of wick drains in the new abutment areas combined with surcharge and minimal waiting periods; and avoidance of pile down-drag by use of an outer shell pile casing installed below problem soils and prior to permanent pile driving.

**PREVIOUS DESIGN BUILD EXPERIENCE:**

The award of the I-64 Capacity Improvements – Segment I contract represented the thirteenth VDOT design-build contract awarded to the Shirley-Dewberry Team and the second design-build contract that included an inside lane and shoulder widening on a major interstate thoroughfare. The I-64 Segment I project created the same 6-lane typical section as is proposed by this I-64 GAP Segment A project. Additionally, many of the Team members identified for this I-64 GAP Segment A project served in the same role on the I-64 Capacity Improvements – Segment I project, including our Design Build Project Manager, Design Manager, Lead Hydraulic Engineer, Lead Traffic Engineer, and Geotechnical Engineer. This also includes many of the Construction Team including superintendents, foreman, operators, carpenters, and laborers.

**LIMITING IMPACTS TO THE PUBLIC & AFFECTED COMMUNITIES, AND MINIMAL CONGESTION DURING CONSTRUCTION:**

During all phases of design and construction, Shirley worked closely with the Hampton Roads Public Relations Department to coordinate and communicate impacts and changes to the local businesses and residential communities. The Team held pre-construction 'Pardon Our Dust' Meetings where high level changes to traffic patterns and major Project improvements were communicated to the Public and depicted on large scale graphics. This was an open forum where the Team's design and construction professionals were able to explain and answer questions in an one-on-one setting. Additional meetings were held during construction and the Team developed a very effective communication system that broadcast weekly planned lane closures, major traffic changes and shifts, as well as major activities involving nighttime closures such as bridge demolition and structural girder erection.

During construction, a full-time wrecker service was provided by Shirley and as well as an additional large-vehicle tow truck during the peak summer months requested by VDOT. Along with VDOT, VSP, and the City of Newport News, the Team developed an Incident Management Program that allowed for safe and effective removal of minor traffic accidents from the work zone, as well as quick response and remediation of roadway hazards such as potholes.

**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: <b>Interstate 66 Widening Design-Build</b> Location: <b>Gainesville, Virginia</b>	Name: <b>Dewberry Consultants LLC</b>	Name of Client/Owner: <b>Virginia Department of Transportation</b> Project Manager: <b>Susan Shaw, PE, DBIA</b> Phone: <b>703-259-1995</b> Email: <b>susan.shaw@vdot.virginia.org</b>	<b>8/2016</b>	<b>8/2016</b>	<b>\$54,871</b>	<b>\$56,342*</b>  *Difference Due to Owner added scope	<b>\$56,342</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Contractor for this procurement. If the Offeror chooses to submit work completed by an affiliated or subsidiary company of the Lead Contractor, identify the full legal name of the affiliate or subsidiary and the role they will have on this Project, so the relevancy of that work can be considered accordingly. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form. If the Offeror chooses to submit work performed as a Joint Venture or Partnership, identify how the Joint Venture or Partnership was structured and provide a description of the portion of the work performed only by the Offeror's firm.



**SIMILARITIES TO I-64 GAP SEGMENT A WIDENING PROJECT**

- Design-Build Delivery
- Interstate Widening from 4-Lanes to 8-Lanes
- Bridge Construction
- Maintenance of Traffic
- Right-of-Way Acquisition
- Environmental Permitting
- Utility Relocations & Avoidance
- Quality Assurance/Quality Control
- Transportation Management Plan
- Public Involvement and Outreach
- Third Party Stakeholder Communication & Coordination
- Teamed with Lead Designer – Dewberry
- Consistency of Personnel
  - Steve Kuntz – DM
  - Jim Davidson – Lead Structural Engineer
  - Jim Filson – Lead Hydraulic Engineer
  - Jerry Mrykalo – Lead Traffic Engineer
  - Ryan Marrah – Right-of-Way Manager

**PROJECT NARRATIVE AND SCOPE:**

In August 2013 VDOT awarded Shirley Contracting Company LLC, (Shirley) the \$54 million Interstate 66 (I-66) Widening Design-Build contract. Our Team was chosen in large part because of our significant experience associated with construction of complex transportation projects on high volume, high speed roadways, excellent safety record, partnering approach, and abilities to work with adjacent concurrent construction under separate contracts. The Project entailed the widening of approximately 2.5-miles of I-66 in Gainesville, Virginia, replacement of two secondary overpass bridges, construction of nearly 250,000 SF of noise barrier wall, and the construction/integration of an extensive Intelligent Transportation System consisting of cameras, detectors, digital message signs all running off a new fiber communication network. Similar to the I-64 GAP Segment A Widening Project, the I-66 Widening Project included interstate widening and extensive maintenance of traffic operations.

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

- Widening 2.5-miles of Interstate 66 in each direction
- Construction of 4 new bridges
- Extensive Maintenance of Traffic Operations for over 100,000 VPD
- TMS and signage/installation
- Roadway lighting
- Traffic Control
- Intelligent Transportation System including cameras, detectors, DMS
- Utility relocation/installation
- Traffic detours
- Installation of over 250,000 S.F. of Noise Barrier Wall

**SHIRLEY'S ROLE:**

As the Design-Builder and Lead Contractor, Shirley was responsible for management and oversight of construction, including design and engineering, utility relocations, public outreach, overall Project administration and construction management, and QA / QC. All construction work was performed on a heavily traveled roadway and all lane restrictions were coordinated by Shirley with VDOT to allow for public notifications of impacts to traffic. Shirley was the primary point of contact with the Owner in public relations and getting notices out to traveling motorists, businesses, home-owners and local politicians. Shirley was also responsible for creating and monitoring the schedule throughout design and construction.

**DEMONSTRATED EXPERIENCE:**

**FINISHING CONTRACTS ON TIME OR EARLIER THAN ORIGINAL CONTRACT FIXED COMPLETION DATE:**

As part of the Shirley Team's Technical Proposal, we committed to an early Final Completion Date that was 3 months earlier than the November 2016 date required by VDOT's RFP. Utilizing our innovative design solutions including concurrent bridge construction, utility avoidance, and unique phasing we were able to deliver on this commitment on-time by completing the project in August 2016 while remaining within VDOT's budget.

**USE OF INNOVATIVE DESIGN SOLUTIONS:**

During procurement there were in excess of 30 potential conflicts with both underground and overhead utilities. Shirley in close coordination with our design team was able to identify alternate design solutions to mitigate nearly 80% of the potential conflicts without requiring relocation to the facilities. Those facilities that could not be avoided were relocated well in advance of the construction operations.

Due to varying geotechnical conditions along the noise barrier wall alignment, the Team created options that allowed selection of the best foundation type based on actual field conditions encountered, without having to wait for a redesign.

The Team developed a phasing plan that focused early work towards the median verses the outside shoulder. This allowed construction to proceed concurrent with ROW acquisition and utility relocation, ensuring on-time delivery.

**PREVIOUS DESIGN-BUILD EXPERIENCE:**

The Award of I-66 Widening Project represents the twelfth Design-Build Project awarded by VDOT to the Shirley/Dewberry Team. To date, our Team has been awarded 49 Design-Build Projects, including 25 for VDOT and multiple interstate widenings. For the I-64 GAP Segment A Widening Project we are proposing many of the same staff from the I-66 Widening, including the Design Manager, Lead Structural Engineer, Lead Hydraulic Engineer, and Right-of-Way Manager. As further evidence of our Team's experience and expertise, the I-66 Widening Design-Build Project was awarded the 2016 Excellence in Infrastructure Award for projects over \$15 million by the Heavy Construction Contractors Association (HCCA).

**LIMITING IMPACTS TO THE TRAVELING PUBLIC & AFFECTED COMMUNITIES AND MINIMIZING CONGESTION DURING CONSTRUCTION:**

The RFP required that both Old Carolina Road and Catharpin Road bridges across I-66 be replaced, but only allowed 1 to be closed at a time due to impacts to adjacent communities. The Team developed a plan that constructed the Catharpin bridge offline, allowing the existing Catharpin Road Bridge to stay in service throughout construction. Additionally, our Team partnered with VDOT to accommodate the early opening of the Old Carolina Road bridge further reducing traffic impacts to the local community while also and reducing traffic volumes on Route 15, the primary alternate route for these crossings. As Route 15 was also impacted by VDOT's concurrent I-66/Route 15 Interchange Project, these enhancements reduced congestion on both VDOT projects.

Our Team coordinated with the adjacent interchange project and contractor to eliminate conflicting phasing and streamline the MOT sequence between projects while also implementing safe MOT strategies to provide wider shoulders and increase separation between travel lanes and temporary barriers reducing both congestion and the potential for barrier strikes.

Worked with VDOT to extend the shared-use path on Old Carolina Road to the south for the benefit of the Town of Haymarket.

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

b. 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: <b>I-64 Capacity Improvements – Segment III Design-Build</b> Location: <b>York County, Virginia</b>	Name: <b>Shirley Contracting Company LLC</b>	Name of Client: <b>VDOT</b> Project Manager: <b>Janet M. Hedrick, PE, DBIA</b> Phone: <b>757-956-3071</b> Email: <b>Janet.Hedrick@VDOT.Virginia.gov</b>	<b>12/2017</b>	<b>12/2021</b>	<b>\$178,282</b>	<b>\$189,475*</b> <b>*Difference due to Owner Added Scope</b>	<b>\$10,177</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



**PROJECT NARRATIVE AND SCOPE:**

In December 2017, Dewberry, as part of the Shirley-Dewberry design-build team, was awarded this contract to widen and reconstruct over 8 miles of I-64 in York County, Virginia. Widening was designed to occur primarily in the median to minimize property impacts. In addition to the roadway widening and complete pavement reconstruction, the existing I-64 bridges over The Colonial Parkway (two bridges) and Lakeshead Drive (two bridges) were rehabilitated and widened, and the parallel 900 linear-foot bridges over Queens Creek and the associated tidal floodplain were completely demolished and reconstructed. Additionally, bridge pier protection barriers (BPPS) and reduced shoulder widths (in accordance with design waivers previously prepared by VDOT) were implemented to avoid impacts to and reconstruction of the overpasses at Barlow Road, Route 143 (Exit 238), and West Queens Drive. Stormwater management facilities were utilized to reduce runoff and address water quantity and quality requirements, and several outfall channels were rehabilitated and improved, achieving the maximum benefit available for TMDL credits. Additional project elements included:

- Interchange auxiliary lane improvements at the Route 199 and Route 143 Interchanges;
- Drainage improvements and adequate outfall channel enhancements;
- Roadside clearing and clearzone improvements, including bridge pier protection (BPPS) installation at existing overpass structures;
- Noise barrier analysis, design, and construction; and
- Public outreach

Design of these improvements were coordinated with the on-going I-64 Segment II project, which was under construction but not yet completed at the eastern termini. Since the scope included complete pavement reconstruction, horizontal alignment adjustments were incorporated to reduce impacts to existing ITS facilities, reduce impacts to existing outside slopes and environmentally sensitive areas (including Queens Lake, Queens Creek, and several contributing channels), and eliminate a retaining wall over 1,300' in length which was anticipated in the RFP conceptual plans. Further, horizontal alignment adjustments facilitated improved sequencing of construction, enabling wider shoulders to be maintained throughout construction.

**DEWBERRY'S ROLE:**

As the Lead Designer, Dewberry's Fairfax and Glen Allen, Virginia offices were responsible for completion of all engineering services and environmental permitting efforts including:

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural design;
- Hydrologic and hydraulic analysis for the bridges over Queens Creek;
- Drainage and stormwater management design;
- Traffic engineering design including signing & marking, ITS, and temporary traffic control design;
- Landscaping design; and
- Public outreach

Dewberry oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections. In addition, Dewberry provided quality control (QC) inspection services during construction.

Dewberry participated in extensive public outreach for proposed noise barriers, coordination with the National Park Service for work over and on The Colonial Parkway, and with Camp Peary, a secure government property located immediately adjacent to westbound I-64.

**DEMONSTRATED EXPERIENCE:**

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:**

This Project was completed on-time, including the three-month time extension authorized by VDOT as a result of the addition of approximately 6,500 linear feet of noise barriers. These additional noise barriers were identified during final design noise analysis and located in areas which were previously determined to not meet requirements during preliminary noise modeling provided with the RFP documents. To facilitate the rehabilitation and widening of the bridges over The Colonial Parkway, the contract allowed for The Colonial Parkway to be reduced to a single lane by implementing a long-term closure with a maximum duration of one-year. Our Team successfully implemented this single-lane operation and work was completed within the one-year maximum duration.

**USE OF INNOVATIVE DESIGN SOLUTIONS:** Recognizing that the existing pavement would be removed and reconstructed, we developed new horizontal alignments which improved construction sequencing, reduced impacts to the travelling public, and most importantly reduced project costs. Cost reductions were provided by reducing impacts to ITS facilities and primarily through the elimination of a 1,300' linear foot retaining wall in the median of I-64. Finally, we developed a unique construction sequence for the bridges over Queens Creek which avoided a temporary median cross-over and facilitated construction of the eastbound bridge in a single stage.

**PREVIOUS DESIGN-BUILD EXPERIENCE:** The award of the I-64 Capacity Improvements – Segment III contract represented the nineteenth VDOT design-build contract awarded to the Shirley-Dewberry Team and the second design-build contract for the widening of I-64, creating the same 6-lane typical section as is proposed by this I-64 GAP Segment A project. Additionally, many of the team members identified for this I-64 GAP Segment A project served in the same role on the I-64 Capacity Improvements – Segment III project, including our Design Build Project Manager, Design Manager, Lead Hydraulic Engineer, Lead Traffic Engineer, and Geotechnical Engineer. We also propose to utilize many of the same subconsultants to support the design efforts. In addition to our Team's experience successfully completing two previous segments of I-64 widening, we have also completed six additional VDOT design-build projects which provided freeway and interstate widening and interchange modifications.

**LIMITING IMPACTS TO THE PUBLIC & AFFECTED COMMUNITIES, AND MINIMIZING CONGESTION DURING CONSTRUCTION:**

Many of the enhancements implemented by our Team were identified specifically to minimize impacts to the public, to private properties, or to improve temporary traffic operations and safety during construction. Specific examples of this include:

- The horizontal alignment adjustment minimized the amount of temporary shoulder strengthening required during the initial phase of construction. This resulted in reduced night-time construction operations and the associated temporary impacts to traffic, improving safety for the travelling public, construction, and inspection staff.
- During the design phase, it was realized that the preliminary noise analysis didn't account for existing topography further away from the interstate. As a result of updated noise modeling, three additional noise barriers totaling approximately 6,500 linear feet were added to the project, reducing noise impacts to numerous residents who were not expecting to receive noise barriers.
- For the replacement of the bridges over Queens Creek, we developed an alternate sequence of construction which eliminated one entire stage of construction and a temporary cross-over within the median of I-64.
- The RFP concept utilized an approximately 8-mile detour to facilitate the closure of the loop ramp to westbound I-64 at Exit 238. In lieu of that detour, our Team implemented a temporary "spur" within the interchange to facilitate the staged widening of the westbound lanes, eliminating the lengthy detour and associated time impacts to the travelling public.

**SIMILARITIES TO I-64 GAP SEGMENT A WIDENING PROJECT**

- Design-Build Delivery
- I-64 Median Widening from a 4-Lane to a 6-Lane Typical Section
- Interchange Ramp Modifications
- Interstate Bridge Widening
- Bridge Structure Repair & Rehabilitation
- Avoidance of Existing Overpass Bridges
- Phased ESC Plans
- Noise Barriers
- High Traffic Volumes & Travel Speeds
- Multi-stage Temporary Traffic Control Plans
- Comprehensive Field Surveys
- Environmental Permitting and Compliance Monitoring
- Coordination with Adjacent Projects
- Quality Assurance / Quality Control
- Teamed with Lead Contractor – Shirley
- Consistency of Personnel & Design Staff
  - Chuck Smith – DBPM
  - Steve Kuntz – DM
  - Hank Davis – CM/Superintendent
  - Todd Kief – Utility Manager
  - Ryan Marrah – Right-of-Way Manager
  - Jim Davidson – Lead Structural Engineer
  - Jim Filson – Lead Hydraulic Engineer
  - Jerry Mrykalo – Lead Traffic Engineer

**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: <b>I-64 Capacity Improvements – Segment I Design-Build</b> Location: <b>Newport News, Virginia</b>	Name: <b>Shirley Contracting Company LLC</b>	Name of Client: <b>VDOT</b> Project Manager: <b>Janet M. Hedrick, PE, DBIA</b> Phone: <b>757-956-3071</b> Email: <b>Janet.Hedrick@VDOT.Virginia.gov</b>	<b>3/2015</b>	<b>12/2017</b>	<b>\$84,879</b>	<b>\$101,396*</b> <b>*Difference due to Owner Added Scope</b>	<b>\$6,024</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



**PROJECT NARRATIVE AND SCOPE:**

In 2015, Dewberry, as part of the Shirley-Dewberry design-build Team, was awarded the contract to widen I-64 in Newport News from 4-lanes to 6-lanes for a length of approximately 5.2 miles. Widening was implemented through construction of a single additional thru lane in each direction in the median, and completion of either a raised or depressed median (based on the median width) so that drainage could be conveyed to adequate outfalls and stormwater management facilities. An optional element of the Project to lengthen the auxiliary lanes at the Fort Eustis Boulevard Interchange for improved operations and safety was also authorized. Four existing bridges were widened to accommodate the 6-lane typical section (two over the Lee Hall Reservoir and two over Fort Eustis Boulevard). Although not required by the RFP, due to poor structural conditions, our Team elected to demolish and replace the existing I-64 bridges over Industrial Park Drive and CSXT Railroad. Additional Project elements included:

- Concrete pavement repairs, rehabilitation, and asphalt overlay;
- Stormwater management facilities;
- Drainage infrastructure including closed system storm sewers beneath raised, planted medians;
- Geotechnical ground improvements to address soft and unsuitable materials;
- Roadside clearing and clearzone improvements, including bridge pier protection (BPPS) installation at existing overpass structures;
- Approximately 12,500 linear feet of noise barriers; and
- Landscaping

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

**DEWBERRY'S ROLE:**

As the Lead Designer, Dewberry's Fairfax, Virginia office, supported by their Glen Allen, Virginia office, was responsible for completion of all engineering services and environmental permitting activities including:

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural design;
- Hydrologic and hydraulic analysis for the bridges over Lee Hall Reservoir;
- Drainage and stormwater management design;
- Traffic engineering design including signing & marking, ITS, and temporary traffic control design;
- Landscaping design; and
- Public outreach

Dewberry oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections. During construction, design staff remained involved to respond to all questions and formal Request for Information (RFIs), review shop drawings and submittals, and provide final as-built documentation. In addition, Dewberry provided quality control (QC) inspection services during construction.

**DEMONSTRATED EXPERIENCE:**

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:** This project was completed on-time, inclusive of the contract modification authorized by VDOT to strengthen the eastbound and westbound outside shoulders to accommodate a future 8-lane typical section. This shoulder strengthening not only changed the pavement section at the east end of the Project, but also extended the project limits by nearly 1 mile. This change was authorized without any additional time being added to the contract.

**USE OF INNOVATIVE DESIGN SOLUTIONS:** To reduce right-of-way and easement impacts, stormwater management facilities were designed to utilize linear facility types and consolidate treatment to reduce future maintenance costs. As a result of our stormwater management enhancements, right-of-way acquisitions were avoided on all private properties other than land transfers from the City of Newport News to VDOT. A second innovative design solution was the decision during the procurement phase to demolish and replace the existing bridges over Industrial Park Drive and CSXT Railroad in-lieu of rehabilitation and widening. While the RFP did not require complete reconstruction, our Team considered the poor condition of the existing structure and determined that full replacement was a better option from a constructability, maintenance, and cost perspective. Plans were developed and approved to replace the existing 4-span bridges with 2-span bridges which increased horizontal clearances to the railroad track, reduced future maintenance (due to the reduced bridge lengths), and improved maintenance accessibility for VDOT staff. As construction began, the identification of large voids beneath the existing approach slabs confirmed we made the correct decision to completely replace the bridges and provide safer and superior structures than what would have been possible through bridge repair and widening.

**PREVIOUS DESIGN-BUILD EXPERIENCE:** The award of the I-64 Capacity Improvements – Segment I contract represented the thirteenth VDOT design-build contract awarded to the Shirley-Dewberry Team. In addition to our Team having extensive experience working on VDOT design-build projects, many of the team members identified for this I-64 GAP Segment A project served in the same role on the I-64 Capacity Improvements – Segment I project, including our Design Build Project Manager, Design Manager, Lead Structural Engineer, Lead Hydraulic Engineer, Lead Traffic Engineer, and Geotechnical Engineer. We also propose to utilize many of the same subconsultants to support the design efforts. Finally, our Team has successfully completed two segments of widening on I-64 east of Richmond and is currently underway with the I-64 Hampton Roads Express Lanes (HREL) Segment 4C project in the City of Hampton.

**LIMITING IMPACTS TO THE PUBLIC & AFFECTED COMMUNITIES, AND MINIMIZING CONGESTION DURING CONSTRUCTION:** Our design resulted in extensive reductions of impacts to adjacent properties and to the travelling public during all phases of construction. Specific efforts to limit, reduce or avoid impacts and congestion included the following:

- An advance temporary traffic control plan was developed so that outside temporary shoulder strengthening could be completed during night-time operations, enabling all permanent construction activities to occur behind concrete barrier.
- Approximately 12,500 linear feet of noise barriers were installed within existing right-of-way, with minimal private property impacts, to provide noise reductions to nearly 1,000 homes and apartments.
- During the procurement/pursuit phase, our Team identified alternate stormwater management solutions which avoided all impacts to private properties. Following award of the Project, final stormwater management plans were developed which maintained this benefit of eliminating all private property impacts, and acquisitions for over 5 miles of interstate widening were only required from property owned by the City of Newport News, a partner in the Project. The stormwater modifications introduced by our Team helped expedite right-of-way acquisitions and construction, and resulted in a cost savings to VDOT.

- SIMILARITIES TO I-64 GAP SEGMENT A WIDENING PROJECT**
- Design-Build Delivery
  - I-64 Median Widening to 6-lane Typical Section
  - Interchange Ramp Modifications
  - Pavement Rehabilitation and Repair
  - Interstate Bridge Widening
  - Bridge Structure Repair & Rehabilitation
  - Avoidance of Existing Overpass Bridges
  - Phased ESC Plans
  - Noise Barriers
  - High Traffic Volumes & Travel Speeds
  - Multi-stage Temporary Traffic Control Plans
  - Comprehensive Field Surveys
  - Environmental Permitting and Compliance Monitoring
  - Coordination with Adjacent Projects
  - Quality Assurance / Quality Control
  - Teamed with Lead Contractor – Shirley
  - Consistency of Personnel & Design Staff
    - Chuck Smith – DBPM
    - Steve Kuntz – DM
    - Hank Davis – CM/Superintendent
    - Todd Kief – Utility Manager
    - Ryan Marrah – Right-of-Way Manager
    - Jim Davidson – Lead Structural Engineer
    - Jim Filson – as Lead Hydraulic Engineer
    - Jerry Mrykalo – as Lead Traffic Engineer

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

c. 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: <b>Interstate 66 Widening Design-Build</b> Location: <b>Prince William County, Virginia</b>	Name: <b>Shirley Contracting Company LLC</b>	Name of Client: <b>VDOT</b> Project Manager: <b>Susan Shaw, PE, DBIA</b> Phone: <b>703-259-1995</b> Email: <b>Susan.Shaw@VDOT.Virginia.gov</b>	<b>8/2013</b>	<b>8/2016</b>	<b>\$54,871</b>	<b>\$56,342*</b> <b>*Difference due to Owner Added Scope</b>	<b>\$2,931</b>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant. The Work History Form shall include only one singular project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be considered a single project. Projects/contracts with multiple phases, segments, elements (projects), and/or contracts shall not be claimed as a single project on this form.



**PROJECT NARRATIVE AND SCOPE:**

In 2013, the Shirley-Dewberry design-build team was awarded the contract to widen I-66 from 4 to 8-lanes for approximately 2.5-miles between Gainesville (Exit 43) and Haymarket (Exit 40). The project consisted of providing an additional general purpose lane and HOV lane in each direction, and the widening was completed in the median to avoid acquisition of additional right-of-way. All work was completed while only requiring acquisition of permanent and temporary easements. 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. These ramp improvements were necessary to reduce queuing which routinely extended onto the westbound I-66 shoulder and right thru-lane. At the east end of the Project, an additional 1.5 miles of milling and overlay of I-66 was required to open the full 4-lane section. Additional Project elements included:

- Demolition and replacement of the Catharpin Road and Old Carolina Road overpasses;
- Drainage improvements and adequate outfall channel enhancements;
- Roadside clearzone improvements, including bridge pier protection (BPPS) installation at overpass structures;
- Noise barrier analysis, design, and construction; and
- Public outreach

**DEWBERRY'S ROLE:**

As the Lead Designer, Dewberry's Fairfax, Virginia office was responsible for completion of all engineering services and environmental permitting efforts including:

- Updated field surveys;
- Wetland and stream delineations, environmental permitting, and permit monitoring;
- Roadway engineering design;
- Bridge structural design;
- Drainage and stormwater management design;
- Traffic engineering design including signing & marking, ITS, lighting & electrical, and temporary traffic control design; and
- Public outreach

Dewberry oversaw subconsultant services to complete updated aerial mapping, utility designations and test pits, geotechnical investigations and recommendations, noise analysis, and pipe video inspections. During construction, design staff remained involved to respond to all questions and formal Request for Information (RFIs), review shop drawings and submittals, and provide final as-built documentation. In addition, Dewberry provided quality control (QC) inspection services during construction.

**DEMONSTRATED EXPERIENCE:**

**FINISHING CONTRACTS ON TIME OR EARLIER THAN THE ORIGINAL CONTRACT FIXED COMPLETION DATE:**

This project was completed on-time including the interim milestone for an early opening of the westbound exit ramp improvements prior to widening work being initiated on the mainline lanes of westbound I-66. Additionally, during construction and demolition of the Old Carolina Road bridge, work was accelerated at the request of the Town of Haymarket and VDOT to avoid a longer closure which would have adversely impacted the annual Haymarket Day parade and celebration. The incentive provided to complete the reconstruction of the Old Carolina Road overpass was achieved.

**DEMONSTRATED EXPERIENCE (CONTINUED):**

**USE OF INNOVATIVE DESIGN SOLUTIONS:** Two innovative design solutions resulted in enhancements to the finished project and reduced impacts to the travelling public:

1. We adjusted the alignment of Catharpin Road, shifting to the east of the existing bridge but remaining within existing right-of-way. By shifting the alignment, the entirety of the new bridge was constructed in a single phase while 2-lane traffic operation was maintained on the existing bridge. By avoiding a single-lane closure (which was allowed by the contract), both the Catharpin Road and Old Carolina Road bridges could be constructed simultaneously.
2. The westbound exit ramp improvements at Exit 40 originally included widening to both the left and right sides of the ramp, requiring right-of-way acquisition and utility relocations. We adjusted the ramp geometry such that widening was only required on the left side, eliminating right-of-way acquisitions and all utility relocations. This adjustment enabled construction to begin early, prior to any widening work being started on I-66.

**PREVIOUS DESIGN-BUILD EXPERIENCE:** The award of the I-66 Widening Design-Build Project was the twelfth VDOT design-build contract awarded to the Shirley-Dewberry Team since 2002 and was the first of many interstate widening design-build contracts completed by our Team for VDOT. The design team we have proposed for this I-64 GAP Segment A project will utilize many of the same staff who successfully completed the I-66 Widening design-build contract, including our Design Manager, Lead Hydraulic Engineer, Lead Structural Engineer, Lead Traffic Engineer, and Geotechnical Engineer. As further evidence of our Team's experience and expertise, the I-66 Widening Design-Build Project was awarded the 2016 Excellence in Infrastructure Award for projects over \$15 million by the Heavy Construction Contractors Association (HCCA).

**LIMITING IMPACTS TO THE PUBLIC & AFFECTED COMMUNITIES, AND MINIMIZING CONGESTION DURING CONSTRUCTION:**

As described in the innovative design solutions section above, our design approach focused on limiting impacts to the adjacent community and reducing congestion during construction. Members of our Team met with numerous property owners adjacent to the highway to present and discuss the nearly 5-miles of noise barriers which were installed to provide noise reductions for a large number of homes adjacent to the corridor. All permanent elements were constructed within existing right-of-way, and modifications to grading, typical sections, and noise barrier alignments were made such that only permanent and temporary easements needed to be acquired. Specific improvements which reduced impacts to the public and minimized congestion included:

- We reconfigured the alignment of the westbound exit ramp to Route 15 to be located completely within existing right-of-way and without utility relocations. 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, avoiding additional restriction of the existing I-66 shoulder which would have exasperated queuing of traffic on westbound I-66.
- While the contract allowed for phased demolition of the Catharpin Road bridge and operation of only a northbound travel lane, we developed an alternate horizontal alignment which enabled maintaining both lanes on the existing bridge while also constructing the new bridge in a single phase.
- 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, coordinating the termini with the adjacent shared-use path project which was under design by the Town to the south of I-66.
- Along Old Carolina Road, screening material was added to the bridge and retaining wall fence and landscaping was added to reduce visual impacts to a new residential community which began construction after the I-66 plans were approved and bridge construction had begun.

- SIMILARITIES TO I-64 GAP SEGMENT A WIDENING PROJECT**
- Design-Build Delivery
  - Interstate Median Widening
  - Interchange Ramp Modifications
  - Bridge Structure Improvements
  - Avoidance of an Existing Overpass Bridge
  - Phased ESC Plans
  - Noise Barriers
  - High Traffic Volumes & Travel Speeds
  - Multi-stage Temporary Traffic Control Plans
  - Comprehensive Field Surveys
  - Environmental Permitting and Compliance Monitoring
  - Coordination with Adjacent Projects
  - Quality Assurance / Quality Control
  - Teamed with Lead Contractor – Shirley
  - Consistency of Personnel & Design Staff
    - Steve Kuntz – Roadway Design Engineer
    - Jim Davidson – Lead Structural Engineer
    - Jim Filson – Lead Hydraulic Engineer
    - Jerry Mrykalo – Lead Traffic Engineer
    - Ryan Marrah – Right-of-Way Manager