

INTERCOUNTY CONNECTOR CONTRACT D/E

MONTGOMERY AND PRINCE GEORGES COUNTY, MARYLAND



CLIENT:

Maryland State Highway Administration

CONTRACT AMOUNT:

\$89 million

DELIVERY METHOD:

Design-Build

CONTRACTOR:

Shirley Contracting Company

DESIGNER:

Dewberry Consultants LLC

COMPLETION DATE:

June 2014

IC3, A Joint Venture of Shirley Contracting Company, LLC, Clark Civil, Facchina Construction Company and Trumbull Corporation was formed as the design-build team for Contract D/E (final phases) of the Intercounty Connector (ICC). The \$89 million Contract includes construction of approximately 0.9 miles of tolled roadway with interchanges at Virginia Manor Road and U.S. 1, and 2.4 miles of new collector distributor roads adjacent to the north and south bound lanes of I-95. The scope of work also includes 0.7 miles of improvements to U.S. 1 and 2.4 miles of resurfacing on I-95. The Intercounty Connector Contract D/E will complete the 18.8 mile highway that connects I-270/I-370 in Montgomery County to I-95/U.S. 1 in Prince George's County. IC3 completed Contract C in November 2011.

While comprised predominantly of new highway construction, the project includes wetlands, stormwater management, and environmental features along the frontage of a major development called Konterra and communities along MD 198. Environmental features within the Contract include stormwater management ponds adjacent to I-95, Bio Retention Basins and Ditches, Bear Branch stream and MD 198, and sound wall reconstruction and retaining wall construction in the area of the MD 198 interchange. One new bridge will also be built on Virginia Manor Road crossing over ICC (MD 200) as part of the interchange to aid in servicing the local community with access to and from the toll road.

To minimize community impacts, major effort will be made to ensure work schedules, noise, dust, haul routes, maintenance of vehicular and pedestrian traffic, staging areas, retaining walls and employee parking are developed in keeping the quality of life of the of local communities. Additionally, several visual cues will alert motorists that the six-lane highway is transitioning to the four-lane boulevard and finally to a signalized intersection. These include reduced design speeds, adding curbs and gutters, denser and more formalized landscaping and lighting.