Volume 1
Letter of Submittal and Attachments

Braddock Road and Pleasant Valley Road Intersection Improvement
for Virginia Department of Transportation

State Project No.: (NFO) 0620-029-017, P101, R201, C501
Federal Project No.: STP-5A01 (382)
Contract ID Number: C00103318DB71
April 24, 2014

FCE | Louis Berger
4.1

Letter of Submittal
Offerors shall furnish a copy of this Letter of Submittal Checklist, with the page references added, with the Letter of Submittal.

### Letter of Submittal Component

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Letter of Submittal Checklist and Contents</td>
<td>Attachment 4.0.1.1</td>
<td>Section 4.0.1.1</td>
<td>1-2</td>
</tr>
<tr>
<td>Acknowledgement of RFP, Revisions, and/or Addenda</td>
<td>Attachment 3.4 (Form C-78-RFP)</td>
<td>Sections 3.4; 4.0.1.1</td>
<td>3</td>
</tr>
<tr>
<td>Letter of Submittal</td>
<td>NA</td>
<td>Sections 4.1</td>
<td>4-12</td>
</tr>
<tr>
<td>Letter of Submittal on Offeror’s letterhead</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>4-12</td>
</tr>
<tr>
<td>Offeror’s full legal name and address</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>5</td>
</tr>
<tr>
<td>Authorized representative’s original signature</td>
<td>NA</td>
<td>Section 4.1.1</td>
<td>5</td>
</tr>
<tr>
<td>Declaration of intent</td>
<td>NA</td>
<td>Section 4.1.2</td>
<td>5</td>
</tr>
<tr>
<td>120 day declaration</td>
<td>NA</td>
<td>Section 4.1.3</td>
<td>5</td>
</tr>
<tr>
<td>Point of Contact information</td>
<td>NA</td>
<td>Section 4.1.4</td>
<td>5</td>
</tr>
<tr>
<td>Principal Officer information</td>
<td>NA</td>
<td>Section 4.1.5</td>
<td>5</td>
</tr>
<tr>
<td>Offeror’s Corporate Structure</td>
<td>NA</td>
<td>Section 4.1.6</td>
<td>5</td>
</tr>
<tr>
<td>Full Legal Name of Lead Contractor and Lead Designer</td>
<td>NA</td>
<td>Section 4.1.7</td>
<td>5</td>
</tr>
<tr>
<td>Offeror’s VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.1.8</td>
<td>5-6</td>
</tr>
<tr>
<td>DBE statement confirming Offeror is committed to achieving the required DBE goal</td>
<td>NA</td>
<td>Section 4.1.9</td>
<td>6</td>
</tr>
<tr>
<td>Final Completion Date</td>
<td>NA</td>
<td>Section 4.1.10</td>
<td>6</td>
</tr>
</tbody>
</table>

1 of 2
### ATTACHMENT 4.0.1.1

**Braddock Road (Route 620) and Pleasant Valley Road (Route 609)**

**Intersection Improvement in Fairfax County, Virginia**

**LETTER OF SUBMITTAL CHECKLIST AND CONTENTS**

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachments to the Letter of Submittal</td>
<td>NA</td>
<td>Section 4.2</td>
<td>13-69</td>
</tr>
<tr>
<td>Affiliated and/ or Subsidiary Companies</td>
<td>Attachment 4.2.1</td>
<td>Section 4.2.1</td>
<td>14</td>
</tr>
<tr>
<td>Certification Regarding Debarment Forms</td>
<td>Attachment 4.2.2(a)</td>
<td>Section 4.2.2</td>
<td>15-16</td>
</tr>
<tr>
<td>Offeror's VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>25-28</td>
</tr>
<tr>
<td>Evidence of obtaining bonding</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>29-31</td>
</tr>
<tr>
<td>Full size copies of DPOR licenses and SCC registrations</td>
<td>NA</td>
<td>Section 4.2.5</td>
<td>34-52</td>
</tr>
<tr>
<td>SCC registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.1</td>
<td>32-33</td>
</tr>
<tr>
<td>DPOR registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.2</td>
<td>32-33</td>
</tr>
<tr>
<td>Lead Contractor Work History Form</td>
<td>Attachment 4.2.6(a)</td>
<td>Section 4.2.6</td>
<td>53-55</td>
</tr>
<tr>
<td>Lead Designer Work History Form</td>
<td>Attachment 4.2.6(b)</td>
<td>Section 4.2.6</td>
<td>56-58</td>
</tr>
<tr>
<td>Conceptual Roadway Plans</td>
<td>NA</td>
<td>Section 4.2.7</td>
<td>59-68</td>
</tr>
<tr>
<td>Written Statement of Compliant Technical Proposal</td>
<td>NA</td>
<td>Section 4.2.8</td>
<td>69</td>
</tr>
</tbody>
</table>
ATTACHMENT 3.4

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION

RFP NO.   C00103318DB71
PROJECT NO.: (NFO) 0620-029-017, P101, R201, C501

ACKNOWLEDGEMENT OF RFP, REVISION AND/OR ADDENDA

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

By signing this Attachment 3.4, the Offeror acknowledges receipt of the RFP and/or following revisions and/or addenda to the RFP for the above designated project which were issued under cover letter(s) of the date(s) shown hereon:

1. Cover letter of February 25, 2014—RFP
   (Date)

2. Cover letter of Addendum #1—April 8, 2014
   (Date)

3. Cover letter of Addendum #2—RFP
   Information Package—April 15, 2014
   (Date)

4. Cover letter of Addendum #3—April 17, 2014
   (Date)

Signature: ____________________________ Date: 1/23/14
April 24, 2014

Brenda Williams  
Commonwealth of Virginia  
Department of Transportation (VDOT)  
Central Office Mail Center  
Loading Dock Entrance  
1401 E. Broad Street  
Richmond, Virginia 23219  

RE: A Design-Build Project – Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement

Dear Ms. Williams,

The Virginia Department of Transportation (VDOT), is in the process of securing a team to provide design-build (DB) services for improvements to both Braddock Road (Route 620) and Pleasant Valley Road (Route 609) and the installation of a roundabout at the intersection. This intersection is located in close proximity to growing residential subdivisions in South Riding and federal agencies along with government contractors in Chantilly. Commuters and residents both use these roadways to avoid heavier traffic volumes on Routes 28 and 50. As a result of these additional users, the traffic volume at this intersection has increased and a roundabout is necessary to improve traffic operations. Fielder’s Choice Enterprises, Inc. (Fielder’s Choice Enterprises), as the prime contractor, and The Louis Berger Group, Inc. (Louis Berger), as the lead design firm, have assembled the Fielder’s Choice Enterprises-Louis Berger Team for this DB project. Our locally experienced key personnel and specialty subconsultants will address the unique challenges that the Braddock Road and Pleasant Valley Road Intersection Improvement project presents including: maintenance of traffic, overhead and underground utilities that take extensive coordination, work zone safety, and very restrictive right-of-way (ROW). This project is also in close proximity to Fairfax County Park Authority properties including one with a conservation easement.

Why The Fielder’s Choice-Louis Berger Team?

- Personnel are completely familiar with VDOT’s procedures and expectations from past experience on similar roadway improvements in Northern Virginia.
- All services in-house allows for a fully integrated approach that can anticipate and resolve issues early in the process before they get costly or impact schedule.
- Our Charlottesville office and Louis Berger’s Richmond office are located in close proximity to the Braddock Road and Pleasant Valley Road intersection, allowing us to readily provide innovative and effective solutions for virtually any task.
- Our team has the ability to mobilize the appropriately experienced professionals on short notice to respond to VDOT’s needs.
4.1.1 Offeror’s Full Legal Name and Address Authorized Representative’s Original Signature
  o Fielder’s Choice Enterprises, Inc., 1020 Linden Avenue, Charlottesville, Virginia 22902
  o [Signature]
  Donald Cantore, President

4.1.2 Declaration of Intent - The Fielder’s Choice-Louis Berger Team intends, if selected, to enter into a contract with VDOT for the Braddock Road and Pleasant Valley Road Intersection Improvement project in accordance with the terms set forth in this Request for Proposals.

4.1.3 120 Day Declaration - The FCE–Louis Berger Team’s offer will remain in full force and effect for 120 days after the date the proposal is submitted to VDOT (Letter of Submittal and Price Proposal Due Date, April 24, 2014).

4.1.4 Point of Contact Information
  o Fielder’s Choice Enterprises, Inc., 1020 Linden Avenue, Charlottesville, Virginia 22902
  o Donald Cantore, President, Phone: 434.989.3388 and dcantore@fce-digs.com

4.1.5 Principal Officer Information
  o Fielder’s Choice Enterprises, Inc., 1020 Linden Avenue, Charlottesville, Virginia 22902
  o Donald Cantore, President, Phone: 434.989.3388 and dcantore@fce-digs.com

4.1.6 Offeror’s Corporate Structure - We will be the prime contractor and the sole entity with which VDOT contracts. Louis Berger will be subcontracted to us as the lead designer. All construction consultants will be subcontracted to our firm and all engineering subconsultants will be subcontracted to Louis Berger.

4.1.7 Full Legal Name of Lead Contractor and Lead Designer
  o Lead Contractor & Lead Designer
    - Fielder’s Choice Enterprises, Inc., 1020 Linden Avenue, Charlottesville, Virginia 22902
      Donald Cantore, President, Phone: 434.989.3388 and dcantore@fce-digs.com
    - The Louis Berger Group, Inc., 801 E Main Street, Richmond, Virginia 23219
      Dean Hatfield, PE, Vice President, Phone: 919.302.1178 and dhatfield@louisberger.com

4.1.8 Offeror’s VDOT Prequalification Information – Our firm prequalification number is F451 and our status is active. Louis Berger and our team’s subconsultants are
each prequalified with VDOT for the areas of work for which they will be responsible for under this contract.

- **4.1.9 Disadvantaged Business Enterprise Statement** — The Fielder’s Choice-Louis Berger Team will support VDOT’s commitment to providing opportunities for small and minority owned businesses throughout the Commonwealth, we are committed to achieving a 20 percent Disadvantage Business Enterprise participation goal for the entire value of the contract.

- **4.1.10 Final Completion Dates** — The Fielder’s Choice-Louis Berger Team’s final completion date is May 4, 2016.

VDOT will have one cohesive, dedicated team for the Braddock Road and Pleasant Valley Road project, with both my firm and Louis Berger committing the resources, personnel, and equipment required. As DB project manager, I will lead and provide direction to our team and be the primary point of contact with VDOT on this project. I have more than 28 years of experience completing projects for VDOT. Our design project manager, Dean Hatfield, PE, will be responsible for coordinating engineering services. He has 31 years of experience in engineering design services for roadways and trails, and has provided services for DB projects for more than five years. The FCE-Louis Berger Team will manage a group of expert construction and design firms, forming a unified team that is structured to meet the challenges of the Braddock Road and Pleasant Valley Road project. Firm overviews of our team members are provided in the next section.

**Fielder’s Choice Enterprises – Prime Contractor**

Our firm brings more than 26 years of experience building projects in central Virginia. We are a SWaM contractor optimally sized for the project. Our heavy equipment, rolling fleet, and miscellaneous tools have a replacement value of approximately $4,500,000 and will be committed to the project as needed. Notably, our firm boasts excellent VDOT construction experience, evidenced by the company’s Staunton District Best Completed Construction award for the Route 256 project. We also have a proven ability to complete projects on or ahead of schedule; for example, the company received a $100,000 incentive for an early completion milestone during the Churchville Avenue project in Staunton. Given our additional qualifications described in this proposal, we have the ability to fulfill all of the necessary requirements to successfully complete the Virginia Capital Trail project to VDOT standards. Fielder’s Choice Enterprises construction team will be supported by the team members on the pages that follow.
Aacme General Contractors – Seeding
Aacme General Contractors specializes in hydro seeding services. They handle commercial and residential projects big and small. Aacme General Contractors handles a wide range of services dealing with erosion and sediment control. Personnel install erosion control blankets, silt fence, temporary filter barrier, and sod. Personnel provide landscaping, bush hogging, tree and debris removal, clearing, grading, and vegetation management. The firm is a woman owned small business established in 2000. They hold a prequalification with VDOT, certified as a disadvantaged business enterprise (DBE), and licensed as a Class A Contractor. The firm has completed commercial and residential projects throughout Virginia and Maryland. Staff adhere to all Work Zone Traffic Control Procedures and all of our supervisors have a Basic Work Zone Traffic Control certification as well as all employees being flagger certified.

A.L. Hudson and Sons – Concrete
A.L. Hudson & Construction Co., Inc. is a female minority owned business specializing in Incidental Concrete installation. Established in 1976 the firm has been performing concrete work in the state of Virginia as well as North Carolina. The firm currently employs 18 full-time employees and is prequalified by VDOT. A. L. Hudson & Son Construction always strives to maintain a high level of standard in the industry for concrete installation including curb & gutter, concrete pads, foundations, sidewalk installation, and much more. The firm has been cited by the state of Virginia Department of Minority Business Enterprise (DMBE) for outstanding work in the construction industry.

Branscome Paving – Pavement
Branscome Paving was formed in 1988 as a division of Julius Branscome, Inc. which incorporated in 1973. Mr. Branscome has been a contractor in Northern Virginia since 1962. The firm has performed numerous VDOT projects as both a lead contractor and subcontractor. They also have experience contracting work for numerous municipalities, commercial, and private work. Their asphalt plant is located in neighboring Prince William County, Virginia and has produced more than eight million tons of asphalt concrete to date. Personnel have access to a fleet of dump trucks as well as all the required paving equipment to place asphalt. All of their asphalt products are approved by VDOT and design in Branscome Paving’s lab.

Louis Berger – Lead Designer
Louis Berger is an international engineering, planning, and construction administration organization consistently ranked by Engineering News-Record among the top design firms in America. For 60 years, Louis Berger has built a reputation for delivering outstanding quality projects coupled with an on-time and on-budget performance. Since its inception, Louis Berger has been involved in the planning, design, and construction management of more than 100,000 miles of highway, 2,000 miles of railroad, 3,000 bridges, 100 airfields, seaports, dams, water supply systems, numerous environmental mitigation projects, and
diverse cultural preservation projects throughout the United States and in 140 countries. Louis Berger has maintained a vibrant office in downtown Richmond for more than 20 years. Personnel have completed projects and project assignments throughout the Commonwealth of Virginia for state agencies (including VDOT), local governments, and federal agencies. Louis Berger’s design team will be supported by the team members on the pages that follow.

Relevant Projects
- Route 29 and Gallows Road Improvement, Fairfax County, Virginia
- Telegraph Road Widening and Culvert Replacement, Fairfax County, Virginia
- Final Design of Bound Brook Rotary, East Street Realignment and South Bound Brook Streetscape Improvements, Bound Brook, New Jersey

Bowman Consulting – ROW Acquisition Services
Bowman Consulting provides civil engineering, planning, surveying, environmental, landscape architecture, pipeline design, water/wastewater engineering, and transportation services to a variety of public and private markets throughout the United States. It also offers particular expertise in zoning, economic development and in land development/building regulations at the local, state and federal levels. The work of the firm includes commercial, industrial, educational, residential, retail, health care, recreational, utility, municipal, and federal projects. Bowman Consulting is headquartered just west of Washington, D.C. in Chantilly, Virginia. Bowman Consulting has attracted local and national recognition, winning the 2010 GreenGov Presidential Award for the Fort Belvoir Residential Communities project, the Fairfax County Exceptional Design Award for the Fairfax Village Neighborhood Center at Fort Belvoir, a 'Project of the Year' award from Mid-Atlantic Construction for Cougar Upper Elementary School in Manassas Park, and a 2010 Fairfax County Land Conservation Award.

Relevant Projects
- Route 29, Culpeper, Virginia
- Route 229, Culpeper, Virginia
- 10th Street Improvements, Roanoke, Virginia

DMY Engineering Consultants, Inc. (DMY) – Geotechnical
DMY was founded in 2009 with a mission to offer practical and cost-effective engineering solutions to clients in the Mid-Atlantic region including Virginia, Maryland and Washington, DC. DMY is a minority-owned business and is certified as a Disadvantaged Business Enterprise (DBE), Small Women-owned Business (SWam), Minority Business Enterprise (MBE), and Local DBE (LDBE). DMY specializes in geotechnical site investigation, geotechnical drilling, geotechnical instrumentation, geotechnical design and analysis, laboratory testing, construction materials testing/inspection, and construction management. DMY has in-house American Association of State Highway and Transportation Officials (AASHTO) certified soils and concrete laboratories and an in-house drilling division with full size drill rigs to enable us to meet demanding project schedules with a seamless process. DMY uses its web-based electronic management and report delivery system, DMY Manager®, to efficiently manage
construction projects. As a professional and innovative firm with traditional work ethics, DMY has been quickly recognized by various private and public sector clients for their effective and tireless workmanship and commitment to successful completion of given tasks, and established a reputation as a strong local player in delivering right solutions through innovative approaches, quality services, and engineering excellence. Although DMY is a young company, their key staff is highly experienced in managing and delivering complex geotechnical and construction testing/inspection projects successfully. They have worked on some of the largest projects in the Washington, DC Metro area due to their reputation of quality and responsiveness.

Relevant Projects
- Northfax Intersection and Drainage Improvement, Fairfax County, Virginia
- Prince William Parkway Widening, Prince William County, Virginia
- Route 661 and Route 11 Improvements, Frederick County, Virginia

Hurt & Proffitt – Surveying
Hurt & Proffitt, established in 1973, is a full service employee-owned engineering and surveying firm providing a comprehensive array of services. The firm is a SWaM certified small business, with the Commonwealth of Virginia Department of Minority Business Enterprise. Their integrity, attention to detail, vast experience and commitment to professional standards have helped make us one of the largest engineering and surveying firms in Central Virginia, with offices in Lynchburg, Norfolk, Roanoke and Wytheville. Hurt & Proffitt’s professional engineers and surveyors are licensed in Virginia, North Carolina, Maryland, West Virginia, and Kentucky. The firm maintains a versatile, highly-qualified staff of 65 employees, working in six in-house departments. Their employees take great pride in our more than 41 years of service in providing civil engineering, surveying, land development, geotechnical engineering, environmental services, and construction testing & inspection. Hurt & Proffitt’s experienced engineers, planners, surveyors, and support personnel ensure excellent quality while delivering project-specific solutions to our clients.

Relevant Projects
- Route 501 Location Survey, Halifax, Virginia
- Route 460 and Odd Fellows Road Location Survey, Lynchburg, Virginia
- Traffic Signal Upgrade Surveys, Salem District, Virginia

Schnabel Engineering Consultants, Inc. (Schnabel) – Quality Assurance
Schnabel is a recognized leader in providing solutions to complex geo-related challenges for nearly six decades. Schnabel specializes in geotechnical and geospatial engineering, construction quality assurance and quality control (QA/QC), dam and tunnel engineering, environmental services, and sustainable design. Schnabel offers the expertise of a large firm with the personalized attention characteristic of smaller firms. Schnabel has completed hundreds of projects in Fairfax County and numerous projects in VDOT’s Northern Virginia (NOVA) District. As such,
personnel are thoroughly familiar with VDOT’s Manual of Instruction (MOI) as well as the local soil conditions and contracting, regulatory, and quality requirements for this design-build project. This experience provides them with the appropriate background needed to check that the work and materials, testing, and sampling are performed in conformance with the contract requirements and the construction plans and specifications. Schnabel has provided geotechnical engineering and/or construction QA services on almost 200 VDOT-related bridge and roadway projects, many of which were located within VDOT’s Region IV – NOVA District. With an office in Sterling, Virginia located less than 15 miles away from the project site, Schnabel’s local presence will facilitate project access, communications, and coordination with your staff for effective project management.

Relevant Projects
- Heritage Center Parkway and Route 1 Improvement Project – Triangle, Virginia
- I-395 HOV Ramp and I-395 Northbound Auxiliary Lane Extension – Alexandria, Virginia
- Roadway Improvements at Route 29 and Baltusrol Boulevard – Gainesville, Virginia

Travesky & Associates, Ltd. (Travesky) – Public Involvement

Travesky is a premier strategic communication firm that specializes in developing and implementing government and community relations programs. The firm has assisted clients in Virginia, Maryland and Washington, DC for more than 25 years. Members of the firm possess the skills and abilities to effectively communicate within sensitive political environments. The firm excels in recruiting and retaining talented individuals who are dedicated to public participation and work exceptionally well together as a team. Travesky has extensive experience in transportation programs including road, rail and aviation.

Travesky has designed and executed numerous public involvement programs to successfully engage and inform a broad spectrum of public and private stakeholders, including historically underrepresented populations. Each program is tailored to the project, its goals and target audiences. The firm collaborates with its clients to develop clearly defined communication plans at the beginning of each project. These plans include multi-faceted opportunities for community engagement that encourage positive public involvement. Critical plan elements include the identification of key stakeholders, outreach opportunities and informational resources. In addition, the plans typically include project schedules and team members’ roles and responsibilities. Travesky excels in preparing and managing the logistics for public meetings and facilitated workshops for a variety of projects, including transportation and regional planning projects. The firm works with its clients to develop meeting goals, logistics and materials; prepare notifications and multi-media presentations; distribute media advisories; place newspaper advertisements; and summarize public comments.
Relevant Projects

- Fort Belvoir Base Realignment and Closure (BRAC), Fort Belvoir property in Virginia including the Fort Belvoir North Area in Springfield, Virginia, Mark Center in Alexandria, Virginia, and Rivanna Station in Charlottesville, Virginia
- Route 460 Corridor Improvement Project, Prince George County to the City of Suffolk, Virginia
- Virginia Megaprojects, Northern Virginia

Our proposal demonstrates the team’s capability to produce each project concurrently with others, as highlighted by the combined strength and depth of our design team as well as our unique construction experience, having successfully built multiple trails and accelerated construction projects in the past. We look forward to your review of our submittal. Please contact me at 434.989.3388 or dcantore@fcc-digs.com; or Dean Hatfield, PE, at 919.302.1178 or dhatfield@louisberger.com if you have any questions regarding the information in our proposal.

Sincerely,

[Signature]

The Fielder’s Choice–Louis Berger Team
Donald Cantore, DB Project Manager
4.2
Attachments to the Letter of Submittal
## ATTACHMENT 4.0.1.1

### Braddock Road (Route 620) and Pleasant Valley Road (Route 609)

Intersection Improvement in Fairfax County, Virginia

### LETTER OF SUBMITTAL CHECKLIST AND CONTENTS

<table>
<thead>
<tr>
<th>Letter of Submittal Component</th>
<th>Form (if any)</th>
<th>RFP Part 1 Cross Reference</th>
<th>Page Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachments to the Letter of Submittal</td>
<td>NA</td>
<td>Section 4.2</td>
<td>13-69</td>
</tr>
<tr>
<td>Affiliated and/ or Subsidiary Companies</td>
<td>Attachment 4.2.1</td>
<td>Section 4.2.1</td>
<td>14</td>
</tr>
<tr>
<td>Certification Regarding Debarment Forms</td>
<td>Attachment 4.2.2(a)</td>
<td>Section 4.2.2</td>
<td>15-16</td>
</tr>
<tr>
<td>Offeror's VDOT prequalification information</td>
<td>NA</td>
<td>Section 4.2.3</td>
<td>25-28</td>
</tr>
<tr>
<td>Evidence of obtaining bonding</td>
<td>NA</td>
<td>Section 4.2.4</td>
<td>29-31</td>
</tr>
<tr>
<td>Full size copies of DPOR licenses and SCC registrations</td>
<td>NA</td>
<td>Section 4.2.5</td>
<td>34-52</td>
</tr>
<tr>
<td>SCC registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.1</td>
<td>32-33</td>
</tr>
<tr>
<td>DPOR registration information - businesses</td>
<td>Attachment 4.2.5</td>
<td>Section 4.2.5.2</td>
<td>32-33</td>
</tr>
<tr>
<td>Lead Contractor Work History Form</td>
<td>Attachment 4.2.6(a)</td>
<td>Section 4.2.6</td>
<td>53-55</td>
</tr>
<tr>
<td>Lead Designer Work History Form</td>
<td>Attachment 4.2.6(b)</td>
<td>Section 4.2.6</td>
<td>56-58</td>
</tr>
<tr>
<td>Conceptual Roadway Plans</td>
<td>NA</td>
<td>Section 4.2.7</td>
<td>59-68</td>
</tr>
<tr>
<td>Written Statement of Compliant Technical Proposal</td>
<td>NA</td>
<td>Section 4.2.8</td>
<td>69</td>
</tr>
</tbody>
</table>
4.2.1
Affiliated and/or Subsidiary Companies
Offerors shall complete the table and include the addresses of affiliates or subsidiary companies as applicable. By completing this table, Offerors certify that all affiliated and subsidiary companies of the Offeror are listed.

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

<table>
<thead>
<tr>
<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.2.2 (a)
Certification Regarding Debarment Primary Covered Transactions
Project No.: (NFO) 0620-029-017, P101, R201, C501

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
Date
Title

Fielder's Choice Enterprises, Inc.
Name of Firm
ATACHMENT 4.2.2(a)
CERTIFICATION REGARDING DEBARMENT
PRIMARY COVERED TRANSACTIONS

Project No.: (NFO) 0620-029-017, P101, R201, C501

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] 4/24/14 [Date] Vice President [Title]

The Louis Berger Group, Inc.
Name of Firm
4.2.2 (b) Certification Regarding Debarment Lower Tier
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (NFO) 0620-029-017, P101, R201, C501

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 04/24/14 Date Title

Acme General Contractors Inc.
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (NFO) 0620-029-017, P101, R201, C501

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  
Date

VICE PRESIDENT
Title

A. L. HUDSON & SON CONSTRUCTION CO., INC
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (NFO) 0620-029-017, P101, R201, C501

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: [Signature]
Date: 04/24/14
Title: [V.P.]

Julius Branscome Inc.
Name of Firm
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (NFO) 0620-029-017, P101, R201, C501

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 04/24/14

Chief Legal Officer
Title

Name of Firm

BOWMAN CONSULTING GROUP, LTD
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (NFO) 0620-029-017, P101, R201, C501

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] 04/24/14 [Vice President] [Date] [Title]

DMY Engineering Consultants Inc.
Name of Firm
Project No.: (NFO) 0620-029-017, P101, R201, C501

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                Date            President / CEO
______________________________  __________________
Name of Firm

Hurt & Proffitt, Inc.
ATTACHMENT 4.2.2(b)
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS

Project No.: (NFO) 0620-029-017, P101, R201, C501

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.

Name of Firm

Schnabel Engineering Consultants, Inc.
ATTACHMENT 4.2.2(b)  
CERTIFICATION REGARDING DEBARMENT  
LOWER TIER COVERED TRANSACTIONS  

Project No.: (NFO) 0620-029-017, P101, R201, C501  

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] /24/14  President  
Signature  Date  Title  

Travesky & Associates, Ltd.  
Name of Firm
4.2.3 Offeror’s VDOT Prequalification Information
F451

FIELDER'S CHOICE ENTERPRISES, INC.

PREQ. EXP : 05/31/2014

--PREQ ADDRESS ------------------ WORK CLASSES (LISTED BUT NOT LIMITED TO)
102 SOUTH FIRST STREET     002 - GRADING
CHARLOTTESVILLE, VA 22902-0000    003 - MAJOR STRUCTURES
PHONE : 434-244-0250      007 - MINOR STRUCTURES
FAX : 434-977-3783      045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: CANTORE, DONALD ROBERT
EMAIL: DCANTORE@FCE-DIGS.COM

-----DBE INFORMATION-----

DBE TYPE : N/A
DBE CONTACT: N/A
A683
AACME GENERAL CONTRACTORS, INC.

PREQ. EXP : 01/31/2015
--PREQ ADDRESS ------------------ WORK CLASSES (LISTED BUT NOT LIMITED TO)
20094 ROWDY ROAD     033 - ROADSIDE DEVELOPMENT
BRANDY STATION, VA 22714-2450  070 - EROSION CONTROL
PHONE :  540-825-6278   106 - LANDSCAPING
FAX :  540-825-0539
BUSINESS CONTACT: SMOOT, HEATHER IESHIA
EMAIL: PSMOOT4777@AOL.COM
------DBE INFORMATION------
DBE TYPE : WBE
DBE CONTACT: SMOOT, HEATHER IESHIA
===============================================================================


H039
HUDSON & SON CONSTRUCTION COMPANY, INCORPORATED, A. L.

PREQ. EXP : 05/31/2014
--PREQ ADDRESS ------------------ WORK CLASSES (LISTED BUT NOT LIMITED TO)
P. O. BOX 110
AMHERST, VA 24521-0110
PHONE : 434-946-7771
FAX : 34-946-7265
BUSINESS CONTACT:
EMAIL: E.ROSE@ALHUDSONANDSONCONSTR.COM
--------DBE INFORMATION--------
DBE TYPE : DBE
DBE CONTACT: HUDSON, CLARDINE LILLIAN
B850
BRANSCOME INC.
PREQ. EXP : 02/28/2015

--PREQ ADDRESS --------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
432 MCCLAWS CIRCLE       002 - GRADING
WILLIAMSBURG, VA 23185    004 - ASPHALT CONCRETE PAVING
PHONE : 757-229-2504       011 - CLEARING AND GRUBBING
FAX : 757-220-0390         013 - ROADWAY MILLING
                              045 - UNDERGROUND UTILITIES

BUSINESS CONTACT: PATTERSON, JR., WILLIAM STUART
EMAIL: PATTersons@BRANSCOME.COM

------DBE INFORMATION------

DBE TYPE : N/A
DBE CONTACT: N/A

B042
JULIUS BRANSCOME, INC.
PREQ. EXP : 02/28/2015

--PREQ ADDRESS --------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
7812 BETHLEHEM ROAD       004 - ASPHALT CONCRETE PAVING
MANASSAS, VA 20109-0000
PHONE : 703-335-1000
FAX : 703-335-5722

BUSINESS CONTACT: BRANSCOME, DAVID JULIUS
EMAIL: DBRANSCOME@BRANSCOMEPAVING.COM

------DBE INFORMATION------

DBE TYPE : N/A
DBE CONTACT: N/A
4.2.4 Evidence of Obtaining Bonding
April 9, 2014

Mr. Bryan W. Stevenson, P.E.
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

Re: Fielder’s Choice Enterprises, Inc.
Braddock Road (Route 620) and Pleasant Valley Road (Route 609)
Intersection Improvement in Fairfax County, Virginia
Project No. (NFO)0620-029-017,P101,R201,C501
Contract ID #C00103318DB71

Dear Sir or Madam:

Fielder’s Choice Enterprises, Inc. has been a valued client of the Zurich for 7 years. During that time, Zurich has supported Fielder’s Choice Enterprises, Inc. for projects in excess of $10 million.

As surety for Fielder’s Choice Enterprises, Inc., Zurich American Insurance Company and/or its subsidiary, Fidelity and Deposit Company of Maryland with A.M. Best Financial Strength Rating of A (Excellent) and with a financial size category of XV ($2 billion +) is capable of obtaining a 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for the referenced project subject to our acceptable review of the contract terms and conditions, bond forms, appropriate contract funding and any other underwriting considerations at the time of the request.

Our consideration and issuance of bonds is a matter solely between Fielder’s Choice Enterprises, Inc. and ourselves, and we assume no liability to third parties or to you by the issuance of this letter.

We trust that this information meets with your satisfaction. If there are further questions, please feel free to contact me.

Sincerely,
Zurich American Insurance Company
Fidelity and Deposit Company of Maryland

[Signature]

By: Theresa S. Stump, Attorney-In-Fact

cc: Fielder’s Choice Enterprises, Inc.
Fidelity and Deposit Company of Maryland
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by JAMES M. CARROLL, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint E. Bruce WILSIE, Theresa S. STUMP, Sherrie B. DENISON, Joel A. NICHOLS, Deanna W. SPARKS and Bethany A. MURPHY, all of Roanoke, Virginia, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York, the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its offices in Owings Mills, Maryland, and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland, in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 27th day of September, A.D. 2012.

ATTEST:

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By: 

Assistant Secretary
Eric D. Barnes

Vice President
James M. Carroll

State of Maryland
FOR YOUR PROTECTION,
City of Baltimore
LOOK FOR THE ZURICH WATERMARK

On this 27th day of September, A.D. 2012, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, JAMES M. CARROLL, Vice President, and ERIC D. BARNES, Assistant Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposed and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2015

POA-F 176-3129H
EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate, and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney. Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made hereof or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies,

this 23rd day of April, 20 dominant.

[Signature]

Thomas O. McClellan, Vice President
4.2.5

DPOR Licenses and SCC Registrations
**ATTACHMENT 4.2.5**

**State Project No. (NFO) 0620-029-017, P101, R201, C501**

**SCC and DPOR Information**

Offerors shall complete the table and include the required state registration and licensure information. By completing this table, Offerors certify that their team complies with the requirements set forth in Section 4.2.5 and that all businesses listed are active and in good standing.

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Number</th>
<th>SCC Type of Corporation</th>
<th>SCC Status</th>
<th>DPOR Registered Address</th>
<th>DPOR Registration Type</th>
<th>DPOR Registration Number</th>
<th>DPOR Expiration Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fielder’s Choice Enterprises, Inc.</td>
<td>#03067113</td>
<td>Corporation</td>
<td>Active</td>
<td>102 S First St., STE 201</td>
<td>Class A Contractor</td>
<td>2705062623</td>
<td>06-30-2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>201 Charlottesville, VA 22902</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aacme General Contractors Inc.</td>
<td>#05391842</td>
<td>Corporation</td>
<td>Active</td>
<td>20094 Rowdy Rd Brandy Station, VA</td>
<td>Class A Contractor</td>
<td>2705110438</td>
<td>09-30-2014</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>22714</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.L. Hudson &amp; Son Company, Inc.</td>
<td>#01818574</td>
<td>Corporation</td>
<td>Active</td>
<td>P.O. Box 110 Amherst, VA 24521</td>
<td>Class A Contractor</td>
<td>2701015152</td>
<td>12-31-2014</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Julius Branscome Inc.</td>
<td>#01441153</td>
<td>Stock Corp.</td>
<td>Active</td>
<td>7812 Bethlehem Rd</td>
<td>BLD H/H</td>
<td>2701014059</td>
<td>03-31-2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Louis Berger Group, Inc.</td>
<td>#F1393679</td>
<td>Corporation</td>
<td>Active</td>
<td>801 E. Main St., Suite 500</td>
<td>Engineering</td>
<td>0407003926</td>
<td>12-31-2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Richmond, VA 23219</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bowman Consulting</td>
<td>#04481982</td>
<td>Corporation</td>
<td>Active</td>
<td>14020 Thunderbolt Pl, Suite 300</td>
<td>Engineering, LS, LA</td>
<td>0407003896</td>
<td>12-31-2015</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Chantilly, VA 20151</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Company Name</td>
<td>License Number</td>
<td>Type</td>
<td>Status</td>
<td>Address</td>
<td>Industry</td>
<td>Phone Number</td>
<td>Expiration Date</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>----------------</td>
<td>----------------</td>
<td>--------</td>
<td>----------------------------------------------</td>
<td>------------------------------</td>
<td>----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>DMY Engineering Consultants, Inc.</td>
<td>#07688955</td>
<td>Corporation</td>
<td>Active</td>
<td>45662 Terminal Drive, Suite 110, Dulles, VA 20166</td>
<td>Engineering</td>
<td>0407005631</td>
<td>12-31-2015</td>
</tr>
<tr>
<td>Hurt &amp; Proffitt Inc.</td>
<td>#01428952</td>
<td>Corporation</td>
<td>Active</td>
<td>2524 Langhorne Rd, Lynchburg, VA 2451</td>
<td>Land Surveying and Engineering</td>
<td>0407003927</td>
<td>12-31-2015</td>
</tr>
<tr>
<td>Schnabel</td>
<td>#07126741</td>
<td>Corporation</td>
<td>Active</td>
<td>46020 Manekin Plaza, Suite 110, Sterling, VA 20166</td>
<td>Engineering</td>
<td>0411000701</td>
<td>02-29-2016</td>
</tr>
<tr>
<td>Travesksy &amp; Associates, Ltd.</td>
<td>#02924173</td>
<td>Corporation</td>
<td>Active</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
*CLASSIFICATIONS* BLD EMC H/H ISC

FIELDERS CHOICE ENTERPRISES INC
102 S FIRST ST
STE 201
CHARLOTTESVILLE, VA 22902

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
03-31-2015

NUMBER
2701014059

BOARD FOR CONTRACTORS
CLASS A CONTRACTOR
*CLASSIFICATIONS* BLD H/H

JULIUS BRANSCOME INC
7812 BETHELHEM ROAD
MANASSAS, VA 22109

[Signature]
Gordon R. Dixon, Director

[Reverse side for name and/or address change]
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA

EXPIRES ON
12-31-2015

NUMBER
0407005631

BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

DMY ENGINEERING CONSULTANTS INC
45662 TERMINAL DRIVE
SUITE 110
DULLES, VA 20166

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
SCHNABEL ENGINEERING CONSULTANTS, INC
46020 MANEKIN PLAZA
SUITE 110
STEILING, VA 20166
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That FIELDER'S CHOICE ENTERPRISES, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is July 17, 1987;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
January 12, 2012

[Signature]
Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1201125223
<table>
<thead>
<tr>
<th><strong>General</strong></th>
<th><strong>Select an action</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>SCC ID: 05391842</td>
<td>File a registered agent change</td>
</tr>
<tr>
<td>Entity Type: Corporation</td>
<td>File a registered office address change</td>
</tr>
<tr>
<td>Jurisdiction of Formation: VA</td>
<td>Resign as registered agent</td>
</tr>
<tr>
<td>Date of Formation/Registration: 4/24/2000</td>
<td>File an annual report</td>
</tr>
<tr>
<td>Status: Active</td>
<td>Pay annual registration fee</td>
</tr>
<tr>
<td>Shares Authorized: 1000</td>
<td>Order a certificate of good standing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Principal Office</strong></th>
<th><strong>File a PDF for processing</strong> (What can I submit?)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20094 ROWDY RD</td>
<td>View eFile transaction history</td>
</tr>
<tr>
<td>BRANDY STATION VA 22714</td>
<td>Manage email notifications</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Registered Agent/Registered Office</strong></th>
<th><strong>Select an action</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>PATRICE SMOOT</td>
<td>File a registered agent change</td>
</tr>
<tr>
<td>20094 ROWDY RD</td>
<td>File a registered office address change</td>
</tr>
<tr>
<td>BRANDY STATION VA 22714</td>
<td>Resign as registered agent</td>
</tr>
<tr>
<td>CULPEPER COUNTY 123</td>
<td>File an annual report</td>
</tr>
<tr>
<td>Status: Active</td>
<td>Pay annual registration fee</td>
</tr>
<tr>
<td>Effective Date: 4/24/2000</td>
<td>Order a certificate of good standing</td>
</tr>
</tbody>
</table>

Screen ID: e1000

Need additional information? Contact sccinfo@scc.virginia.gov Website questions? Contact: webmaster@scc.virginia.gov

We provide external links throughout our site.

https://sccefile.scc.virginia.gov/Business/0539184
Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:
That Julius Bransome, Inc. is duly incorporated under the law of the Commonwealth of Virginia;
That the date of its incorporation is March 5, 1973;
That the period of its duration is perpetual; and
That the corporation is in existence and in good standing in the Commonwealth of Virginia as of the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
April 17, 2014

Joel H. Peck, Clerk of the Commission
This is to certify that a certificate of authority to transact business in Virginia was this day issued and admitted to record in this office for

The Louis Berger Group, Inc.

a corporation organized under the laws of NEW JERSEY and that the said corporation is authorized to transact business in Virginia, subject to all Virginia laws applicable to the corporation and its business.

State Corporation Commission
Attest:

Joel H. Reck
Clerk of the Commission
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, June 7, 1995

This is to Certify that the certificate of incorporation of

Bowman Consulting Group, P.C.

was this day issued and admitted to record in this office
and that the said corporation is authorized to transact its business
subject to all Virginia laws applicable to the corporation and its
business. Effective date:

June 7, 1995

State Corporation Commission

[Seal]

William J. Bridge
Clerk of the Commission
STATE CORPORATION COMMISSION

Richmond, September 6, 2013

This is to certify that the certificate of entity conversion of

DMY ENGINEERING CONSULTANTS INC.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: September 6, 2013

State Corporation Commission
Attest:

Clerk of the Commission
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That HURT & PROFFITT, INC. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is January 9, 1973;

That the period of its duration is perpetual; and

That the corporation is in existence and in good standing in the Commonwealth of Virginia as of
the date set forth below.

Nothing more is hereby certified.

Signed and Sealed at Richmond on this Date:
January 5, 2012

Joel H. Peck, Clerk of the Commission
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, September 11, 1936

This is to certify that the certificate of incorporation of
TRAVESKY & ASSOCIATES, LTD.

this day issued and admitted to record in this office
that the said corporation is authorized to transact its
business subject to all the laws of the State applicable to the
corporation and its business.

State Corporation Commission

[Signature]

[Official Seal]
Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, August 12, 2009

This is to certify that the certificate of incorporation of

Schnabel Consultants, Inc.

was this day issued and admitted to record in this office and that the said corporation is authorized to transact its business subject to all Virginia laws applicable to the corporation and its business. Effective date: August 12, 2009

State Corporation Commission
Attest:

Joel H. Pock
Clerk of the Commission
4.2.6
Lead Contractor Work History Form (a)
## ATTACHMENT 4.2.6(a)

### LEAD CONTRACTOR - WORK HISTORY FORM

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: Project K44</td>
<td>Location: Henrico County, Virginia</td>
<td>Name: VDOT</td>
<td>11/2012</td>
<td>5/2013</td>
<td>$2,200</td>
<td>$2,500</td>
</tr>
<tr>
<td></td>
<td>Name of Client/Owner: VDOT</td>
<td>Phone: 800.663.4188</td>
<td></td>
<td></td>
<td></td>
<td>$2,500</td>
</tr>
<tr>
<td></td>
<td>Project Manager: Kevin McIntyre</td>
<td>Phone: 804.920.4770</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Email: <a href="mailto:kevin.mcintyre@VDOT.virginia.gov">kevin.mcintyre@VDOT.virginia.gov</a></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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.

**VDOT Project Designation K44** was a roadway widening project generally consisting of drainage improvements, pavement widening, intersection improvements, storm water management, installation of new traffic signals, maintenance of traffic, and pedestrian access. This project was designed to enhance and increase the flow of traffic on a busy section of Route 1 near Parham Road in Henrico County, Virginia. A portion of the construction took place at night near and in multiple intersections. Continual maintenance of traffic under construction during the day time hours and night time hours was key to the success of project.

### Key Features

- Roadway intersection enhancements
- Grading and drainage improvements
- Public traffic safety & coordination
- Quality assurance and roadway & entranceway restoration
- Successful utility installations, tie-ins, and repairs during nighttime operations
## LEAD CONTRACTOR - WORK HISTORY FORM

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement. (in thousands)</th>
</tr>
</thead>
</table>
| Second Avenue & Park Road Improvements | Name: Anderson & Associates, Inc. | Location: Radford, Virginia | Name of Client / Owner: **City of Radford, Virginia**  
Phone: 540.731.3603  
Project Manager: Jim Hurt  
Phone: 540.267.3170  
Email: hurtjh@radford.va.us | 9/2014 | 9/2014 | $5,100 | $5,100 | $5,100 |

### Second Avenue & Park Road Improvements

Second Avenue & Park Road Improvements is currently one of the largest roadway projects underway for the City of Radford. This project generally consists of drainage improvements, grading, clearing and grubbing, roadway/roundabout construction, paved trail/sidewalk construction, the construction of a storm water management facility, retaining wall construction, water and sanitary sewer improvements, lighting, landscaping, electrical power relocations, and restoration. This project is designed to increase the efficiencies of traffic flow through roadway improvements and the installation of a roundabout on Second Avenue & Park Road. With close coordination and planning from all parties involved, construction has tracked along as planned with endorsement and overall enthusiasm from the general public.

**Key Features**

- Innovative roadway roundabout
- Improved traffic signals & lighting
- Relocation of overhead power lines to an underground system
- Improved drainage systems
- Specialized rock retaining walls and timber fencing
**ATTACHMENT 4.2.6(a)**

**LEAD CONTRACTOR - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime design consulting firm responsible for the overall project design.</th>
<th>c. Contact information of the Client or Owner and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Contract Completion Date (Original)</th>
<th>e. Contract Completion Date (Actual or Estimated)</th>
<th>f. Original Contract Value</th>
<th>g. Final or Estimated Contract Value</th>
<th>h. Dollar Value of Work Performed by the Firm identified as the Lead Contractor for this procurement (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midtown Connector</td>
<td>AECOM</td>
<td>City of Lynchburg Phone: 434.856.2489 Project Manager: J.P. Morris Phone: 434.455.3918 Email: <a href="mailto:John.Morris@lynchburgva.gov">John.Morris@lynchburgva.gov</a></td>
<td>11/2014</td>
<td>7/2015</td>
<td>$15,100</td>
<td>$15,700</td>
<td>$15,700</td>
</tr>
</tbody>
</table>

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 Midtown Connector Project** is a project generally consisting of roadway construction including turn lanes, pavement widening, a roundabout, new sidewalk construction, median islands, storm water management basins, installation of new traffic signals, site furnishings, retaining walls, pavers, maintenance of traffic, and pedestrian walkways & access. This project is designed to connect Route 501 from the intersection of Route 29 Business to the intersection of Murrell Road. Each new section of roadway is being furnished to accommodate the general public. The project is being inspected by a third party quality control firm as well as quality assurance firm. Thus far, Fielder’s Choice Enterprises has been able to meet project milestones including traffic pattern switches, new roadway openings and pedestrian access.

<table>
<thead>
<tr>
<th><strong>Key Features</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Enhanced traffic design</td>
</tr>
<tr>
<td>✓ Decorative site furnishings</td>
</tr>
<tr>
<td>✓ Street pavers, walkways, retaining walls</td>
</tr>
<tr>
<td>✓ Relocation and abandonment of existing underground utilities</td>
</tr>
<tr>
<td>✓ Complex installation of new waterline, sewer, and storm drain under heavy traffic</td>
</tr>
</tbody>
</table>
4.2.6
Lead Designer Work History Form(b)
**ATTACHMENT 4.2.6(b)**

**LEAD DESIGNER - WORK HISTORY FORM**

**(LIMIT 1 PAGE PER PROJECT)**

<table>
<thead>
<tr>
<th>a. Project Name &amp; Location</th>
<th>b. Name of the prime/ general contractor responsible for overall construction of the project.</th>
<th>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</th>
<th>d. Construction Contract Completion Date (Original)</th>
<th>e. Construction Contract Completion Date (Actual or Estimated)</th>
<th>f. Contract Value (in thousands)</th>
<th>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement.(in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name: Telegraph Road Widening and Culvert Replacement</td>
<td>Name: Shirley Contracting Company, LLC&lt;br&gt;Location: Fairfax County, Virginia</td>
<td>Name of Client: <strong>VDOT</strong>&lt;br&gt;Phone: 703.259.2397&lt;br&gt;Project Manager: Khalid Gandhi, PE&lt;br&gt;Phone: 703.259.2397&lt;br&gt;Email: <a href="mailto:khalid.gandhi@vdot.virginia.gov">khalid.gandhi@vdot.virginia.gov</a></td>
<td>08/2015</td>
<td>08/2015 (Estimated)</td>
<td>$10,860</td>
<td>$10,860</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$6,203</td>
<td>(Total Contract for multi design projects for Telegraph Road)</td>
</tr>
</tbody>
</table>

Louis Berger is the prime consultant under contract to VDOT for the engineering design to widen 0.50 miles of this urban minor arterial. In February of 2010, Fairfax County agreed to fund the construction for Telegraph Road from the intersections of South Van Dom Street and South Kings Highway along Telegraph Road and has a significant oversight role. This project consists of reconstruction and widening of this segment of Route 611 from a two lane roadway to a four lane divided roadway with on street bicycle lanes, curbing, sidewalks, and a shared use path. Design includes reconfiguration of two intersections with signal replacements. In addition to the roadway improvements the project design includes storm sewer design, culvert replacement, stream restoration, and storm water management design for water quality treatment.

Telegraph Road currently crosses over Dogue Creek and requires a culvert replacement to accommodate the proposed roadway widening. The existing Dogue Creek crossing consists of two – (9’x6’) corrugated metal pipe (CMP) arches which currently allow water to overtop the road during a two year storm event. Louis Berger designed a Triple – (20’x7’) three sided structures to replace the existing culverts. A HEC-RAS study was conducted by Louis Berger to ensure the new structure passes the 25 year design storm event required for this roadway classification and does not increase the existing 100-year floodplain elevation for the watershed. The new Three Sided Structure required re-grading of existing Dogue Creek. The grading design includes a low flow center channel, intermediate banks, and high banks. Louis Berger personnel designed more than 4,000 linear feet of new storm sewer to convey and treat the water runoff from the project. Project includes conveyance of the storm water into a new storm sewer system and treatment of the pavement surfaces thought the use of two underground water quality structures located along Telegraph Road.

In coordination with the Fairfax County Park Authority and the Friends of Huntley Meadows, a new entrance road and parking lot will be constructed. The pavement surface for the new parking lot is treated through design of a bioswale adjacent to the parking lot.

**Office Location(s):** Richmond, Virginia  
**Firm’s Role:** Prime Consultant, Lead Designer

<table>
<thead>
<tr>
<th>Key Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Intersection improvements</td>
</tr>
<tr>
<td>✓ Roadway widening</td>
</tr>
<tr>
<td>✓ Storm sewer and culvert design</td>
</tr>
<tr>
<td>✓ HEC-RAS analysis</td>
</tr>
<tr>
<td>✓ Stormwater management</td>
</tr>
<tr>
<td>✓ Public involvement</td>
</tr>
</tbody>
</table>
Louis Berger was selected as the prime consultant for this principle urban arterial project. Personnel completed several phases of this project including: (1) concept alternative phases, (2) Initial design thru Public Hearing, (3) field inspection (4) approved right-of-way (ROW) plans (5) advanced water main utilities construction plan (6) final roadway plan and construction documents for advertisement in the fall of 2010. Phases one thru six have been completed by Louis Berger, and the construction for the project is complete.

The goal of this project was to increase the operational capacity of Route 29 thru the Merrifield Area of Fairfax County. With a forecasted average daily traffic of 55,000 vehicles, the project consists of reconstruction and widening of 1.5 miles of Route 29 and Gallows Road from a four-lane roadway to a six-lane divided roadway with curb & gutter and a raised grass median. Louis Berger’s design included five reconfigured intersections along the project corridor with improved turn lane capacity and signal replacements. Access management principles were applied on the design included elimination of full access control at certain areas with the construction of raised medians. The project design also includes pedestrian and bicycle improvements to the Merrifield Area with the construction of “shared roadways” for bicycles, sidewalks, shared use paths, improved pedestrian crossings with push button signalization and pedestrian sidewalk ramps.

Three adjacent projects required coordination during the development of the plans. These projects included I-495 HOT Lanes, a Merrifield Town Center development valued near $100 million, and a second private development project valued at more than $10 million. The coordination between ROW, in-plan utilities, private utilities and adjacent projects was wide-ranging. Extensive participation in public meetings, hearings and various informal meetings with Fairfax County officials and a 30-person Citizen/Business Task Force was required.

**Office Location(s):** Richmond, Virginia  
**Firm’s Role:** Prime Consultant
**Firm's Role:**

**Office Location(s):**

---

**Key Features**

- Roundabout design for a major arterial to major arterial intersection
- Extensive effort on landscaping and paver systems
- Various crosswalk types including “English Style”
- Ornamental signals, light fixtures, poles, and signage
- Bike and pedestrian facilities including a retrofit of the existing through girder
- Sanitary sewer storm sewer, utilities, paving, and intersections

---

<table>
<thead>
<tr>
<th><strong>a. Project Name &amp; Location</strong></th>
<th><strong>b. Name of the prime/ general contractor responsible for overall construction of the project.</strong></th>
<th><strong>c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.</strong></th>
<th><strong>d. Construction Contract Completion Date (Original)</strong></th>
<th><strong>e. Construction Contract Completion Date (Actual or Estimated)</strong></th>
<th><strong>f. Contract Value (in thousands)</strong></th>
<th><strong>g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)</strong></th>
</tr>
</thead>
</table>
| Name: Final Design of Bound Brook Rotary, East Street Realignment and South Bound Brook Streetscape Improvements | Name: CARBRO Constructors | Name of Client: U.S. Economic Development Agency and Somerset County  
Phone: 908.231.7161  
Project Manager: John Kendzulak  
Phone: 908.231.7161  
Email: kendzula@co.somerset.nj.us | 12/2004 | 12/2004 | $9,000 | $9,000 |

Bound Brook and South Bound Brook were both the subject of many initiatives since the flood caused by Hurricane Floyd created a major impact to these historic municipalities. Plans were developed to focus on the redevelopment of the “downtown” areas and to create a town center concept by taking advantage of the strengths of the communities and building upon them. The project was funded by the U.S. Economic Development Agency and was performed in a fast-tracked manner. There exists a strong sense of civic pride, which will allow this project to expedite the completion of other initiatives. This project allowed for roadway and streetscape improvements along East Street, East High Street, East 2nd Street, East Main Street, South Main Street, Canal Road, Cherry Street and Cedar Street as well as the establishment of the Queens Bridge Gateway and visual limits to the Delaware and Raritan Canal Park.

**Bound Brook**
The proposed roundabout replaced the existing, inadequate intersection which is dysfunctional and unsightly. It will provide a more direct route into the downtown historic commercial area in an effort to revitalize that business district and permit the viable economic development by a private developer of the Bolmer Building located at the Queen’s Bridge end of the project. In essence, a functional “gateway” into Bound Brook from South Bound Brook would be created which will aid in the revitalization of the businesses within the historic central business core. Also included was coordination with USACE on the Green Brook flood control and the development for a new signal and sanitary sewer system.

**South Bound Brook**
Main Street vehicular traffic, lane widening, sidewalk improvements and widening, intersection and signal improvements between Jackson and Canal Roads. Canal Road improvements between Main Street and Madison Street. Reconfigure Elm Street just south of Main Street at a cul-de-sac. Installed high visibility crosswalks at various intersections. Installed streetscape improvements to include pavers, placed decorative lighting along Main Street between Madison and Jackson Streets and relocated utilities as necessary. Installed a new signal at Washington/Main Street intersection and modify the existing traffic signal at Canal/Main Street. Created a pedestrian path on the Queens Bridge and Canal Bridge for access to and from the Bound Brook train station. Realignment of Cedar and Cherry Streets through the use of ROW acquisitions from existing commercial properties to create the realignment. This included the redesign of site including parking and grading plan of those properties as part of the design. Sewerage and other utility improvements are included, if necessary, such as new drainage and inlets, new curbs. Created the Queen’s bridge Gateway at the intersection of Main Street and Canal Street.

**Office Location(s):** Morristown, New Jersey  
**Firm’s Role:** Lead Designer
4.2.7

Conceptual Roadway Plans
NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

Scale 25' 50'

FAIRFAX CO PARK AUTHORITY

LEGEND:

1. 510-12 Hyd. Cement Sidewalk
2. 510-08 Curb & Gutter
3. 510-05 Hyd. Curb & Gutter
4. 510-04 Curb & Gutter
5. 510-03 Curb & Gutter
6. 510-07 Type A Paving
7. 510-06 Type B Paving
8. 510-10 Hyd. Cement Curved Sidewalk

NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.

These plans are preliminary and are subject to change without notice. The plans may not be used for any type of construction or the acquisition of right of way.
NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.

END PROJECT 0620-029-007, P-01

STA. 113+39.36 ROUTE 620 CONSTR. B
END CONSTRUCTION
STA. 113+39.36 ROUTE 620 CONSTR. B
END PROJECT 0620-029-007, P-01

LEGEND

1. USC 620 Median Walls
2. USC 620 Curb & Gutter Walls
3. USC 620 Curb & Gutter Walls
4. USC 620 Curb & Gutter Walls
5. USC 620 Curb & Gutter Walls
6. USC 620 Curb & Gutter Walls
7. USC 620 Curb & Gutter Walls
8. USC 620 Curb & Gutter Walls
9. USC 620 Curb & Gutter Walls
10. USC 620 Curb & Gutter Walls
11. USC 620 Curb & Gutter Walls
12. USC 620 Curb & Gutter Walls

1. USC 620 Highway Median
2. USC 620 Highway Median
3. USC 620 Highway Median
4. USC 620 Highway Median
5. USC 620 Highway Median
6. USC 620 Highway Median
7. USC 620 Highway Median
8. USC 620 Highway Median
9. USC 620 Highway Median
10. USC 620 Highway Median
11. USC 620 Highway Median
12. USC 620 Highway Median

1. USC 620 Median Walls
2. USC 620 Curb & Gutter Walls
3. USC 620 Curb & Gutter Walls
4. USC 620 Curb & Gutter Walls
5. USC 620 Curb & Gutter Walls
6. USC 620 Curb & Gutter Walls
7. USC 620 Curb & Gutter Walls
8. USC 620 Curb & Gutter Walls
9. USC 620 Curb & Gutter Walls
10. USC 620 Curb & Gutter Walls
11. USC 620 Curb & Gutter Walls
12. USC 620 Curb & Gutter Walls

1. USC 620 Highway Median
2. USC 620 Highway Median
3. USC 620 Highway Median
4. USC 620 Highway Median
5. USC 620 Highway Median
6. USC 620 Highway Median
7. USC 620 Highway Median
8. USC 620 Highway Median
9. USC 620 Highway Median
10. USC 620 Highway Median
11. USC 620 Highway Median
12. USC 620 Highway Median

1. USC 620 Highway Median
2. USC 620 Highway Median
3. USC 620 Highway Median
4. USC 620 Highway Median
5. USC 620 Highway Median
6. USC 620 Highway Median
7. USC 620 Highway Median
8. USC 620 Highway Median
9. USC 620 Highway Median
10. USC 620 Highway Median
11. USC 620 Highway Median
12. USC 620 Highway Median

DENOTES CONSTRUCTION LIMITS IN CUTS

DENOTES CONSTRUCTION LIMITS IN FILLS

DENOTES NEW PAVEMENT
DENOTES EXISTING PAVEMENT
DENOTES CONSTRUCTION LIMITS IN CUTS
DENOTES CONSTRUCTION LIMITS IN FILLS
NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.

FAIRFAX COUNTY PARK AUTHORITY

LEGEND:
1. St'd. CG-12 Type M Req'd.  Prop. 8' Asphalt/Stone Multi-Use Path Req'd.
2. St'd. CG-10 Median Req'd.  Prop. 8' Paved Shoulder
4. St'd. MS-1A Curb Req'd.  Prop. 8' Asphalt/Stone Multi-Use Path
5. St'd. CG-2 Curb Req'd.  Prop. 126" CONSTR. EASEMENT
6. St'd. CG-6 Curb & Gutter Req'd.  Prop. TEMPORARY CONSTRUCTION OR THE ACQUISITION
7. St'd. CG-12 Type B Req'd.  Prop. 8' Pavement
8. St'd. MS-1 Median Req'd.  Prop. Concrete Truck Apron
9. Prop. 50' Pavement
10. Prop. 8' Paved Shoulder
11. Prop. 8' Asphalt/Stone Multi-Use Path
12. Prop. 67.2634 AC.

NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.
NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.
4.2.8
Written Statement of Compliant Technical Proposal
April 24, 2014

Brenda Williams
Commonwealth of Virginia
Department of Transportation (VDOT)

RE: Item 4.2.8 - Written Statement of Compliant Technical Proposal

Dear Ms. Williams,

Fielder’s Choice Enterprises, Inc. (FCE) certifies that the Technical Proposal submitted for this project is fully compliant with the Design Criteria Table included in the RFP Technical Requirements (Part 2) as Attachment2.2 and all other requirements of this RFP. FCE also certifies that the Offeror’s proposed limits of construction to include any stormwater management facilities are located within the right-of-way limits shown on the RFP Conceptual Plans with the exception of permanent and temporary easements. FCE furthermore declares that the design concept does not require Design Exceptions and/or Design Waivers unless they are identified or included in the RFP or Addendum.

Sincerely,

[Signature]

The Fielder’s Choice-Louis Berger Team
Donald R. Cantore, DB Project Manager
Braddock Road and Pleasant Valley Road
Intersection Improvement
for Virginia Department of Transportation

State Project No.: (NFO) 0620-029-017, P101, R201, C501
Federal Project No.: STP-5A01 (382)
Contract ID Number: C00103318DB71
April 24, 2014
ATTACHMENT 4.0.1.2

DESIGN-BUILD PRICE PROPOSAL
CHECKLIST

Project Name: Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement in Fairfax County, Virginia
Contract ID Number: C00103318DB71

➢ Contents of Price Proposal:

☐ Proposal Price, in both numbers and words (Attachment 4.3.1)

☐ Price Adjustment Information and Forms for Fuel, Asphalt and Steel, including identification of pay items and associated quantities eligible for adjustment (Part 3, Section 6.3, Attachments 6.3)

☐ Proposal Guaranty (C-24) required by Section 102.07 of Part 5, Division I Amendments to the Standard Specifications

☐ Sworn Statement Forms (C-104, C-105, Attachments 4.3.4(a) and 4.3.4(b))

☐ CD-ROM containing the entire Price Proposal in a single cohesive Adobe PDF file
4.3.1
Cost Breakdown Summary
ATTACHMENT 4.3.1

PRICE PROPOSAL FORM

4.3.1 Offeror shall specify the pricing information for the items below, the dollars amount shall be in whole numbers:

Price Proposal Cost Breakdown Summary:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Services, LS</td>
<td>$820,000.00</td>
</tr>
<tr>
<td>Mobilization (Construction), LS</td>
<td>$320,000.00</td>
</tr>
<tr>
<td>Quality Assurance (QA) (Construction), LS</td>
<td>$110,000.00</td>
</tr>
<tr>
<td>Quality Control (QC) (Construction), LS</td>
<td>$255,000.00</td>
</tr>
<tr>
<td>Earthwork, LS</td>
<td>$1,070,804.00</td>
</tr>
<tr>
<td>Roadway Incidentals, LS</td>
<td>$381,971.00</td>
</tr>
<tr>
<td>Drainage (Structures), LS</td>
<td>$157,918.00</td>
</tr>
<tr>
<td>Utilities, LS</td>
<td>$1,043,000.00</td>
</tr>
<tr>
<td>Pavement, LS</td>
<td>$1,410,744.25</td>
</tr>
<tr>
<td>Permanent Traffic Control/Signage, LS</td>
<td>$8,825.00</td>
</tr>
<tr>
<td>Maintenance of Traffic, LS</td>
<td>$2,021,331.00</td>
</tr>
<tr>
<td>All Others Costs, LS</td>
<td>$30,000.00</td>
</tr>
</tbody>
</table>

Proposal Price; (Specify the Total Lump Sum price in both numbers and words, this price shall equal to the total sum of the items listed above)

Lump Sum (LS): Five million eight hundred ninety thousand seven hundred ninety five dollars and twenty five cents ($5,890,795.25)

Signature: [Signature] Date: 4-24-2014

Design-Builder: Fielder's Choice Enterprises, Inc.

Vendor No.: F451
4.3.2

Adjustments to Asphalt, Fuel, and Steel Prices
EXHIBIT 6.3(a)
ADJUSTMENT FOR ASPHALT
SPECIAL PROVISION FOR
ASPHALT MATERIAL PRICE ADJUSTMENT
DESIGN-BUILD PROJECTS

August 9, 2013

All asphalt material listed in the attached "Master Listing of Asphalt Material Items Eligible for Price Adjustment" will be adjusted in accordance with the provisions as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract. Any item added through a Work Order which contains Asphalt Material will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

Each month, the Department will publish an average state-wide PG 64-22 l.o.b. price per ton developed from the average terminal prices provided to the Department from suppliers of asphalt cement to contractors doing work in Virginia. The Department will collect terminal prices from approximately 12 terminals each month. These prices will be received once each month from suppliers on or about the last weekday of the month. The high and low prices will be eliminated and the remaining values averaged to establish the average statewide price for the following month. That monthly state-wide average price will be posted on the Construction Division website on or about the first weekday of the following month.

This monthly statewide average price will be the Base Index for all contracts on which Price Proposals are received during the calendar month of its posting and will be the Current Index for all asphalt placed during the calendar month of its posting. In the event an index changes radically from the apparent trend, as determined by the Engineer, the Department may establish an index which is determined to best reflect the trend.

The amount of adjustment applied will be based on the difference between the Price Proposal/Contract Base Index and the Current Index for the applicable calendar month during which the work is performed. Calculations must be done for each type of Asphalt Material put in place each month, whether the Current Index is higher or lower than the Base Index. The calculation for the adjustment shall be shown as follows:

\[ A = Q \times \%AC \times IC \]

Where:  
\( A \) = Asphalt Adjustment Dollar Amount  
\( Q \) = Quantity of Asphalt Material put in place during the month  
\( \%AC \) = % of Asphalt Cement in the Asphalt Material as specified in the Job Mix Formula  
\( IC \) = Numeric Dollar Difference, either positive or negative, between the Base Index and Current Index

**Example Calculation for Negative Price Adjustment (Credit back to VDOT):**
7,500 Tons of SM-12.5A put in place during the month (Q), Job Mix is 6.1% Asphalt Cement for SM-12.5A (%AC), Base Index for the Contract is $515/Ton, Current Index is $500/Ton, Difference of - $15.00/Ton (IC)

7,500 Tons SM-12.5A x 6.1% x - $15.00/Ton = - $6,862.50 Adjustment Amount

**Example Calculation for Positive Price Adjustment (Paid to the Design-Build):**
10,000 Tons of BM-25.0A put in place during the month (Q), Job Mix is 5.2% Asphalt Cement for BM-25.0A (%AC), Base Index for the Contract is $515/Ton, Current Index is $550/Ton, Difference of + $45.00/Ton (IC)

10,000 Tons BM-25.0A x 5.2% x $45.00/Ton = + $23,400.00 Adjustment Amount
Adjustment of any asphalt material item designated as a price adjustment item which does not contain PG 64-22, except PG 76-22 or PG 70-28, will be based on the indexes for PG 64-22. The quantity of asphalt cement for asphalt concrete pavement to which adjustment will be applied will be the quantity based on the percent of asphalt cement shown on the appropriate approved job mix formula.

The quantity of asphalt emulsion for surface treatments to which adjustment will be applied will be the quantity based on 65 percent residual asphalt.

Price adjustment will be shown as a separate entry on the monthly application of payment for work packages completed; however, such adjustment will not be included in the total cost of the work for progress determination or for extension of contract time. Items the Design-Builder claims in its application of payment for asphalt adjustments must include supporting calculations certified by the Quality Assurance Manager (QAM). These calculations must be completed relative to the calendar month under which the work was performed and shall be submitted for either positive or negative adjustment.

Any apparent attempt to unbalance bids in favor of items subject to price adjustment or failure to submit required cost and price data as noted herebefore may result in rejection of items for asphalt adjustment.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>UNITS</th>
<th>SPECIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>10062</td>
<td>Asphalt-Stab. Open-Graded Material</td>
<td>Ton</td>
<td>313</td>
</tr>
<tr>
<td>10416</td>
<td>Liquid Asphalt</td>
<td>Gal</td>
<td>311 312</td>
</tr>
<tr>
<td>10420</td>
<td>Blotted Seal Coat Ty. B</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10422</td>
<td>Blotted Seal Coat Ty. C</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10423</td>
<td>Blotted Seal Coat Ty. C-1</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10424</td>
<td>Blotted Seal Coat Ty. D</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>10598</td>
<td>Ns Asphalt Concrete</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10606</td>
<td>Asphalt Concrete Ty. SM-9.5</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10607</td>
<td>Asphalt Concrete Ty. SM-12.5A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10608</td>
<td>Asphalt Concrete Ty. SM-12.5D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10609</td>
<td>Asphalt Concrete Ty. SM-12.5E (76-22)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10610</td>
<td>Asphalt Concrete Ty. IM-19.0A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10611</td>
<td>Asphalt Concrete Ty. IM-19.0D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10612</td>
<td>Asphalt Conc. Base Cr. Ty. BM-25.0</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10613</td>
<td>Asphalt Concrete Ty. BM-37.5</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10635</td>
<td>Asphalt Concrete Ty. SM-9.5A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10636</td>
<td>Asphalt Concrete Ty. SM-9.5D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10637</td>
<td>Asphalt Concrete Ty. SM-9.5E (76-22)</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10639</td>
<td>Asphalt Concrete Ty. SM-19.0</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10642</td>
<td>Asphalt Concrete Ty. BM-25.0A</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10643</td>
<td>Asphalt Concrete Ty. BM-25.0D</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>10650</td>
<td>Stone Matrix Asphalt SMA-9.5(70-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10651</td>
<td>Stone Matrix Asphalt SMA-9.5(76-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10652</td>
<td>Stone Matrix Asphalt SMA-12.5(70-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10653</td>
<td>Stone Matrix Asphalt SMA-12.5(76-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10654</td>
<td>Stone Matrix Asphalt SMA-19.0(70-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10655</td>
<td>Stone Matrix Asphalt SMA-19.0(76-22)</td>
<td>Ton</td>
<td>317</td>
</tr>
<tr>
<td>10701</td>
<td>Liquid Asphalt Coating</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>12505</td>
<td>Asphalt Concrete Curb Backup Material</td>
<td>Ton</td>
<td>315</td>
</tr>
<tr>
<td>13240</td>
<td>Asphalt Concrete Sidewalk</td>
<td>Ton</td>
<td>504</td>
</tr>
<tr>
<td>16110</td>
<td>Emul. Asph. Slurry Seal Type A</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16120</td>
<td>Emul. Asph. Slurry Seal Type B</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16130</td>
<td>Emul. Asph. Slurry Seal Type C</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16144</td>
<td>Latex Mod. Emul. Treat. Type B</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16145</td>
<td>Latex Mod. Emul. Treat. Type C</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16146</td>
<td>Latex Mod. Emul. Treat. Ruffilling</td>
<td>Ton</td>
<td>ATTD</td>
</tr>
<tr>
<td>16161</td>
<td>Modified Single Seal</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16162</td>
<td>Modified Double Seal</td>
<td>Sy</td>
<td>ATTD</td>
</tr>
<tr>
<td>16249</td>
<td>Nontracking Tack Coat</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16250</td>
<td>Liquid Asphalt Matl. CMS-2 (Mod)</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16251</td>
<td>Liquid Asphalt Matl. CMS-2</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16252</td>
<td>Liquid Asphalt Matl. CRS-2</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16253</td>
<td>Liquid Asphalt Matl. CRS-2H</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16254</td>
<td>Liquid Asphalt Matl. RC-250</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16256</td>
<td>Liquid Asphalt Matl. RC-800</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16257</td>
<td>Ns Liquid Asphalt Matl.</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16260</td>
<td>Liquid Asphalt Matl. CRS-2L</td>
<td>Gal</td>
<td>ATTD</td>
</tr>
<tr>
<td>16325</td>
<td>NS Asphalt Concrete</td>
<td>Ton</td>
<td>N/A</td>
</tr>
</tbody>
</table>
16330 Asphalt Concrete Ty. SM-9.0A  Ton  315
16335 Asphalt Concrete Ty. SM-9.5A  Ton  315
16337 Asph. Conc. Ty. SM-9.5ASL (Spot Level)  Ton  315
16340 Asphalt Concrete Ty. SM-9.5D  Ton  315
16342 Asph. Conc. Ty. SM-9.5DSL (Spot Level)  Ton  315
16345 Asphalt Concrete Ty. SM-9.5E (76-22)  Ton  315
16350 Asphalt Concrete Ty. SM-12.5A  Ton  315
16352 Asph. Con. Ty. SM-12.5ASL (Spot Level)  Ton  315
16355 Asphalt Concrete Ty. SM-12.5D  Ton  315
16357 Asph. Con. Ty. SM-12.5DSL (Spot Level)  Ton  315
16360 Asphalt Concrete Ty. SM-12.5E (76-22)  Ton  315
16365 Asphalt Concrete Ty. IM-19.0A  Ton  315
16370 Asphalt Concrete Ty. IM-19.0D  Ton  315
16373 Asphalt Concrete Ty. IM-19.0A (T)  Ton  315
16374 Asphalt Concrete Ty. IM-19.0D (T)  Ton  315
16377 Asphalt Concrete Ty. BM-37.5  Ton  315
16379 Asphalt Concrete Ty. IM-19.0T  Ton  315
16390 Asphalt Concrete Ty. BM-25.0A  Ton  315
16392 Asphalt Concrete Ty. BM-25.0D  Ton  315
16395 Asphalt Concrete Ty. BM-25.0A (T)  Ton  315
16397 Asphalt Concrete Ty. BM-25.0D (T)  Ton  315
16400 Stone Matrix Asphalt SMA-9.5(70-22)  Ton  ATTD
16401 Stone Matrix Asphalt SMA-9.5(76-22)  Ton  ATTD
16402 Stone Matrix Asphalt SMA-12.5(70-22)  Ton  ATTD
16403 Stone Matrix Asphalt SMA-12.5(76-22)  Ton  ATTD
16404 Stone Matrix Asphalt SMA-19.0(70-22)  Ton  ATTD
16405 Stone Matrix Asphalt SMA-19.0(76-22)  Ton  ATTD
16490 Hot Mix Asphalt Treatment  Ton  ATTD
16500 Surf. Preparation & Restoration Type I  Ton  ATTD
16502 Surf. Preparation & Restoration Type II  Ton  ATTD
16504 Surf. Preparation & Restoration Type III  Ton  ATTD
67201 NS Asphalt Concrete Overlay  Ton  315
67210 NS Asphalt Concrete  Ton  315
68240 NS Asphalt Concrete  Ton  315
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
ASPHALT PRICE ADJUSTMENT (PG76-22 or PG 70-28)
DESIGN-BUILD PROJECTS

INSTRUCTIONS - This form is to be completed and returned ONLY when asphalt concrete items containing PG 76-22 or PG 70-28 is being utilized on the project.

PROJECT NUMBER:

DISTRICT:

Bid Prices in this contract for items containing PG 76-22 or PG 70-28 asphalt cement were developed using an f.o.b. price of $546.82 per IMPERIAL ton for PG 76-22 or PG 70-28. This quote is project specific.

Price quotes signed by each supplier from which the Design-Builder proposes to obtain PG 76-22 or PG 70-28 shall be maintained by the Design-Builder. These quotes shall be retained on site during the life of the Contract for review by the Engineer upon request.

DATE: 4/24/14

SIGNATURE: Donald R. Cantore - President
Fielder's Choice Enterprises, Inc.
(Firm or Corporation)
F451
(Vendor No.)
EXHIBIT 6.3 (c)
ADJUSTMENT FOR FUEL

VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
OPTIONAL ADJUSTMENT FOR FUEL
DESIGN-BUILD PROJECTS

November 5, 2012

In the event the Design-Builder elects to seek adjustment for fuel items designated in the Price Proposal/Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. Other items will not be adjusted, except as otherwise specified in the contract.

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in fuel used on specific items of work identified in this provision. A master listing of standard items eligible for fuel adjustment is provided by the Department on its website at the following link http://www.virginiadot.org/business/resources/masteroptionalfuelitems.pdf. The listing on the web site also includes the corresponding fuel factor for each item. The usage factor for each item is considered inclusive of all fuel usage.

The amount of adjustment will be computed from the change in the indexes and the on-site fuel use as shown in the Department’s master listing of eligible items.

In order to be eligible for fuel adjustment under this provision, the Design-Builder shall clearly identify in the Schedule of Values those pay items and the associated quantities it chooses to have fuel adjustment applied to in its work packages. Items the Design-Builder claims in its application of payment for fuel adjustments must be properly designated in order to be considered for adjustment. Items not properly designated or left out of the Design-Builder’s Schedule of Values will automatically not be considered for adjustment.

The monthly index price to be used in the administration of this provision will be calculated by the Department from the Diesel fuel prices published by the U. S. Department of Energy, Energy Information Administration on highway diesel prices, for the Lower Atlantic region. The monthly index price will be the price for diesel fuel calculated by averaging each of the weekly posted prices for that particular month.

For the purposes of this provision, the base index price will be calculated using the data from the month preceding the receipt of bids. The base index price will be posted by the Department at the beginning of the month for all bids received during that month.

The current index price will be posted by the Department and will be calculated using the data from the month preceding the particular estimate being vouchered for payment.

The current monthly quantity for eligible items of work selected by the Design-Builder for fuel adjustment in its work packages will be multiplies by the appropriate fuel factor to determine the gallons of fuel to be cost adjusted. The amount of adjustment per gallon will be the net difference between the current index price and the base index price. Computation for adjustment will be made as follows:

\[ S = (E - B) \times Q \]

Where; \( S \) = Monetary amount of the adjustment (plus or minus)  
\( B \) = Base index price  
\( E \) = Current index price  
\( Q \) = Quantity of individual units of work

Commonwealth of Virginia
Virginia Department of Transportation
Page 1 of 2
F = Appropriate fuel factor

Adjustments will not be made for work performed beyond the original contract time limit unless the original time limit has been changed by an executed Work Order.

If new pay items are added to this contract by Work Order and they are listed in the Department's master listing of eligible items, the Work Order must indicate which of these individual items will be fuel adjusted; otherwise, those items will not be fuel adjusted. If applicable, designating which new pay items will be added for fuel adjustment must be determined during development of the Work Order and clearly shown on the Work Order form. The Base Index price on any new eligible pay items added by Work Order will be the Base Index price posted for the month in which bids were received for that particular project. The Current Index price for any new eligible pay items added by Work Order will be the Index price posted for the month preceding the estimate on which the Work Order is paid.

When quantities differ between the last monthly application of payment prepared upon final acceptance and the final application of payment, adjustment will be made using the appropriate current index for the period in which that specific item of work was last performed.

In the event any of the base fuel prices in this contract increase more than 100 percent (i.e. fuel prices double), the Department will review each affected item of work and give the Design-Builder written notice if work is to stop on any affected item of work. The Department reserves the right to reduce, eliminate or renegotiate the price for remaining portions of affected items of work.

Any amounts resulting from fuel adjustment will not be included in the total cost of work for determination of progress or for extension of contract time.

---

*If elect to use this provision

*I elect not to use this provision

Date: 4/24/2014

Signature: [Signature]

Design-builder: [Signature]

Vendor No.: F451

Commonwealth of Virginia
Virginia Department of Transportation
Page 2 of 2
EXHIBIT 6.3(d)
ADJUSTMENT FOR STEEL

VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
PRICE ADJUSTMENT FOR STEEL
DESIGN-BUILD PROJECTS

June 30, 2011

In the event the Design-Builder elects to seek adjustment for steel items designated in the Price Proposal/Contract as Price Adjustment Items such items will be subject to price adjustment as set forth herein. If new pay items which involve steel are established by Work Order, they will not be subject to Price Adjustment unless specifically designated in the Work Order to be subject to Price Adjustment.

The Design-Builder will submit their monthly application for payment associated with eligible work packages with an adjustment up or down as appropriate for cost changes in steel used on specific items of work identified in the Price Proposal/contract in accordance with this provision. Provided at the end of this provision is a master listing of standard bid items the Department has determined are eligible for steel price adjustment. Inventoried materials from the listing of eligible items are specifically excluded for consideration. In addition, concrete items where reinforcing steel is normally included in the unit bid price for the item such as (but not limited to) drop inlets, median barriers, sound barrier walls, bridge railings and parapets, are not eligible for consideration under this provision.

The requirements of this provision shall apply only to material cost changes that occur between the date of the opening of the Price Proposal and the date the material is shipped to the fabricator. To be eligible for this price adjustment, Design-Builder is required to fill out the accompanying Form for Price Adjustment for Eligible Steel Items on Design-Build Projects and submit the same with its Price Proposal for the Project. By signing the Form and submitting it with its Price Proposal Design-Builder declares its intention to participate in the price adjustment in its contract with the Department. For the purposes of this provision, the prices listed on the Form for Price Adjustment for Eligible Steel Items on Design-Build projects are fixed for cost and adjustment calculations regardless of quantities incorporated into final design. Further, in order for steel items to be eligible for adjustment, once shipped to the fabricator, the items shall be specifically stored, labeled, or tagged, recognizable by color marking, and identifiable by project for inspection and audit verification.

Design-Builder shall upon request furnish documentation supporting the price per pound for eligible steel items as shown on the Form for Price Adjustment for Eligible Steel Items on Design-Build Projects furnished with its Price Proposal. Design-Builder must use the format as shown with this Form; no other format for presenting this information will be permitted. Design-Builder shall certify that all items of documentation are original and were used in the computation of the price per pound amount for the represented eligible pay items for the month the Price Proposal was opened. This documentation shall support the base line material price ("Base Price") of the steel item only. Base price per pound shall not include the following cost components: fabrication, shipping, storage, handling, and erection.

Failure to submit all documentation required or requested supporting the per pound prices on eligible steel items will result in Design-Builder being ineligible for a price adjustment of any or all steel items.

Price adjustment of each qualifying item under consideration will be subject to the following condition:

There is an increase or decrease in the cost of eligible steel materials in excess of 10 percent up to a maximum of 60 percent from the Base Price when compared with the latest published price index ("Price Index") in effect at the time material is shipped to the fabricator.

The Price Index the Department is using is based on The U.S. Department of Labor, Bureau of Labor Statistics, Producers Price Index (PPI) which measures the average price change over time of the specific
steel eligible item from the perspective of the seller of goods. The Master List table provided at the end of this provision indicates the Producers Price Index (PPI) steel category index items and the corresponding I.D. numbers to which VDOT items will be compared. Please note: The Producers Price Index (PPI) is subject to revision 4 months after original publication, therefore, price adjustments and payments will not be made until the index numbers are finalized.

The price adjustment will be determined by computing the percentage of change in index value beyond 10 percent above or below the index on the date of opening of Design-Builder's Price Proposal to the index value on the date the steel material is shipped to the fabricator (Please see included sample examples). Weights and date of shipment must be documented by a bill of lading provided to the Department. The final price adjustment dollar value will be determined by multiplying this percent increase or decrease in the index (after 10%) by the represented quantity of steel shipped, by the Base Price per pound subject to the limitations herein.

Price increase/decrease will be computed as follows:

\[ A = B \times P \times Q \]

Where:

- \( A \) = Steel price adjustment in lump sum dollars
- \( B \) = Average weighted price of steel submitted in Design-Builder's Price Proposal for project in price per pound as listed on the Form for Price Adjustment for Eligible Steel Items on Design-Build Project
- \( P \) = Adjusted percentage change in PPI average from shipping date to date of opening of Price Proposal minus 10% (0.10) threshold
- \( Q \) = Total quantity of steel in pounds shipped to fabricator for specific project

The need for application of the adjustments herein to extra work will be determined by the Engineer on an individual basis and, if appropriate, will be specified on the Work Order.

This price adjustment is capped at 60 percent. This means the maximum "P" value for increase or decrease that can be used in the above equation is 60% (60%-10% threshold).

Calculations for price adjustment shall be shown separate from the monthly progress payment for work packages and will not be included in the total cost of work for determination of progress or for extension of contract time.

Upon Department review and due process consideration for redress by Design-Builder, any apparent evidence to unbalance the price supplied by Design-Builder in favor of items subject to price adjustment will result in ineligibility for Department participation under this provision.
FORM FOR PRICE ADJUSTMENT FOR ELIGIBLE STEEL ITEMS ON DESIGN-BUILD PROJECTS
Must be supplied with Price Proposal for Department Participation

(All prices to be supported by project-specific quotes)

DATE FOR RECEIPT OF PRICE PROPOSAL  4/24/2014

Note: All prices (costs) are to include any surcharges on materials quoted. Vendors must include this surcharge with their cost. All prices (costs) are F.O.B. from the originating mill.

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Item Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Price</th>
<th>Supplier</th>
<th>Date of Quote</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

We, the undersigned, understand that by supplying prices for the steel items listed above and signing this form we are declaring our desire to apply the Special Provision For Steel Adjustment for Design-Build Projects to this Price Proposal and contract. The terms and conditions for participation are as stated in the Special Provision For Steel Adjustment for Design-Build Projects.

Fielder's Choice Enterprises, Inc.  4/24/2014
Design-Builder  Date
Sample Calculation of a Price Adjustment (Increase)


Project has 450,000 lb. of eligible structural steel.

Design Builder's 'f.o.b. supplier price for structural steel submitted in the Price Proposal is $0.2816 per pound. *free on board

Adjusted** BLS Producers Price Index (PPI) most recently published average at time of opening of the Price Proposal is 139.6.

All eligible steel shipped to fabricator in same month, October 2004.

Adjusted BLS Producers Price Index (PPI) most recently published average for month of October is 161.1

Adjustment formula is as follows:

\[ A = B \times P \times Q \]

Where;  
\[ A = \text{Steel price adjustment in lump sum dollars} \]
\[ B = \text{Average weighted price of steel submitted in the Price Proposal for Design-Build project in $ per pound} \]
\[ P = \text{Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus 10\% (0.10) threshold} \]
\[ Q = \text{Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds} \]

\[ B = \$0.2816 \]
\[ P = (161.1 - 139.6)/139.6 - 0.10 = 0.054 \]
\[ Q = 450,000 \text{ lb.} \]

\[ A = 0.2816 \times 0.054 \times 450,000 \]
\[ A = \$6,842.88 \text{ pay adjustment to Design-Build} \]
Sample Calculation of a Price Adjustment (decrease)


Project has 450,000 lb. of eligible structural steel.

Design-Builder's *f.o.b. supplier price for structural steel submitted in the Price Proposal is $0.2816 per pound. *free on board

Adjusted BLS Producers Price Index (PPI) most recently published average at time of opening of the Price Proposal is 156.6.

All eligible steel shipped to fabricator in same month, October 2004.

Adjusted BLS Producers Price Index (PPI) most recently published average for month of October is 136.3

Adjustment formula is as follows:

\[ A = B \times P \times Q \]

Where; \[ A = \text{Steel price adjustment in lump sum dollars} \]
\[ B = \text{Average weighted price of steel submitted in the Price Proposal for Design-Build project in $ per pound} \]
\[ P = \text{Adjusted percentage change in PPI average from shipping date to date of submitted Price Proposal minus } 10\% \text{ (0.10) threshold} \]
\[ Q = \text{Total quantity of eligible steel shipped to fabricator in October 2004 for this project in pounds} \]

\[ B = \$0.2816 \]
\[ P = \frac{(156.6 - 136.3)}{160.6} - 0.10 = 0.030 \]
\[ Q = 450,000 \text{ lb.} \]

\[ A = 0.2816 \times 0.030 \times 450,000 \]
\[ A = $3,801.60 \text{ credit to Department} \]
# MASTER LISTING

STANDARD BID ITEMS ELIGIBLE FOR STEEL PRICE ADJUSTMENT

March 18, 2009

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
<th>UNITS</th>
<th>Number WPU used in $ adjust</th>
</tr>
</thead>
<tbody>
<tr>
<td>00519</td>
<td>SHEET PILE, STEEL</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>00540</td>
<td>REINIF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>00542</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>00560</td>
<td>STRUCTURAL STEEL JB-1</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>11030</td>
<td>REINF. STEEL BRIDGE APPR. SLAB</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>11181</td>
<td>PATCH, HYDR. CEM. CONC. PAVE.</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>13200</td>
<td>GUARDRAIL GR-8 (NCHR 350 TL-3)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13202</td>
<td>GUARDRAIL GR-8A (NCHR 350 TL-3)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13204</td>
<td>GUARDRAIL GR-8B (NCHR 350 TL-3)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13310</td>
<td>GUARDRAIL TERMINAL GR-6 (NCHR 350)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13320</td>
<td>GUARDRAIL GR-2</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13323</td>
<td>GUARDRAIL GR-2A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13331</td>
<td>RAD. GUARDRAIL GR-2</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13333</td>
<td>RAD. GUARDRAIL GR-2A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13335</td>
<td>GUARDRAIL GR-3</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13341</td>
<td>GUARDRAIL TER. GR-6(WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13351</td>
<td>GUARDRAIL GR-6</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13352</td>
<td>GUARDRAIL GR-8A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13353</td>
<td>GUARDRAIL GR-8B</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13355</td>
<td>GUARDRAIL GR-10</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13421</td>
<td>MEDIAN BARRIER MB-3</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13450</td>
<td>MEDIAN BARRIER MB-5</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13451</td>
<td>MEDIAN BARRIER MB-5A</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13452</td>
<td>MEDIAN BARRIER MB-5B</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>13545</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>14502</td>
<td>REINFORCING STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>15290</td>
<td>PATCH, CEM, CONC, PAVE. TY, CRCP-A</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>15302</td>
<td>PATCH, CEM, CONC, PAVE. TY, II</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>15305</td>
<td>PATCH, CEM, CONC, PAVE. TY, IV-A</td>
<td>SY</td>
<td>101704</td>
</tr>
<tr>
<td>17323</td>
<td>GUARDRAIL BEAM</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17325</td>
<td>RADIAL GUARDRAIL BEAM</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17327</td>
<td>RUB RAIL</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17353</td>
<td>CABLE GR-3</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17521</td>
<td>GUARDRAIL BEAM (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17523</td>
<td>RADIAL GUARDRAIL BEAM (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>17526</td>
<td>RUB RAIL (WEATHERING STEEL)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22601</td>
<td>FENCE FE-W1</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22643</td>
<td>FENCE FE-CL</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>22645</td>
<td>FENCE FE-CL VINYL COATED</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>23043</td>
<td>WATER GATE FE-4 TY.III</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>23501</td>
<td>FENCE FE-W1 (FABRIC ONLY)</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>45522</td>
<td>4&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45532</td>
<td>6&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45562</td>
<td>10&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>45572</td>
<td>18&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101706</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Unit</td>
<td>Quantity</td>
</tr>
<tr>
<td>------</td>
<td>--------------------------------------------------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>45582</td>
<td>24&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>45584</td>
<td>24&quot; JACKED STEEL ENCASEMENT PIPE</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>45592</td>
<td>30&quot; STEEL ENCASE. PIPE</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50402</td>
<td>SIGN POST STEEL 3&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50404</td>
<td>SIGN POST STEEL 4&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50406</td>
<td>SIGN POST STEEL 6&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50410</td>
<td>SIGN POST STEEL 10&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50412</td>
<td>SIGN POST STEEL 12&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50414</td>
<td>SIGN POST STEEL 14&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50416</td>
<td>SIGN POST STEEL 16&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>50418</td>
<td>SIGN POST STEEL 18&quot;</td>
<td>LF</td>
<td>101708</td>
</tr>
<tr>
<td>51317</td>
<td>SIG. POLE MP-1 20' ONE ARM 30'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51319</td>
<td>SIG. POLE MP-1 20' ONE ARM 32'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51325</td>
<td>SIG. POLE MP-1 20' ONE ARM 38'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51327</td>
<td>SIG. POLE MP-1 20' ONE ARM 40'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51329</td>
<td>SIG. POLE MP-1 20' ONE ARM 42'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51331</td>
<td>SIG. POLE MP-1 20' ONE ARM 44'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51337</td>
<td>SIG. POLE MP-1 20' ONE ARM 50'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51339</td>
<td>SIG. POLE MP-1 20' ONE ARM 52'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51341</td>
<td>SIG. POLE MP-1 20' ONE ARM 54'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51344</td>
<td>SIG. POLE MP-1 20' ONE ARM 60'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51346</td>
<td>SIG. POLE MP-1 20' ONE ARM 62'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51347</td>
<td>SIG. POLE MP-1 20' ONE ARM 64'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51348</td>
<td>SIG. POLE MP-1 20' ONE ARM 66'</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51368</td>
<td>SIG. POLE MP-1 20' TWO ARMS 30&quot; &amp; 42&quot;</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51400</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 38</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51402</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 40</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51408</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 46</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51412</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 60</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51414</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 62</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51416</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 64</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51418</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 66</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51420</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 68</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>51422</td>
<td>SIG. POLE MP-1 CO.LU.ONE ARM 60</td>
<td>EA</td>
<td>101708</td>
</tr>
<tr>
<td>55162</td>
<td>LIGHTING POLE LP-1 30'-4'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55163</td>
<td>LIGHTING POLE LP-1 30'-6'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55166</td>
<td>LIGHTING POLE LP-1 30'-12'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55169</td>
<td>LIGHTING POLE LP-1 35'-6'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55171</td>
<td>LIGHTING POLE LP-1 35'-10'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55176</td>
<td>LIGHTING POLE LP-1 40'-6'</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55185</td>
<td>LIGHTING POLE LP-2 TYPE A</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55186</td>
<td>LIGHTING POLE LP-2 TYPE B</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55187</td>
<td>LIGHTING POLE LP-2 TYPE C</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55188</td>
<td>LIGHTING POLE LP-2 TYPE D</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55189</td>
<td>LIGHTING POLE LP-2 TYPE E</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55190</td>
<td>LIGHTING POLE LP-2 TYPE F</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>55192</td>
<td>LIGHTING POLE LP-2 TYPE H</td>
<td>EA</td>
<td>101706</td>
</tr>
<tr>
<td>60452</td>
<td>REINF. STEEL BRIDGE APPR. SLAB</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61700</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61704</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61705</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>61750</td>
<td>STRUCT.STEEL HIGH STRG.PLT.GIRDERS</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61811</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADE50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61812</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADE50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61813</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61814</td>
<td>STR.STEEL PLATE GIRDER ASTM A709 GRADEHPS70W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>61820</td>
<td>STR.STEEL ROLLED BEAM ASTM A709 GRADE 36</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Unit</td>
<td>Quantity</td>
</tr>
<tr>
<td>------</td>
<td>-------------------------------------------------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>01621</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GRADE 50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>01622</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GRADE 50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>01900</td>
<td>STEEL GRID FLOOR</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>04110</td>
<td>STEEL PILES 10&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>04112</td>
<td>STEEL PILES 12&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>04114</td>
<td>STEEL PILES 14&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>04708</td>
<td>DRIVING TEST FOR 12&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>04778</td>
<td>DRIVING TEST FOR 14&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>05200</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>05204</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>05205</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>067088</td>
<td>PED. FENCE 6&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>067089</td>
<td>PED. FENCE 8&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>067090</td>
<td>PED. FENCE 10&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08100</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>08104</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>08105</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>08107</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GRADE 50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08108</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GR. 50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08109</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GR. HP 50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08110</td>
<td>STR. STEEL PLATE GIRDER ASTM A709 GR. HP 70W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08112</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 36</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08113</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 50</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08114</td>
<td>STR. STEEL ROLLED BEAM ASTM A709 GR. 50W</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08115</td>
<td>STRUCT. STEEL</td>
<td>LB</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>08270</td>
<td>REINF. STEEL BRIDGE APPR. SLAB</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>09000</td>
<td>SHEET PILES, STEEL</td>
<td>SF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>09100</td>
<td>REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>09104</td>
<td>CORROSION RESISTANT REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>09105</td>
<td>EPOXY COATED REINF. STEEL</td>
<td>LB</td>
<td>101704</td>
</tr>
<tr>
<td>09110</td>
<td>STEEL PILES 10&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>09112</td>
<td>STEEL PILE 12&quot;</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
<tr>
<td>09113</td>
<td>DRIVING TEST FOR 12&quot; STEEL PILE</td>
<td>LF</td>
<td>avg. 1017 &amp; 101</td>
</tr>
</tbody>
</table>

---

I elect to use this provision

I elect not to use this provision

Date: 4/24/2014

Signature: [Signature]

Design-Builder: Fielder's Choice Enterprises, Inc.

Vendor No.: F451

Commonwealth of Virginia
Virginia Department of Transportation
Page 8 of 8
4.3.3
Proposal Guaranty
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTEE

KNOW ALL MEN BY THESE PRESENTS, THAT WE Fielder's Choice Enterprises, Inc. As principal, and Fidelity and Deposit Company of Maryland Surety, are held and firmly bound unto the Commonwealth of Virginia as obligee, in the amount of FIVE PERCENT OF THE DOLLAR VALUE OF THE BID, lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally and firmly by these presents.

SIGNED, sealed and dated this 24th Day of April 2014

WHEREAS, the above said principal is herewith submitting its proposal for:

PROJECT NUMBER:
(NFO)0620-029-017,P101,R201,C501

NOW, THEREFORE, the condition of the above obligee is such, that if the aforesaid principal shall be awarded the contract upon said proposal and shall within the time specified in the Specifications after the notice of such award enter into a contract and give bond for the faithful performance of the contract, then this obligation shall be null and void; otherwise to remain in full force and effect and the principal and surety will pay unto the obligee the difference in money between the amount of the bid of the said principal and the amount for which the obligee may legally contract with another party to perform the said work if the latter amount be in excess of the former; but in no event shall the liability exceed the penal sum hereof.

Fielder's Choice Enterprises, Inc.
(Principal*)

By: ____________________________
(Officer, Partner or Owner) (Seal)

By: ____________________________
(Principal*)

By: ____________________________
(Officer, Partner or Owner) (Seal)

By: ____________________________

Fidelity and Deposit Company of Maryland
(Surety Company)

By: ____________________________
Theresa S. Stump (Attorney-in-Fact**) (Seal)
1400 American Lane, Tower I, 18th Floor
Schaumburg, IL 60196-1055

By: ____________________________
(Attorney-in-Fact**) (Seal)

By: ____________________________
(Address)

*Note: If the principal is a joint venture, each party thereof must be named and execution made by same hereon. If there is more than one surety to the bid bond, each surety must be named and execution shall be made by same hereon.

Electronic Bid Only: In lieu of completing the above section of the Contract Performance Bond, the Principal shall file an Electronic Bid Bond when bidding electronically. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the Commonwealth of Virginia under the same conditions of the bid bond as shown above.

Electronic Bid Bond ID# ____________________________
Company/Bidder Name ____________________________
Signature and Title ____________________________

**Attach copy of Power of Attorney
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Maryland, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Maryland (herein collectively called the "Companies"), by JAMES M. CARROLL, Vice President, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint E. Bruce WILSIE, Theresa S. STUMP, Sherrie B. DENISON, Joel A. NICHOLS, Deanna W. SPARKS and Bethany A. MURPHY, all of Roanoke, Virginia, EACH its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York, the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland, and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland, in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND, this 27th day of September, A.D. 2012.

ATTEST:

ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

[Seals]

By: 

Assistant Secretary
Eric D. Barnes

Vice President
James M. Carroll

State of Maryland FOR YOUR PROTECTION,
City of Baltimore LOOK FOR THE ZURICH WATERMARK

On this 27th day of September, A.D. 2012, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, JAMES M. CARROLL, Vice President, and ERIC D. BARNES, Assistant Secretary, of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, deposeth and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.

[Seal]

Maria D. Adamski, Notary Public
My Commission Expires: July 8, 2015

POA-F 176-3129H
EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies,

[Signature]

Thomas O. McClellan, Vice President
4.1 Letter of Submittal

4.2 Attachments to the Letter of Submittal

4.2.1 Affiliated and/or Subsidiary Companies

4.2.2 (a) Certification Regarding Debarment Primary Covered Transactions

4.2.2 (b) Certification Regarding Debarment Lower Tier

4.2.3 Offeror's VDOT Prequalification Information

4.2.4 Evidence of Obtaining Bonding

4.2.5 DPOR Licenses and SCC Registrations

4.2.6 Lead Contractor Work History Form (a)

4.2.6 Lead Designer Work History Form (b)

4.2.7 Conceptual Roadway Plans

4.3.4 Sworn Statement Forms
COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF TRANSPORTATION  

PROJECT:  

FHWA:  

This form must be completed, signed and returned with bid; and failure to do so may result in the rejection of your bid. THE CONTRACTOR SHALL AFFIRM THE FOLLOWING STATEMENT EITHER BY SIGNING THE AFFIDAVIT AND HAVING IT NOTARIZED OR BY SIGNING THE UNSWORN DECLARATION UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE UNITED STATES. A SEPARATE FORM MUST BE SUBMITTED BY EACH PRINCIPAL OF A JOINT VENTURE BID.  

STATEMENT. In preparation and submission of this bid, I, the firm, corporation or officers, agents or employees thereof did not, either directly or indirectly, enter into any combination or arrangement with any persons, firm or corporation or enter into any agreement, participate in any collusion, or otherwise take any action in the restraint of free, competitive bidding in violation of the Sherman Act (15 U.S.C. Section 1) or Article 1.1 or Chapter 12 of Title 18.2 (Virginia Governmental Frauds Act), Sections 59.1-9.1 through 59.1-9.17 or Sections 59.1-68.6 through 59.1-68.8 of the Code of Virginia.  

AFFIDAVIT  
The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.  

Signed at Charlottesville, Virginia, this 24th day of April, 2014,  
Fielder's Choice Enterprises, Inc.  
By: (Signature)  
President  
To-wit: (Name of Firm)  
COUNTY (CITY) of Charlottesville, Virginia  
I, Christopher Stephen Desper, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Donal R. Cantore personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.  
Subscribed and sworn to before me this 24th day of April, 2014,  
My Commission expires Virginia  

OR  
UNSWORN DECLARATION  
The undersigned is duly authorized by the bidder to make the foregoing statement to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.  

Signed at , this day of , 20  

(Name of Firm)  
By: (Signature)  
Title (print)  

CHRISTOPHER S. DESPER  
NOTARY PUBLIC  
Commonwealth of Virginia  
Reg. #7510809  
My Commission Expires Feb. 29, 2016  

Donald R. Cantore
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

PROJECT:

FHWA:

This form must be completed, signed, notarized and returned with bid; and failure to do so, may result in the rejection of your bid. A separate form must be submitted by each principal of a joint venture bid.

1. I, the firm, corporation or officers, agents or employees thereof have neither directly nor indirectly entered into any combination or arrangement with any person, firm or corporation or entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with such contract, the effect of which is to prevent competition or increase the cost of construction or maintenance of roads or bridges.

During the preceding twelve months, I (we) have been a member of the following Highway Contractor's Associations, as defined in Section 33.1-336 of the Code of Virginia (1970). (If none, so state).

NAME

ODHCA

Location of Principal Office

Charlottesville, Virginia

2. I (we) have ✓, have not ____, participated in a previous contract or subcontract subject to the equal opportunity clause, as required by Executive Orders 10925, 11114, or 11246, and that if I/We have ✓, have not ____, filed with the Joint Reporting Committee, the Director of the Office of Federal Contract Compliance, a Federal Government contracting or administering agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements.

Note: The above certification is required by the Equal Employment Opportunity Regulations of the Secretary of Labor [41 CFR 60-1.7(b)(1)], and must be submitted by bidders and proposed subcontractors only in connection with contracts or subcontracts which are subject to the equal opportunity clause. Contracts and subcontracts which are exempt from the equal opportunity clause are set forth in 41 CFR 60-1.5. (Generally only contract or subcontracts of $10,000 or under are exempt.)

Currently, Standard Form 100 (EEO-1) is the only report required by the Executive Orders or their implementing regulations.

Proposed prime contractors and subcontractors who have participated in a previous contract or subcontract subject to the Executive Orders and have not filed the required reports should note that 41 CFR 60-1.7(b) (1) prevents the award of contract and subcontract unless such contractor submits a report covering the delinquent period or such other period specified by the Federal Highway Administration or by the Director, Office of Federal Contract Compliance, U.S. Department of Labor.

(Continued)
ORDER NO.:  
CONTRACT ID. NO.:  

3. The bidder 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 judgement rendered against them for commission of fraud or a criminal offence in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation 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 above; and
   
   (d) Where the bidders is unable to certify to any of the statements in this certification, the bidder shall show an explanation below.

Explanations will not necessarily result in denial of award, but will be considered in determining bidder responsibility. For any explanation noted, indicate below to whom it applies, initiating agency, and dates of action. Providing false information may result in federal criminal prosecution or administration sanctions. The bidder shall provide immediate written notice to the Department if at any time the bidder learns that its certification was erroneous when submitted or has become erroneous by reason of change circumstances.

The undersigned is duly authorized by the bidder to make the foregoing statements to be filed with bids submitted on behalf of the bidder for contracts to be let by the Commonwealth Transportation Board.

Signed at Charlottesville, Virginia County(City), STATE Fielder's Choice Enterprises, Inc. (Name of Firm)  
STATE of Virginia COUNTY (CITY) of Charlottesville  

By: [Signature] President (Signature) Title (print)

1 Christopher Stephen Desper, a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day personally appeared before me and made oath that he is duly authorized to make the above statements and that such statements are true and correct.

Subscribed and sworn to before me this 24th day of April, 2014 My Commission expires February 29, 2016

CHRISTOPHER S. DESPER  
NOTARY PUBLIC  
Commonwealth of Virginia  
Reg. #7519699  
My Commission Expires Feb. 29, 2016