DESIGN-BUILD PROJECT
Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement in Fairfax County, VA

State Project No.: (NFO) 0620-029-017, P101, R201, C501
Federal Project No.: STP-5A01 (382)
Contract ID No.: C00103318DB71
LETTER OF SUBMITTAL
CHECKLIST AND CONTENTS

ATTACHMENT 4.0.1.1
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

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

<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>
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<td>Letter of Submittal Checklist and Contents</td>
<td>Attachment 4.0.1.1</td>
<td>Section 4.0.1.1</td>
<td>Tab Section 4.0.1.1</td>
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<td>Declaration of intent</td>
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<td>Section 4.1.2</td>
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<td>Section 4.2.1</td>
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<td>Lead Contractor Work History Form</td>
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<td>Lead Designer Work History Form</td>
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ACKNOWLEDGEMENT OF RFP REVISIONS AND/OR ADDENDA

ATTACHMENT 3.4
(Form C-78-RFP)
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
Jose Rodriguez, President
Fort Myer Construction Corporation

Date
April 24, 2014
LETTER OF SUBMITTAL

SECTION 4.1
LETTER OF SUBMITTAL ON OFFEROR’S LETTERHEAD

Sections 4.1.1
Brenda L. Williams
Virginia Department of Transportation (VDOT)
Central Office Mail Center
Loading Dock Entrance
1401 East Broad Street
Richmond, VA 23219
P: 804.786.6929
F: 804.786.7221

Re: Design-Build Project Proposal
Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement
From: .168 miles west of Pleasant Valley Road
To: .076 miles east of Pleasant Valley Road
Fairfax County, VA
Project No. (NFO) 0620-029-017, P101, R201, C501 | Contract ID # C00103318DB71

Dear Ms. Williams:

Fort Myer Construction Corporation (FMCC) is pleased to present our proposal for the Braddock Road and Pleasant Valley Road Intersection Improvement Design-Build project. As requested by the Department’s RFP, our submission includes:

- One (1) original paper version of our Letter of Submittal and Attachments
- One (1) CD-ROM containing the entire original in a single PDF file
- One (1) original paper copy of the Price Proposal, submitted in a separate package
- One (1) CD-ROM containing the entire Price Proposal in a single PDF file, also submitted in the separate package

Fort Myer has thoroughly reviewed the Department’s RFP. Following are responses to information and/or attachments requested in section 4.1.

4.1.2 Offerors’ Intent: If selected, FMCC intends to enter into a contract with VDOT for the project in accordance with the terms of the RFP.

4.1.3 Price Proposal Timeframe: The price proposal will remain in full force and effect for one hundred twenty (120) days after the date this proposal is submitted to VDOT (April 24, 2014).

4.1.4 Point of Contact: Manuel Fernandes – Vice President. Address: 2237 33rd Street, NE, Washington, DC 20018. He can be reached by phone at 202.636.9535, x2805, by fax at 202.526.8572, and by email at m.fernandes@fortmyer.com.
4.1.5 **Principal Officer:** Jose Rodriguez – President. Address: 2237 33rd Street, NE, Washington, DC 20018. He can be reached by phone at 202.636.9535, by fax at 202.526.8572, and by email at jrodriguez@fortmyer.com.

4.1.6 **Corporate Structure:** FMCC will be the design-build contracting entity for the Braddock Road and Pleasant Valley Road Intersection Improvement Design-Build project. Fort Myer is a corporation titled in the District of Columbia and will be the sole major participating firm and responsible party to the design-build contract with the Virginia Department of Transportation (VDOT). FMCC will hold all financial responsibility for the contract (a surety letter is provided in the Appendix).

4.1.7 **Lead Contractor and Lead Designer:** Fort Myer Construction Corporation is the Lead Contractor for this project, serving as the prime/general contractor responsible for overall construction. Whitney Bailey Cox and Magnani, LLC (WBCM) will be our Lead Designer for the project, meaning the prime design consulting firm responsible for overall design.

4.1.8 **VDOT Prequalification Evidence:** FMCC is pre-qualified with VDOT (Vendor Number F034 – active) to provide Major Structures, Asphalt Concrete Paving, Portland Cement Concrete Paving, Underground Utilities, and Bridge Repairs. The standard VDOT prequalification certificate is presented as Attachment 4.2.3 in the Appendix.

4.1.9 **DBE Requirements:** FMCC is committed to achieving a twenty percent (20%) DBE participation goal for the entire value of the contract.

4.1.10 **Interim Milestone and Final Completion Dates:** As set forth in Part 1, Section 2.4.1 of the RFP, the Final Completion date is 5/4/2016.

This proposal is signed in ink by an authorized representative of Fort Myer Construction Corporation.

The Fort Myer team is most interested in serving the Virginia Department of Transportation and the various project stakeholders. Accordingly, we present to you a design-build team equipped with the experience, knowledge, and resources to successfully deliver the Braddock Road and Pleasant Valley Road Intersection Improvement project, in partnership with VDOT and with comprehensive care for the impacts of the work.

We look forward to your favorable consideration of our proposal.

Sincerely,

[Signature]

Fort Myer Construction Corporation

Manuel Fernandes, FMCC Vice President
mfernandes@fortmyer.com
ATTACHMENTS TO THE LETTER OF SUBMITTAL

SECTION 4.2
AFFILIATED AND/OR SUBSIDIARY COMPANIES

ATTACHMENT 4.2.1
ATTACHMENT 4.2.1
State Project No. 0620-029-017

Affiliated and Subsidiary Companies of the Offeror

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

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<th>Relationship with Offeror (Affiliate or Subsidiary)</th>
<th>Full Legal Name</th>
<th>Address</th>
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CERTIFICATION REGARDING DEBARMENT FORMS

ATTACHMENT 4.2.2(a)
ATTACHMENT 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

April 24, 2014

Jose Rodríguez, President

Title

Fort Myer Construction Corporation

Name of Firm
CERTIFICATION REGARDING DEBARMENT FORMS

ATTACHMENT 4.2.2(b)
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]
(Leon Kriebel, P.E.)

Date
4/11/14

President

Title

Whitney Bailey Cox & Magnani, LLC

Name of Firm
CERTIFICATION REGARDING DEBARMENT
LOWER TIER COVERED TRANSACTIONS
(To be completed by a Sub-consultant)

Project:  On-Call Traffic Engineering NRO and ERO

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  Principal  Title
[Signature]  04/17/2014

Name of Firm
ATTACHMENT 4.2.20b) 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.

Edwards Utility Mapping Corp (EUMC)

Signature 4/8/14
Date
Title
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]  April 11, 2014
Date

[Executive Vice President]
Title

Wetland Studies and Solutions, 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 5/2/14

President ____________________________ Title ____________________________

GeoConcepts Engineering, Inc.
Name of Firm ____________________________
OFFEROR’S VDOT PREQUALIFICATION INFORMATION

SECTION 4.2.3
---PREQ ADDRESS --------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
P.O. BOX 327
MT. JACKSON, VA 22842
PHONE : 540-477-2220
FAX : 540-477-3298

BUSINESS CONTACT: POLTZ, SUSAN FADSLAY
EMAIL: GBPOLTZ@SHENTEL.NET

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

F034
FORT MYER CONSTRUCTION CORPORATION
PREQ. EXP : 05/31/2014

---PREQ ADDRESS --------------- WORK CLASSES (LISTED BUT NOT LIMITED TO)
2237-33RD ST., N.E.
WASHINGTON, DC 20018-1594
PHONE : 202-636-9535
FAX : 202-526-8572

BUSINESS CONTACT: SHRESKY, LEWIS FRANK
EMAIL: FORMTMYER@FORMTMYER.COM

DBE TYPE : N/A
DBE CONTACT: N/A
EVIDENCE OF OBTAINING BONDING

SECTION 4.2.4
April 24, 2014

Mr. Bryan W. Stevenson, P.E.
Virginia Department of Transportation
1401 East Broad Street
Annex Building, 8th Floor
Richmond, VA 23219

RE: Braddock Rd (Route 620) and Pleasant Valley Rd (Route 609)
    Project No. (NFO)0620-029-017,P101,R201, C501
    Contract ID # C00103318DB71

Dear Mr. Stevenson:

As surety for, Fort Myer Construction Corporation, Western Surety Company with AM Best Financial Strength Rating (A) and Financial Size Category (XII) is capable of obtaining 100% Performance Bond and 100% Labor and Materials Payment Bond in the amount of the anticipated cost of construction, and said bonds will cover the Project and any warranty periods as provided for in the Contract Documents on behalf of the Contractor, in the event that such firm be the successful bidder and enter into a contract for this project.

Best regards,

Don K Kawamoto
Western Surety Company
Don K Kawamoto, Attorney-in-fact
POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

Joseph G Delaney, Karen M Earp, Don K Kawamoto, Individually

of Potomac, MD, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 14th day of October, 2013.

WESTERN SURETY COMPANY

Paul T. Brufat, Vice President

State of South Dakota
County of Minnehaha

ss.

On this 14th day of October, 2013, before me personally came Paul T. Brufat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires

June 23, 2015

J. Mohr
NOTARY PUBLIC

CERTIFICATE

J. L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinabove set forth is still in force, and further certify that the By-Laws of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereto subscribed my name and affixed the seal of the said corporation this 24th day of April, 2014.

L. Nelson, Assistant Secretary
Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.
FULL SIZE COPIES OF DPOR LICENSES AND SCC REGISTRATIONS

SECTION 4.2.5
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 that all businesses listed are active and in good standing.

<table>
<thead>
<tr>
<th>Business Name</th>
<th>SCC Information (4.2.5.1)</th>
<th>DPOR Information (4.2.5.2)</th>
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<tbody>
<tr>
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<td>SCC Number</td>
<td>SCC Type of Corporation</td>
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<tr>
<td>Fort Myer Construction Corporation</td>
<td>01508142</td>
<td>C CORP</td>
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<tr>
<td>Whitney Bailey Cox &amp; Magnani, LLC</td>
<td>T018595-1</td>
<td>LLC</td>
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<td>Sabra Wang &amp; Associates, Inc.</td>
<td>F1343203</td>
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<td>Edwards Utility Mapping Corp.</td>
<td>07075583</td>
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</tr>
<tr>
<td>Wetland Studies and Solutions, Inc.</td>
<td>0382622-9</td>
<td>S Corp.</td>
</tr>
<tr>
<td>GeoConcepts Engineering, Inc.</td>
<td>0516767-1</td>
<td>S Corp.</td>
</tr>
</tbody>
</table>
SCC REGISTRATION
INFORMATION - BUSINESSES

ATTACHMENT 4.2.5.1
Commonwealth of Virginia

State Corporation Commission

CERTIFICATE OF GOOD STANDING

I certify the following from the records of the Commission:

That FORT MYER CONSTRUCTION CORPORATION is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 11, 1974;

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:
June 10, 2013

Joel H. Peck, Clerk of the Commission
ARTICLES OF INCORPORATION

The undersigned, for the purpose of organizing a corporation pursuant to the laws of the state of Virginia, does hereby adopt the following articles of incorporation:

Article I The name of this corporation shall be the FORT LAYER CONSTRUCTION CORPORATION.

Article II The general nature of its business shall be to carry on and conduct a contracting business, including the designing, constructing, enlarging, repairing, remodeling or otherwise engaging in any work upon roads, sidewalks, highways, bridges, or buildings including office buildings, manufacturing plants, warehouses and private homes; and to engage in concrete, stone, brick, cement, masonry and earth construction, and to execute contracts or to receive assignments of contracts therefor, or relating thereto.

Article III The aggregate number of shares of stock which the corporation has authority to issue is Thirty Thousand (30,000), all of which are one dollar ($1.00) par value and all of which are designated as Common Stock.

Article IV At each election of directors every stockholder entitled to vote at such election shall have the right to cumulate his votes, as provided by section 13.1 - 32 of the Code of Virginia.

Article V The address of the corporation's initial registered office is 1914 North 15th Street, Arlington, Virginia 22201, in Arlington County, Virginia, and the name of its initial registered agent at such address is Jose Rodrigues, who is a resident of Virginia and a director of the corporation.

Article VI The number of directors constituting the initial board of directors is three (3). The names and addresses of the persons who are to serve as the initial directors are as follows:

Jose Rodrigues of 1405 N. Scott Street,
Arlington, Virginia

Francisco Rodrigues Neto of 1912 N. 13th Street,
Arlington, Virginia

Lewis F. Shrensky of 11300 Palisades Court,
Kensington, Maryland

In Witness Whereof, I have hereunto set my hand and seal this 7 day of February, 1974.

____________________________________________________________________________________

Seal

Lewis F. Shrensky
CERTIFICATE OF FACT

I Certify the Following from the Records of the Commission:

That Whitney, Bailey, Cox & Magnani, LLC, a limited liability company organized under the law of Maryland, obtained a certificate of registration to transact business in Virginia from the Commission on March 13, 2001; and

That it is registered to transact business 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 8, 2014

Joel H. Peck, Clerk of the Commission
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That SABRA, WANG & ASSOCIATES, INC., a corporation incorporated under the law of Maryland, is authorized to transact business in the Commonwealth of Virginia;

That it obtained a certificate of authority to transact business in Virginia from the Commission on June 30, 1998; and

That the corporation is 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:

June 6, 2012

Joel H. Peck, Clerk of the Commission
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That Edwards Utility Mapping Corp. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is April 3, 2009;

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:
March 24, 2014

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

STATE CORPORATION COMMISSION

Richmond, October 18, 1991

This is to Certify that the certificate of incorporation of
WETLAND STUDIES AND SOLUTIONS, 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 the laws of the State applicable to the
corporation and its business. Effective date: October 18, 1991

State Corporation Commission

William J. Bridge

 Clerk of the Commission
CERTIFICATE OF GOOD STANDING

I Certify the Following from the Records of the Commission:

That GeoConcepts Engineering, Inc. is duly incorporated under the law of the Commonwealth of Virginia;

That the date of its incorporation is February 25, 1999;

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:
July 29, 2013

Joel H. Peck, Clerk of the Commission

CISECOM
Document Control Number: 1307295722
DPOR REGISTRATION
INFORMATION - BUSINESSES

ATTACHMENT 4.2.5.2
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

WHITNEY, BAILEY, COX AND MAGNANI
849 FAIRMOUNT AVENUE
BALTIMORE, MD 21286

Gordon N. Dixon, Director

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Maryland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

NUMBER
0407005636

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

PROFESSIONS: ENG

SABRA, WANG & ASSOCIATES, INC
101 W BROAD ST
SUITE 301
FALLS CHURCH, VA 22046

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER
THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

(POCKET CARD)
COMMONWEALTH OF VIRGINIA
BOARD FOR APESCIDLA
BUSINESS ENTITY REGISTRATION
NUMBER: 0407005636 EXPIRES: 12-31-2015
PROFESSIONS: ENG
SABRA, WANG & ASSOCIATES, INC
101 W BROAD ST
SUITE 301
FALLS CHURCH, VA 22046

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMONWEALTH OF VIRGINIA
9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 317-8500

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

PROFESSIONS: LS

EDWARDS UTILITY MAPPING CORP
11 MARSH RUN ROAD
FREDERICKSBURG, VA 22406

[Signature]

(SEE REVERSE SIDE FOR NAME AND ADDRESS CHANGE)

DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
9960 Mayland Dr., Suite 400, Richmond, VA 23233
DEPARTMENT OF PROFESSIONAL AND OCCUPATIONAL REGULATION
COMMUNEOWTH OF VIRGINIA

9960 Mayland Dr., Suite 400, Richmond, VA 23233
Telephone: (804) 367-8500

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

PROFESSIONS: LS, LA, ENG

WETLAND STUDIES AND SOLUTIONS INC
5300 WELLINGTON BRANCH DR
STE 100
GAINESVILLE, VA 20155

ALTERATION OF THIS DOCUMENT, USE AFTER EXPIRATION, OR USE BY PERSONS OR FIRMS OTHER THAN THOSE NAMED MAY RESULT IN CRIMINAL PROSECUTION UNDER THE CODE OF VIRGINIA.

Gordon W. Dixon, Director

(SEE REVERSE SIDE FOR NAME AND/OR ADDRESS CHANGE)
BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, LAND SURVEYORS, CERTIFIED INTERIOR DESIGNERS
AND LANDSCAPE ARCHITECTS
BUSINESS ENTITY REGISTRATION

PROFESSIONS: ENG

GEOCONCEPTS ENGINEERING INC
19955 HIGHLAND VISTA DRIVE
SUITE 170
ASHBURN, VA 20147

Gordan N. Dixon, Director
LEAD CONTRACTOR
WORK HISTORY FORM

ATTACHMENT 4.2.6(a)
Fort Myer was the lead contractor on this project which consisted of 46,000 square yards of full-depth concrete pavement patching, 140,000 tons of asphalt overlay associated geometric analysis and hydraulic design to maintain drainage and clearances for existing infrastructure, storm drain, utilities, replacement of existing loop detection with non-intrusive traffic detection units, and coordination on I-66 between Route 50 and I-495, approximately 6.5 miles of interstate roadway.

A critical component of the project required pivotal coordination between, VDOT, Fort Myer, Washington Metro Area Transit Authority (WMATA) and Flour Lane to conduct critical lane closures and perform construction on two of Virginia’s highly congested Interstates, I-495 and I-66. As this Design Build project integrated with the Hot Lanes project on I-495, Fort Myer coordinated with Flour-Lane to ensure that traffic restrictions, ramp and lane closures were minimized to reduce impediments to vehicular traffic.

Another component for this project is the integration with VDOT’s Intelligent Transportation Systems (“ITS”) device upgrade. VDOT’s acceptance required testing of counts, speed, classification and alignment of the RTMS units. These units transmit data via the fiber optic cable to the VDOT Traffic Management System. In conjunction with VDOT, Fort Myer was also responsible for implementing the RTMS units into the “Open Roads” Software. “OpenTMS” is the version this project will be migrated into.

Fort Myer has performed all aspects of the construction under constraining work hours. This project is a testament to Fort Myer’s commitment to safety. Fort Myer Construction is responsible for safely managing the high volumes of traffic through the extensive rehabilitation project.

Project Features
- Full and partial depth concrete patching
- Thin Hot Mix Asphalt Overlay (THMACO)
- Safety and hardware updates
- 4”- 4.5” asphalt overlay through the project limits
- Adjusting overhead sign structures
- Drainage modifications
- Significant Public Outreach
- Critical Maintenance of Traffic
- “ITS” Installation & Integration

Evidence of Good Performance
- Urgently needed pavement improvements for a heavily travelled region
- Coordination with corresponding Design-Build projects
- Critical Maintenance of Traffic
- Significant sized project : $46 million
- VDOT Project
- Combination of state and federal funding

Lessons Learned
- FMCC gained valuable experience working with VDOT on this mega Design Build project. FMCC team is well equipped with staff that can oversee the QA/QC process on large and fast tracked projects like these. FMCC also gained great experience in coordination with several mega projects in the same geographical region.
**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>New York Avenue, NE from Florida Avenue/4th, Penn and Neal Streets</td>
<td>T.Y. Lin</td>
<td>District of Columbia Department of Transportation Phone: 202.673.6813 Project Manager: Mr. Ali Shakeri, PE Phone: 202.671.4612 Email: <a href="mailto:Ali.Shakeri@dc.gov">Ali.Shakeri@dc.gov</a></td>
<td>Dec. 2012</td>
<td>Oct. 2013</td>
<td>$25,000</td>
<td>$39,000</td>
</tr>
</tbody>
</table>

**New York Avenue project includes a value engineering alternative, completed by Fort Myer and T.Y. Lin International, consisting of superstructure replacement and substructure rehabilitation of the existing West and East Bound bridges located at New York Avenue, spanning over Amtrak, CSX transportation and WMATA railroads. With concurrent improvement projects occurring on other DC roads, limiting traffic impacts on the already-congested New York Avenue corridor is a top goal of District of Columbia department of transportation. Additional goals of the project include upgrade of existing utility infrastructure, upgrade of superstructure, repair of bridge piers and abutments, improvements to approach roadways, improvements to pedestrian sidewalks and improvements to roadway lighting features.**

Specifically this design-build project involves the demolition, removal, lowering and reconstruction of the twin-span New York Avenue bridge superstructure and piers, widening of existing abutments and construction of a new historic sidewalk rail. Construction includes removal of the existing bridge deck, barriers, lighting, girders, beams, bracing, piers and bearings; new beam seats back wall and pier columns; reinforced concrete deck and joints at each abutment; design, installation and removal of temporary structures to support construction and safety protection of construction personnel working over high-voltage wires and rail tracks. Electrical work includes rehabilitating or replacing bridge and roadway lighting; and pavement restoration to New York Avenue to match the elevation change of the bridge abutments.

**FMCC engaged T.Y. Lin to provide an innovative design that would address issues such as improved constructability and schedule compressions while achieving cost effectiveness. The proposed value engineering includes retrofitting and re engaging the existing substructure and foundations units to support a new multi-girder superstructure systems. In addition to the structural complexities, other challenges include the maintenance of traffic, coordination with railroad, and the complex geometric layout of the existing structure.**

Fort Myer successfully worked with the following partners on this project:

![New York Avenue Bridge Replacement Project](image)

**Project Features**
- Design-Build Bridge replacement
- Heavily traveled and most congested transportation corridors in District of Columbia
- Concurrent improvement projects in the same corridor
- Public Awareness
- Teamed with T.Y. Lin International and Greenhorne and O’Mara for the design aspect of the project
- Upgrade of existing Amtrak Electrical Infrastructure
- Improvements to roadway lighting fixtures
- Improvements to approach roadways and pedestrian sidewalks

**Lead Contractor:** Fort Myer Construction Corporation

**Scope and Complexity Similarities**
- Design-Build project
- Heavily traveled and most congested transportation corridors
- Coordination between concurrent improvement projects in the same region
- Public relations
- Asphalt Paving
- Night time Work

**Evidence of Good Performance**
Working on such a busy corridor can reveal several challenges when it comes down to maintenance of traffic, but FMCC team handled the MOT with great precision and safety. The project was on time and within the budget.

**Lessons Learned**
Originally this was a Design-Bid-Build project, which turned into a Design-Build project in a later phase. FMCC team gained valuable experience on this project working with five major stakeholders and satisfying all their demands in a timely manner.
**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>
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<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>
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<tbody>
<tr>
<td>Name: Kenilworth Avenue NE &amp; I-295</td>
<td>Name: LD CA ( Legion Design / Campbell &amp; Associates)</td>
<td>Name of Client/Owner: District of Columbia Department of Transportation Phone: 202.673.6813 Project Manager: Mr. Ali Shakeri, PE Program Manager, Wards 7&amp;8 Phone: 202-671-4612 Email: <a href="mailto:Ali.Shakeri@dc.gov">Ali.Shakeri@dc.gov</a></td>
<td>Oct. 2009</td>
<td>Nov. 2010</td>
<td>$32,983</td>
<td>$37,141</td>
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<td>Location: Washington, DC</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>$37,141</td>
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</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.**

This project included the reconstruction/construction of five bridges and the roadway reconstruction of Kenilworth Avenue (I-295) in northeast Washington, DC. Major work included three single-span bridges over Watts Branch Creek, one two-span bridge crossing over Nannie Helen Burroughs Avenue NE, and 1/2 mile of roadway reconstruction and rehabilitation of Kenilworth Avenue NE and the adjacent east and west service roads. Successful completion of this project required drilling caissons for bridge piers, driving steel H-piles for the abutment foundations, ground improvement by compaction grouting to stabilize bridge and retaining wall foundations, and constructing 1500 linear feet of Mechanically Stabilized Earth (MSE) walls. Other work included a new 16” water line and storm drain system, street lighting/traffic signal system, and three art structures with special lighting.

As construction had to be performed on one of D.C.’s busiest interstates, Maintenance of Traffic was a critical component. To reduce congestion for nearly 130,000 daily commuters, Fort Myer Construction utilized a movable barrier system to maintain three lanes in any one direction during peak hours. To avoid unnecessary congestion due to easily resolvable incidents, Fort Myer kept a tow truck on site. This proved effective in minimizing delays.

Fort Myer encountered a significant unforeseen site condition in a unmarked 48” sewer line that directly conflicted with the project work. Because Fort Myer possessed the material and supplies necessary to resolve this conflict it was able to complete this project with only minimal delay.

**Project Features**
- Multiple Bridge replacement
- Full and partial depth concrete repairs
- Asphalt Overlay through the project limits
- Safety and hardware upgrades
- Public Outreach
- Critical maintenance of traffic
- Heavily traveled/highly congested roadway
- MSE walls and Utility relocation

**Lead Contractor**: Fort Myer Construction Corporation

**Evidence of Good Performance**

The project was completed on time and within the budget. There were ZERO accidents on the project and the project was delivered with the highest standard of quality.

**Lessons Learned**

FMCC handled this project with a very effective strategy, since the project included five bridges and half mile of roadway reconstruction. There was never a traffic mitigation problem and FMCC hopes to imply the same strategies on projects of similar magnitude and nature.
LED DESIGNER
WORK HISTORY FORM

ATTACHMENT 4.2.6(b)
ATTACHMENT 4.2.6(b)

LEAD DESIGNER - WORK HISTORY FORM

(LIMIT 1 PAGE PER PROJECT)

a. Project Name & Location
   - Name: US 29 at MD 198 Relocation and Interchange Improvements
   - Location: Montgomery County, MD

b. Name of the prime/general contractor responsible for overall construction of the project.
   - Name: Concrete General, Inc.

Name: Concrete General, Inc.

Name of Client: MD State Highway Administration
Phone: 866-291-9572
Project Manager: Melinda Peters
Phone: 410-545-8775
Email: mpeters@sha.state.md.us

Name: Concrete General, Inc.

c. Contact information of the Client and their Project Manager who can verify Firm’s responsibilities.

2005

2005

2005

$28,000

$28,000

$2,334

d. Construction Contract Completion Date (Original)
e. Construction Contract Completion Date (Actual or Estimated)
f. Contract Value (in thousands)
g. Design Fee for the Work Performed by the Firm identified as the Lead Designer for this procurement (in thousands)

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subcontractor.

Whitney Bailey Cox & Magnani, LLC’s (WBCM) was the lead design engineer for Concrete General (CGI), the contractor who was the selected in 2002 by the Maryland State Highway Administration (SHA) to design and construct another phase on the US 29 corridor with the SHA’s action of improving intersections, interchanges and new alignments for the Montgomery County portion of US 29.

This design-build project included a 7,000 foot relocation of US 29, reconstruction of MD 198, an interchange at the relocated US 29 and MD 198, a roundabout at Dustin Road, and a major expansion of the Burtonsville Park-n-Ride. Project also included retaining walls, MSE slopes, water and sewer line relocations, traffic signals, signing, lighting, pavement markings, and landscaping. WBCM was responsible for the design of the drainage, erosion and sediment controls and stormwater management including 12 stormwater management ponds. In order to begin the construction as quickly as possible, the project was divided into 12 different phases, with construction operations beginning clearing and grubbing soon after the contract was awarded. The project required 675,000 cubic yards of excavation, 640,000 cubic yards of embankment, 13,000 LF of drainage pipe, extensive erosion and sediment control, and five large stormwater management ponds.

The project included 40 guide and 118 regulatory/warning signs, pavement markings, traffic signals, interconnect, and one CMS. Also included was a multi-phase maintenance of traffic plan to perform all construction activities under traffic with minimal disruptions. Temporary traffic signals and interconnect plans were prepared to maintain control during construction. The maintenance of traffic plan also included a detailed plan for maintaining bicycle traffic along the corridor.

During construction, WBCM provided consultation for the contractor's personnel and subcontractors, and SHAs project engineer, participated in Partnering/Construction Progress Meetings, and prepared design studies and plans to resolve construction problems. This method had saved a tremendous amount of time, as work was able to begin on some sections of the roadway while other sections were still being designed. This project was the largest design-build project that SHA has delivered to date at that time.
Whitney Bailey Cox & Magnani, LLCs (WBCM) Baltimore office was the lead designer for this high volume intersection located just east of the MD 140/MD 97 intersection and immediately adjacent to the Winters Mill High School. The high school was being expanded and the rush hour traffic volumes were increasing and expected to continue to increase for the foreseeable future. The roundabout was the result of traffic studies previously done by WBCM, and was designed to accommodate the increases in traffic demand while slowing traffic and enhancing safety for the school buses and students.

The improvements included construction of a roundabout with flexible pavement and concrete curb & gutter, concrete sidewalks, concrete truck aprons, mountable concrete islands, a new school entrance, grading, drainage, stormwater management, erosion/sediment controls and the installation of w-beam traffic barrier, signing, pavement markings, and landscaping. The project was very successful and appreciated by the community. WBCM participated in a presentation to Winters Mill High School students after the project was completed and they were very enthusiastic about how well the roundabout was working. They wanted to hear all about the design details and some offered sketches with their ideas for various ways of improving roundabout designs.
**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: MD 30 Relocated Hampstead Bypass</td>
<td>Corman Construction, Inc.</td>
<td>Name of Client.: MD State Highway Admin. Phone: 410-545-0300 Project Manager: Jason Ridgway Phone: 410-545-8394 Email: <a href="mailto:jridgway@sha.state.md.us">jridgway@sha.state.md.us</a></td>
<td>8/2009</td>
<td>8/2009</td>
<td>$40,137</td>
<td>$43,295</td>
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<td>Location: Carroll County, MD</td>
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</tr>
</tbody>
</table>

h. Narrative describing the Work Performed by the Firm identified as the Lead Designer for this procurement. Include the office location(s) where the design work was performed and whether the firm was the prime designer or a subconsultant.

Whitney Bailey Cox & Magnani, LLCs (WBCM) Baltimore office was the prime lead design engineer for the design-build of MD 30 Hampstead Bypass around the Town of Hampstead. MD 30 has previously experienced severe congestion in the AM and PM peaks. It was estimated that approximately two-thirds of the traffic on existing MD 30 in Hampstead would divert to the new route enabling the Town of Hampstead to redevelop the downtown area in accordance with its "Main Street Revitalization Plan. WBCM was responsible for the design of the relocation of MD 30 from south of Wolf Hill Drive to north of the Town of Hampstead, a distance of 4.4- miles. The bypass traverses through farm fields crossing over several County roads. WBCMs project design included new roadway, four bridges, three roundabouts, 3,500 LF of noise wall or noise berms, 13 stormwater management facilities, erosion/sediment control, signing, lighting, traffic signals, and water and sewer relocations. The project required 928,000 cubic yards of cut, 760,000 cubic yards of embankment, and extensive erosion/sediment control and landscaping of the entire project.

There are three roundabouts on the project. One is at the southern end of the project which ties the bypass into existing MD 30 and connected a relocated access road (Phillips Drive) into the Wolf Hill subdivision. The existing access to the subdivision which is directly from MD 30 was closed. Another roundabout is located where the bypass intersects MD 482, approximately midway through the project. A third roundabout is located at the northern end of the project and ties the bypass back into existing MD 30.

The bypass crossed a bog turtle habitat which is a federally protected species. The project required extreme caution and monitoring in that area to avoid impact to the bog turtle habitat. The project included construction of a bog turtle barrier to prevent the turtles from accessing the roadway. In addition, within the hydrologic influence area of the bog turtle, the project incorporated stormwater management facilities designed to contain a 10,000 gallon accidental spill during a two year storm event.

The project included incorporating the SHA Visual Quality Guidelines into the design of the stormwater management ponds. There were 13 stormwater ponds that were designed with forebays to meet water quality requirements. The bypass crosses some very sensitive environmental areas. There are 10 major streams crossing on the project some which are classified as Use 3 and Use 4 waters. WBCM performed HEC-RAS modeling to size bridge openings.
CONCEPTUAL ROADWAY PLANS

SECTION 4.2.7
PAVEMENT LEGEND

1. Asphalt Concrete, Type SM-9.5D
2. Asphalt Concrete, Type WM-9.5D
3. Asphalt Concrete, Type SM-25.0D
4. Aggregate Base Material, Type 1, Size No. 21B
5. Aggregate Base Material, Type 1, Size No. 21B
6. Class A Hydraulie Cement Concrete Beaver
7. Class A Hydraulie Cement Concrete Beaver
8. Asphalt Concrete, Type SM-9.5A
9. Existing pavement surface after milling
10. Curb and gutter standard CG-6
11. Curb standard CG-2
12. Modified CG-3
13. Under drain UD-4
14. Saw cut

NOTES

1. Widening on high side of existing cross slope, shall have 18 inches of aggregate base material, type 1, size No. 21B, substituted for 6 inches of aggregate base material, type 1, size No. 21B.
2. Aggregate base No. 21B shall meet existing pavement section depth to provide continuous drainage of aggregate base.
3. Roundabout aggregate base No. 21B shall meet truck apron aggregate base No. 21B depth to provide continuous drainage of aggregate base.
INDEX OF SHEETS

SHEET NO. 1
TITLE SHEET
SHEET NO.1A
INDEX AND PROJECT LOCATION MAP
SHEET NO.1B
RIGHT OF WAY DATA SHEET
SHEET NO.1C
SURVEY DATA SHEET
SHEET NO.1D
ALLOCATION DATA SHEET
SHEET NO.2
TYPICAL SECTIONS
SHEET NO.3
PLAN SHEET - ROUTE 609
SHEET NO.3A
PROFILE SHEET - ROUTE 609
SHEET NO.4
PLAN SHEET - ROUTE 620
SHEET NO.4A
PROFILE SHEET - ROUTE 620
SHEET NO.5
PLAN SHEET - ROUTE 609 & ROUTE 620
SHEET NO.5A
PROFILE SHEET - ROUTE 609 & ROUTE 620
SHEET NO.5B
PLAN SHEET - ROUTE 620
SHEET NO.5C
PROFILE SHEET - ROUTE 620
SHEET NO.5D
PLAN SHEET - ROUTE 609
SHEET NO.5E
PROFILE SHEET - ROUTE 609
SHEET NO.6
PROFILE SHEET - ROUTE 609 & ROUTE 620
SHEET NO.6A
PROFILE SHEET - ROUTE 609 & ROUTE 620
SHEET NO.7
SHEET OMITTED
SHEET NO.8(1) - 8(6)
PERMANENT PAVEMENT MARKING AND SIGNING PLANS
SHEET NO.9(1) - 9(3)
ROUNDABOUT LANDSCAPE PLANS

LOCATION MAP
FAIRFAX COUNTY
ROUTE 620
FROM 0.076 MI. EAST OF RTE. 609 (PLEASANT VALLEY ROAD)
TO 0.168 MI. WEST OF RTE. 609 (PLEASANT VALLEY ROAD)

Not to Scale
### RIGHT OF WAY DATA SHEET

**Panel No.** | Landowner | Parcel No. | Sheet No. | Total Acres | Fee Taking Acres | Prescriptive R/W Acres | Fee Remainder Acres | Permanent Easements | Utility Easements | Temporary Easements | Proffers |
---|---|---|---|---|---|---|---|---|---|---|---|
001 | COX-RICHARD FARM LLP | S, 3, 4 | LLLP | 13.8084 | 0.247 | 13.5614 | NO |
002 | COX-RICHARD FARM LLP | S, 3B | LLLP | 3.6696 | 0.271 | 3.3986 | NO |
003 | FAIRFAX COUNTY PARK AUTHORITY | S, 8A, 4 | 6 | 67.2634 | 0.144 | 67.1194 | NO |
004 | FAIRFAX COUNTY AUTHORITY | S, 3B, 7 | 6 | 146.1379 | 0.043 | 146.0949 | NO |
005 | FAIRFAX COUNTY AUTHORITY | S, 4, 5, 3B | 6 | 146.1379 | 0.043 | 146.0949 | NO |

**Area**

- **Supplies and Drainage:**
  - Acres: 0.043
  - Acres: 0.043

- **Public Utility:**
  - Acres: 0.043
  - Acres: 0.043

- **Construction:**
  - Acres: 0.043
  - Acres: 0.043

- **Reconstruction:**
  - Acres: 0.043
  - Acres: 0.043

**Note:** Additional utility easements may be required. These easements are subject to change as deemed necessary by the Department. The plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of right of way.
### SURVEY DATA SHEET

#### POINT STATION   BEARING   PROJECT COORDINATES   ELEV. (Z)   DESCRIPTION
<table>
<thead>
<tr>
<th>PT</th>
<th>NORTH(Y)</th>
<th>EAST(X)</th>
<th>ELEV. (Z)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>443,173,276</td>
<td>3,570,957.274</td>
<td>284.20'</td>
<td>Gravel Elev.</td>
</tr>
<tr>
<td>2</td>
<td>443,204,320</td>
<td>3,570,957.274</td>
<td>284.20'</td>
<td>Gravel Elev.</td>
</tr>
<tr>
<td>3</td>
<td>443,170,860</td>
<td>3,570,957.274</td>
<td>284.20'</td>
<td>Gravel Elev.</td>
</tr>
</tbody>
</table>

#### Reverse This Procedure to Transform

3. Multiply These Values by Combined Scale and 

2. Multiply These Values by the U. S. Survey Foot (3.280833333)

1. Reduce the Easting Metric Values By 2.5 Million 

Values By 1 and 2 Million Respectively.

---

### VDOT Project Coordinates to NAD 83 Metric Plane

To convert state plane metric units to VDOT project 

values, use the following formula.

```plaintext
To convert state plane metric units to VDOT project
values, use the following formula.
```

#### Sketch and Detailed Description Below

The station is a standard survey disk set in concrete, stamped ELK 1969. 

The station is at angle point in road, 0.5 mi. southwest of the inter-

The station is at angle point in road, 0.5 mi. southwest of the inter-

The station is a standard survey disk set in concrete, stamped ELK 1969. 

The station is at angle point in road, 0.5 mi. southwest of the inter-
NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.
SPLINE GRADE

Amir Salahsoor (703) 259-1957
Timmons Group (804) 200-6500

620-029-107

MATCH LINE SHEET 4A - STA. 209 +75.00

0620-029-017, P-101
d10331803A.dgn

Plotted By: melvinf
3:27:37 PM 12/12/2013

PROJECT MANAGER
VA.

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

SURVEYED BY, DATE
Leon Treutle, L.S. (VDOT), 12/03/2012

DESIGN BY
Leon Treutle, L.S. (VDOT), 12/03/2012

SUBSURFACE UTILITY BY, DATE

OF RIGHT OF WAY.

APPLICATIONS FOR THE ACQUISITION OF RIGHT OF WAY FOR PROPOSED CONSTRUCTION OR THE ACQUISITION OF PROPERTY MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT.

BEGIN CONSTRUCTION
RTE 609 CONSTR. B
POT STA. 205+14.78

PROPOSED GRADE
+0.18%
+0.27%
+0.33%
+1.04%
+1.12%
+1.21%
+1.21%
+1.26%
+1.05%
+0.92%
+1.35%
+1.36%
+1.36%
+1.20%
+1.19%
+1.19%
+1.09%
+1.01%
+0.90%

Existing Grade

SPLINE GRADE

MILL & OVERLAY EXIST. PAVEMENT
ROUTE 609 PROFILE

ROUTE 620 PROFILE

Plotted By: melvinf
3:27:42 PM 12/12/2013

PROJECT MANAGER VA.

SURVEYED BY, DATE
Leon Treutle, L.S. (VDOT), 12/03/2012

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

CONSTRUCTION OR THE ACQUISITION BE USED FOR ANY TYPE OF AND UNAPPROVED AND ARE NOT TO USE THESE PLANS ARE UNFINISHED RFP CONCEPTUAL PLANS.

V = 60 MPH

STA = 217+28.16
EL = 276.49
L = 100.00
K = 192
ex = -0.07'
SSD = 2122'

STA = 220+28.16
EL = 276.69
L = 100.00
K = 108
ex = 0.12'

STA = 221+66.96
EL = 278.26

STA = 222+16.96
EL = 279.26

STA = 222+66.96
EL = 278.26

V = 50 MPH

STA = 108+87.27
EL = 278.26

STA = 109+37.27
EL = 279.26

STA = 109+87.27
EL = 278.26

Existing Grade

PROPOSED GRADE

ROUNDABOUT GRADE

PROPOSED RAISED

OF RIGHT OF WAY.

BEGIN PROJECT RTE 609 CONSTR. B
POT STA. 217+22.66

ROUTE 509 PROFILE

ROUTE 520 PROFILE

ROUTE 620 PROFILE
RTE 620 PROFILE

Amir Salahsoor (703) 259-1957
Timmons Group (804) 200-6500

ENTRANCE #1

ENTRANCE #2

Leon Treutle, L.S. (VDOT), 12/03/2012

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

PROJECT MANAGER

STATE

CONSTRUCTION OR THE ACQUISITION BE USED FOR ANY TYPE OF AND UNAPPROVED AND ARE NOT TO THESE PLANS ARE UNFINISHED RFP CONCEPTUAL PLANS.

MATCH LINE SHEET 5A - STATE 107+75.00

STA = 10+12.09
EL = 280.27

STA = 10+31.64
EL = 281.05

+4.00%
L = 20.00
K = 5
ex = -0.10'
SSD = 284'

V = 15 MPH

STA = 10+57.00
EL = 288.26

-2.00%
-33.33
%

289.25

STA = 10+60.00
EL = 287.26

+33.33%

289.64
NOTE: ADDITIONAL UTILITY EASEMENTS MAY BE REQUIRED.
**GENERAL NOTES**

**SIGNING LEGEND**

- **PROJECT** Non-breakaway Single Metal Pole
- **SIZE** 126 - 175 L. F.
- **SHEET NO.** 0620-02907, P-101

*ACTION DESCRIPTIONS*

1. Preexisting pavement markings shall be installed in accordance with the standard details.
2. Existing pavement markings shall be measured into and paid for at contract unit price per each.
3. New materials and items required to complete the work shall be provided to contract unit price per each.
4. All existing pavement markings, unless otherwise noted, shall be removed and/or erased.
5. Existing signs to remain in place unless otherwise noted on plans.
6. Definition of Symbols:

**PAVEMENT MARKING LEGEND**

- **TYPE B CLASS 1 DOUBLE YELLOW PAVEMENT LINE MARKING, 4" WIDTH**
- **TYPE B CLASS 1 YELLOW PAVEMENT LINE MARKING, 4" WIDTH**
- **TYPE B CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH**
- **TYPE B CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH (2" CASHED, 3" SPACING)**
- **TYPE B CLASS 1 WHITE PAVEMENT LINE MARKING, 4" WIDTH (2" CASHED, 4" SPACING)**
- **TYPE B CLASS 1 PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)**
- **WHITE YIELD LINES (24" BASE WIDTH/36" LENGTH SPACED 3" TO 12")**
- **PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)**
- **ERODE EXIST. PAVEMENT MARKINGS**
- **PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)**
- **WHITE YIELD LINES (24" BASE WIDTH/36" LENGTH SPACED 3" TO 12")**
- **PAVEMENT MARKING ARROW (THRU ARROWS NOT TO BE PAINTED)**
- **ROUNDABOUT PAVEMENT MARKING ARROW (175" HOA)**
### SIGN SCHEDULE

<table>
<thead>
<tr>
<th>TEXT</th>
<th>SIGN ASSEMBLY</th>
<th>NO.</th>
<th>PANEL SIZE</th>
<th>QTY.</th>
<th>ST'D. PANEL</th>
<th>MUTCD ST'D. PANEL</th>
<th>STRUCTURE PROPS.</th>
<th>SIGN TYPE</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>R1-1</td>
<td>62</td>
<td>36&quot; x 36&quot;</td>
<td>8</td>
<td>12</td>
<td>STP4</td>
<td></td>
<td>R1-1</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>R1-2</td>
<td>62</td>
<td>36&quot; x 36&quot;</td>
<td>4</td>
<td>12</td>
<td>STP4</td>
<td></td>
<td>R1-2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>R1-3</td>
<td>62</td>
<td>36&quot; x 36&quot;</td>
<td>6</td>
<td>12</td>
<td>STP4</td>
<td></td>
<td>R1-3</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>R1-4</td>
<td>62</td>
<td>36&quot; x 36&quot;</td>
<td>5</td>
<td>12</td>
<td>STP4</td>
<td></td>
<td>R1-4</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>R1-5</td>
<td>62</td>
<td>36&quot; x 36&quot;</td>
<td>2</td>
<td>12</td>
<td>STP4</td>
<td></td>
<td>R1-5</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>R1-6</td>
<td>62</td>
<td>36&quot; x 36&quot;</td>
<td>4</td>
<td>12</td>
<td>STP4</td>
<td></td>
<td>R1-6</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

1. All signs shall be orientated as shown on the plans.
2. Sign color combinations shall be in accordance with the FHWA SHS Book and the Virginia SHS Book or as noted in the plans.
3. All positive contrast signs and specific service signs shall utilize fabrication letter type 5-3 or 1-4 unless otherwise noted in the remarks. All other signs shall utilize fabrication letter type 6-1 or 6-2 unless otherwise noted in the remarks.
4. All black sheeting shall be non-reflective.
5. Sign structures shall be installed per the noted sign STP 570.
6. All STP 570 structures to be single post unless otherwise noted.
7. If applicable, see sheet 10 for non-standard type 16 and 18 sign structure details.

---

**TRAFFIC CONTROL DEVICE PLANS**

**SIGN SCHEDULE**

**SHEET NO.**

---

Amir Salahsoor (703) 259-1957
Leon Treutle, L.S. (VDOT), 12/03/2012
Timmons Group (804) 200-6500
Leon Treutle, L.S. (VDOT), 12/03/2012
Curve RTE609-7

PI = 225+59.33

T = 63.66'

L = 126.66'

R = 510.00'

V = 35 MPH

NORMAL CROWN (ULS)
LANDSCAPE DETAIL SHEET

### Stake Placement

**Double Staking &**

**Notes:**

**Planting Details**

- **N.T.S.**

**STAKES WILL BE DRIVEN OUTSIDE THE BALL OR ROOT AREA**

- **1'-6" MIN.**

**Drive Stake at Angle and Draw Vertical**

**Depth of Stakes Shall Be 2'-0"**

**Ring of Soil**

**LONG STAKE**

**2" X 2" X 6'-0"**

**Ball**

**5 L-5**

1. **10/02**

2. **1201_05**

3. **Source: VDOT**

**MAINSTEMS. STAKED WITH 2 STAKES IN SUCH A MANNER AS TO STABILIZE 2 MULTIPLE STEMMED DECIDUOUS TREES 8 FT. IN HEIGHT SHALL BE GUYED WITH 2 STAKES AS SHOWN.**

**TREES OVER 8 FT. IN HEIGHT OR TALLER SHALL BE STAKED AND ALL DECIDUOUS TREES OVER 8 FT. IN HEIGHT AND ALL EVERGREEN ROAD & BRIDGE SPECS.**

**METAL CAGES FROM ROOT BALLS SHALL CONFORM TO THE CURRENT**

**REMOVAL OF BINDING MATERIALS FROM TRUNKS AND STEMS, AND TREE SUPPORT WEBBING MAY BE SUBSTITUTED FOR WIRE TIES. MATERIALS MAY BE APPROVED FOR USE BY THE ENGINEER. NYLON FOR BEST ESTABLISHMENT. OTHER ANCHORING METHODS AND -3" SWAY IN THE TREE (THE WIRES SHOULD NOT BE PULLED TIGHT)**

**PLACES TO PREVENT INJURY TO THE BARK. THERE SHOULD BE A 1" PROVIDED WITH A ONE FOOT PIECE OF GREEN RUBBER HOSE**

**THE WIRE TIES SHALL BE 14 GAUGE GALVANIZED WIRE, AND BE AND DECAY RESISTANT.**

**THE WOOD STAKES SHALL BE 2" X 2" X 6'-0" LONG DRESSED HARDWOOD**

**IF SYNTHETIC WRAP IS USED, REMOVE COMPLETELY. FROM 1/3 (MIN) OF ROOT BALL; UNTIE AND ROLL BACK BURLAP**

**SLOPE TO FORM SAUCER. UNDISTURBED SOIL OR ON TOP OR ROOT BALL 1 INCH ABOVE FINISH GRADE**

**PLANT BACKFILL MIXTURE. EXCAVATE SHRUB BED TO REQUIRED DEPTH AND BACKFILL WITH SPECIFIED SOIL MIX.**

**SOIL MIX SHALL BE CONTINUOUS WITHIN EACH SHRUB BED.**

**Shrub Bed Planting**

**N.T.S.**

**Source: VHB 6/03**

**LD_602**

**GROWN SHRUBS. EDGE OF ROOTBALL OF CONTAINER LOOSEN ROOTS AT THE OUTER**

**DEPT ROOT BALL**

**3" SHREDDED HARDWOOD BARK MULCH.**

**DOUBLE STAKING & STAKE PLACEMENT**

**Notes:**

**1. ALL DEVICES SHALL SURVEY A 1'-6" MIN. AND ANY EXCAVATION SHOULDN'T BE STARTED AND GUESSED WITH A STAKE AS SHOWN.**

**2. MATERIALS SEEN DECEIVING SHOULDN'T BE USED AS TO STABILITY AND STABILITY.**

**3. THE WIRE TIES SHALL BE EXTERIOR LONG DRESSED HARDWOOD AND DECAY RESISTANT.**

**THE WIRE TIES SHALL BE SIZED DEPENDENT ON THE TREE AND PROVIDE SUPPORT TO THE TREE. THE SUPPORT WOOD MAY BE SUBSTITUTED FOR WIRE TIES.**

**THE WOOD STAKES SHALL BE 2" X 2" X 6'-0" LONG DRESSED HARDWOOD.**

**DOUBLE STAKING & STAKE PLACEMENT**

**1. LEATHER SHEET AT THE CENTER OF INFALL OR DRAINAGE DRAIN LOCATIONS**

**2. HEIGHT OF 2" X 2" WOOD STAKE FROM GROUND TO CENTER OF LEADER.**

**Shrub Bed Planting**

**N.T.S.**

**Source: VHB**

**LD_602**

**GROWN SHRUBS. EDGE OF ROOTBALL OF CONTAINER LOOSEN ROOTS AT THE OUTER**

**DEPT ROOT BALL**

**3" SHREDDED HARDWOOD BARK MULCH.**

**DOUBLE STAKING & STAKE PLACEMENT**

**Notes:**

**1. ALL DEVICES SHALL SURVEY A 1'-6" MIN. AND ANY EXCAVATION SHOULDN'T BE STARTED AND GUESSED WITH A STAKE AS SHOWN.**

**2. MATERIALS SEEN DECEIVING SHOULDN'T BE USED AS TO STABILITY AND STABILITY.**

**3. THE WIRE TIES SHALL BE EXTERIOR LONG DRESSED HARDWOOD AND DECAY RESISTANT.**

**THE WIRE TIES SHALL BE SIZED DEPENDENT ON THE TREE AND PROVIDE SUPPORT TO THE TREE. THE SUPPORT WOOD MAY BE SUBSTITUTED FOR WIRE TIES.**

**THE WOOD STAKES SHALL BE 2" X 2" X 6'-0" LONG DRESSED HARDWOOD.**

**DOUBLE STAKING & STAKE PLACEMENT**

**1. LEATHER SHEET AT THE CENTER OF INFALL OR DRAINAGE DRAIN LOCATIONS**

**2. HEIGHT OF 2" X 2" WOOD STAKE FROM GROUND TO CENTER OF LEADER.**
### Roundabout Plant List

<table>
<thead>
<tr>
<th>NO.</th>
<th>COMMON NAME</th>
<th>SPECIES</th>
<th>QTY.</th>
<th>INSTALLATION SIZE</th>
<th>BFI</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>'Giganteoides'</td>
<td>Thuja arborvitae</td>
<td>3</td>
<td>8' x HT</td>
<td>6'</td>
<td>12'</td>
</tr>
<tr>
<td>2</td>
<td>'Sea Green'</td>
<td>Juniperus chinensis</td>
<td>8</td>
<td>4' x HT</td>
<td>6'</td>
<td>24&quot;</td>
</tr>
<tr>
<td>3</td>
<td>'Farrow'</td>
<td>Cornus stolonifera</td>
<td>27</td>
<td>3' x HT</td>
<td>3'</td>
<td>24&quot;</td>
</tr>
<tr>
<td>4</td>
<td>'Nana'</td>
<td>Juniperus procumbens</td>
<td>57</td>
<td>5' x HT</td>
<td>3'</td>
<td>12&quot;</td>
</tr>
<tr>
<td>5</td>
<td>'Pacific'</td>
<td>Juniperus conferta</td>
<td>102</td>
<td>5' x HT</td>
<td>12&quot;</td>
<td>18&quot;</td>
</tr>
<tr>
<td>6</td>
<td>'Low'</td>
<td>Rhus aromatica</td>
<td>62</td>
<td>5' x HT</td>
<td>3'</td>
<td>18&quot;</td>
</tr>
<tr>
<td>7</td>
<td>'Bar Harbor'</td>
<td>Juniperus horizontalis</td>
<td>54</td>
<td>6' x HT</td>
<td>4&quot;</td>
<td>18&quot;</td>
</tr>
<tr>
<td>8</td>
<td>'Bar Harbor'</td>
<td>Juniperus conferta</td>
<td>150</td>
<td>6' x HT</td>
<td>4&quot;</td>
<td>18&quot;</td>
</tr>
</tbody>
</table>

**Note:** These plans are intended only for the acquisition of rights of way. They are not to be used for any type of construction or the acquisition of sub-surface utility rights of way.
COMPLIANCE OF TECHNICAL PROPOSAL

SECTION 4.2.8
SECTION 4.2.8 – FULL COMPLIANCE:  In response to your Request for Proposals, Part 1, 4.2.8, Fort Myer Construction Corporation will demonstrate that our Conceptual Roadway Plans are fully compliant and meet or exceed the requirements of the Design Criteria included in the RFP Technical Requirements (Part 2) as well as all other requirements of the RFP. Additionally, located within the existing/proposed right-of-way limits are our proposed limits of construction that will include any stormwater management facilities. Our design concept does not require Design Exceptions and/or Design Waivers unless they are identified or included in the RFP or Addendum.
CD-ROM
DESIGN-BUILD PROJECT

Technical Proposal
April 24, 2014

Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement
in Fairfax County, VA

Submitted By:
FORT MYER CONSTRUCTION

In Association With:
WBCM
DESIGN-BUILD PROJECT
Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement in Fairfax County, VA

State Project No.: (NFO) 0620-029-017, P101, R201, C501
Federal Project No.: STP-5A01 (382)
Contract ID No.: C00103318DB71
PRICE PROPOSAL CHECKLIST

ATTACHMENT 4.0.1.2
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)

☐ Schedule of Items itemized in accordance with Part 1, Section 4.4.6, including material quantities and costs of each proposed work package Addendum #1- April 8, 2014

☐ Proposed Monthly Payment Schedule showing the anticipated schedule on which funds will be required and associated value of work in accordance with Part 1, Section 4.4.7 Addendum #1- April 8, 2014

☐ 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
COST BREAKDOWN SUMMARY

ATTACHMENT 4.3.1
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:

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Services, LS</td>
<td>$758,000.00</td>
</tr>
<tr>
<td>Mobilization (Construction), LS</td>
<td>$325,000.00</td>
</tr>
<tr>
<td>Quality Assurance (QA) (Construction), LS</td>
<td>$105,000.00</td>
</tr>
<tr>
<td>Quality Control (QC) (Construction), LS</td>
<td>$105,000.00</td>
</tr>
<tr>
<td>Earthwork, LS</td>
<td>$200,000.00</td>
</tr>
<tr>
<td>Roadway Incidentals, LS</td>
<td>$695,333.00</td>
</tr>
<tr>
<td>Drainage (Structures), LS</td>
<td>$180,000.00</td>
</tr>
<tr>
<td>Utilities, LS</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>Pavement, LS</td>
<td>$425,000.00</td>
</tr>
<tr>
<td>Permanent Traffic Control/Signage, LS</td>
<td>$60,000.00</td>
</tr>
<tr>
<td>Maintenance of Traffic, LS</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>All Others Costs, LS</td>
<td>$825,000.00</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): Four Million One Hundred Seventy-Eight Thousand Three Hundred Thirty-Three and no cents ($4,178,333.00)

Signature: [Signature]
Date: April 24, 2014
Jose Rodriguez, President
Design-Builder: Fort Myer Construction Corporation

Vendor No.: F034
PRICE ADJUSTMENT INFORMATION, AND FORMS FOR FUEL, ASPHALT AND STEEEL

SECTION 6.3
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 fuel 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 within 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 vouchedered 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 multiplied 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:

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

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
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.

✔ I elect to use this provision

☐ I elect not to use this provision

Date: 04/23/2014

Signature: [Signature]

Design-builder: FORT MYER CONSTRUCTION CORP

Vendor No.: F034
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 railing 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 materials in the economy.
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 50% (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 ______________________

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.

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<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>
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</tbody>
</table>

We/I, 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.

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

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

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


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

Design-Build’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;

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

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

\[ A = 0.2816 \times 0.030 \times 450,000 \]
\[ A = $3,801.60 \text{ credit to Department} \]
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<tr>
<th>ITEM NUMBER</th>
<th>ITEM DESCRIPTION</th>
<th>UNITS</th>
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<td>avg. 10,17 &amp; 101</td>
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</table>

I elect to use this provision

I elect not to use this provision

Date: May 5, 2014

Signature: [Signature]

Design-Builder: Fort Myer Construction

Vendor No.: F034
PROPOSAL GUARANTY

FORM C-24
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
PROPOSAL GUARANTY

KNOW ALL MEN BY THESE PRESENTS, THAT WE Fort Myer Construction Corporation
principal, and Western Surety Company 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: Contract ID No. C00103318DB71
Federal Project No. STP-5A01 (382)
State Project No. (NFO) 0620-026-017, 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.

Fort Myer Construction Corporation

By: Jose Rodriguez, President

Officer, Partner or Owner

Western Surety Company

By: Don K. Kawamoto

Attorney-in-Fact

Officer, Partner or Owner

(Surety Company)

By:

(Surety Company)

Address

Officer, Partner or Owner

Address

Officer, Partner or Owner

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
POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That WESTERN SURETY COMPANY, a South Dakota corporation, is a duly organized and existing corporation having its principal office in the City of Sioux Falls, and State of South Dakota, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint:

Joseph G Delaney, Karen M Earp, Don K Kawamoto, Individually

of Potomac, MD, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings and other obligatory instruments of similar nature.

- In Unlimited Amounts -

and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law printed on the reverse hereof, duly adopted, as indicated, by the shareholders of the corporation.

In Witness Whereof, WESTERN SURETY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on this 14th day of October, 2013.

WESTERN SURETY COMPANY

[Signature]
Paul T. Bruflat, Vice President

State of South Dakota
County of Minnehaha

ss

On this 14th day of October, 2013, before me personally came Paul T. Bruflat, to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is the Vice President of WESTERN SURETY COMPANY described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

My commission expires
June 23, 2015

CERTIFICATE

I, L. Nelson, Assistant Secretary of WESTERN SURETY COMPANY do hereby certify that the Power of Attorney hereinafore set forth is still in force, and further certify that the By-Law of the corporation printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said corporation this 24th day of April, 2014.

WESTERN SURETY COMPANY

[Signature]
L. Nelson, Assistant Secretary
Authorizing By-Law

ADOPTED BY THE SHAREHOLDERS OF WESTERN SURETY COMPANY

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the shareholders of the Company.

Section 7. All bonds, policies, undertakings, Powers of Attorney, or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, and Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or agents who shall have authority to issue bonds, policies, or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile.
SWORN STATEMENT FORMS

C-104 & C-105
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 Washington, DC , this 24 day of April , 2014

County (City), STATE

Fort Myer Construction Corporation By: Jose Rodriguez, President

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

STATE of Washington, DC COUNTY (CITY) of Washington, DC

To-wit: Carolyn Burns , a Notary Public in and for the State and County(City) aforesaid, hereby certify that this day Jose Rodriguez, President 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 9.30.18

Carolyn Burns Notary Public

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 County (City), STATE , this ___ day of __________ , 20__

(Name of Firm) (Signature) Title (print)
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
AFFIDAVIT

PROJECT: 0620-029-017, P101, R201, C501

FHWA: STP-5A01 (382)

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).

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<thead>
<tr>
<th>NAME</th>
<th>Location of Principal Office</th>
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<tbody>
<tr>
<td>ARTBA</td>
<td>STP-5A01 (382)</td>
</tr>
<tr>
<td>ABC Metropolitan Washington</td>
<td>Washington, DC</td>
</tr>
<tr>
<td>Calverton, MD</td>
<td></td>
</tr>
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</table>

2. I (we) have __X__, 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 I/We have __X__, 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 and 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 ______________, this ______________day of ______________, 2014.

Fort Myer Construction Corp.  
(Name of Firm)  
By: ______________, (Signature)  
Title (print)  

STATE of ______________, COUNTY (CITY) of ______________; To-wit:

By: ______________, (Signature)  
Title (print)  

Carolyn Burns  
__________________________  
Notary Public  
Carolyn Burns  

My Commission expires ______________.
DESIGN-BUILD PROJECT

Price Proposal
April 24, 2014

Braddock Road (Route 620) and Pleasant Valley Road (Route 609) Intersection Improvement
in Fairfax County, VA

Submitted By:

In Association With: